City Council Meeting
October 7, 2019 - 7:00 PM
City Hall Council Chambers
AGENDA
Watch the meeting LIVE!

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

I. CALL TO ORDER

A. **Pledge of Allegiance**

B. **Roll Call**

II. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

A. Association of Washington Cities Presentation

Presented by Peter King, Association of Washington Cities, CEO

B. National Anti-Bullying Month

Mayor Backus to proclaim October 2019 as "National Anti-Bullying Month" in the city of Auburn.

C. Auburn Moutainview DECA's Stress Less Week

Mayor Backus to proclaim October 7-11, 2019 as "Stress Less Week" in the city of Auburn.

D. Domestic Violence Awareness Month

Mayor Backus to proclaim October 2019 as "Domestic Violence Awareness Month" in the city of Auburn.

III. APPOINTMENTS

A. Airport Advisory Board Appointment

City Council to confirm the appointment of Andrea Prasse to the Auburn Municipal Airport Advisory Board for a three-year term to expire December 31, 2021.

(RECOMMENDED ACTION: Move to approve the Auburn Municipal Airport Board Advisory Board appointment.)

IV. AGENDA MODIFICATIONS

V. CITIZEN INPUT, PUBLIC HEARINGS AND CORRESPONDENCE

A. **Public Hearings**

1. Public Hearing for Right-of-Way Vacation V2-19

City Council to hold a Public Hearing in consideration of Right-of-Way Vacation V2-19

2. Public Hearing for the 2020-2024 Community Development Block Grant Consolidated Plan

   City Council to hold a Public Hearing for the proposed Consolidated Plan 2020-2024 Update (Consolidated Plan) and Analysis of Impediments to Fair Housing Choice

B. **Audience Participation**

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

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

VI. COUNCIL AD HOC COMMITTEE REPORTS

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

VII. CONSENT AGENDA

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

A. Minutes of the August 12, 2019, September 9, 2019, September 23, 2019, September 30, 2019 Study Session

B. Minutes of the September 16, 2019 Regular Council Meeting

C. Claim Vouchers (Thomas)

   Claim vouchers list dated October 7, 2019 which includes voucher numbers 455659 through 455900 in the amount of $1,979,689.35 and nine wire transfer in the amount of $847,858.48.

D. Payroll Vouchers (Thomas)

   Payroll check numbers 538621 through 538639 in the amount of $616,964.89, electronic deposit transmissions in the amount of $2,028,324.26 for a grand total of $2,645,289.15 for the period covering September 12, 2019 to October 2, 2019, are approved for payment this 7th day of October, 2019.

E. Public Works Project No. CP1516 (Gaub)

   City Council to Award Base Bid (Schedule A) plus Alternate Bid 2 (Schedule C) for Contract No. 19-15, to Pivetta Brothers Construction on their low bid of $2,545,956.41 plus Washington State Sales Tax of $254,595.65 for a total contract price of $2,800,552.06 for Project No. CP1516, Airport Runway 16-34 Extension

F. Setting the date of Public Hearing for Ordinance No. 6736 Hudson DCT Sewer Payback Agreement #PBK18-0002 (Gaub)

   City Council to set the date of the Public Hearing for Ordinance No. 6736 for the Hudson DCT Sewer Payback Agreement No. PBK18-0002 for November 4, 2019 at

7 PM

G. Setting the date of Public Hearing for Ordinance No. 6737 for Water Payback Agreement #PBK19-0003 (Gaub)

City Council set the date of the Public Hearing for Ordinance No. 6738 for Water Payback Agreement No. PBK18-0003 for Hudson DCTon November 4, 2019 at 7:00PM

H. Setting the date of Public Hearing for Ordinance No. 6738 for Street Payback Agreement #PBK18-0004 (Gaub)

City Council to set the date of the Public Hearing for Ordinance No. 6738 for Street Payback Agreement No. PBK18-0004 for Hudson Distribution Center on November 4, 2019 at 7 PM

I. Setting the date of Public Hearing for the Modification of the 2020-2025 Transportation Improvement Plan (Gaub)

City Council to set the public hearing for October 21, 2019 to Modify the Adopted 2020-2025 Transportation Improvement Plan

(RECOMMENDED ACTION: Move to approve the Consent Agenda.)

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

X. ORDINANCES

A. Ordinance No. 6729 (Gaub)

An Ordinance of the City Council of the City of Auburn, Washington, Vacating Right-of-Way of 130th Avenue SE, between SE 304th Street and SE 302nd Place, within the City of Auburn, Washington

(RECOMMENDED ACTION: Move to adopt Ordinance No. 6729.)

B. Ordinance No. 6734 (Thomas)

An Ordinance of the City Council of the City of Auburn, Washington related to the South Correctional Entity; authorizing the execution of an amended and restated Interlocal Agreement relating to the; approving the City's Capital Contribution related to refunding bonds to be issued to refinance the South Correctional Entity Facility; and approving other matters related thereto

(RECOMMENDED ACTION: Move to adopt Ordinance No. 6734.)

XI. RESOLUTIONS

A. Resolution No. 5455 (Gaub)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to enter into an Easement Agreement with Motorola Solutions, Inc.

(RECOMMENDED ACTION: Move to adopt Resolution No. 5455.)

B. Resolution No. 5456 (Tate)

A Resolution of the City Council of the City of Auburn, Washington, supporting Puget Sound Regional Council's Vision 2050 Draft Plan and related to regional planning

(RECOMMENDED ACTION: Move to adopt Resolution No. 5456.)

C. Resolution No. 5457 (Hinman)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to execute amendments to seven separate land leases related to hangers located on the Auburn Municipal Airport

(RECOMMENDED ACTION: Move to adopt Resolution No. 5457.)

D. Resolution No. 5460 (Hinman)

A Resolution of the City Council of the City of Auburn, Washington, opposing Initiative Measure No. 976, an initiative seeking to repeal authority to impose certain vehicle taxes, change vehicle valuation laws, and limit motor vehicle license fees to $30.00

(RECOMMENDED ACTION: Move to adopt Resolution No. 5460.)

XII. MAYOR AND COUNCILMEMBER REPORTS

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

A. **From the Council**

B. **From the Mayor**

XIII. ADJOURNMENT

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

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Hearing for Right-of-Way Vacation V2-19

Date:
August 26, 2019

Department:
Public Works

Attachments:
No Attachments Available

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

Administrative Recommendation:

City Council to hold a Public Hearing in consideration of Right-of-Way Vacation V2-19 for the Auburn School District. For further action on this item see Ordinance No. 6729.

Background Summary:

Auburn City Code Chapter 12.48 requires that a public hearing be held to consider the proposed right-of-way vacation for V2-19 for the Auburn School District for unopened right-of-way of 130th Avenue SE, between SE 304th Street and SE 302nd Place. The date of the public hearing was set by Resolution No. 5451 on September 3, 2019.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: PH.1

CITY OF AUBURN WASHINGTON

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Hearing for the 2020-2024 Community Development Block Grant Consolidated Plan

Date:
October 1, 2019

Department:
Community Development

Attachments:
Item 1 - 2020-2024 Consolidated Plan Draft

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

Administrative Recommendation:

Background Summary:

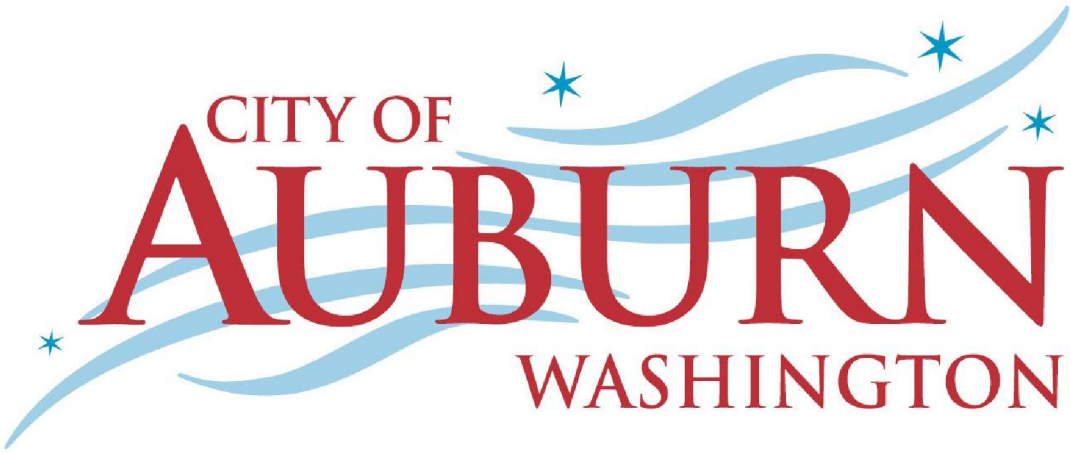
The City of Auburn's Community Development Block Grant (CDBG) Citizen Participation Plan requires Public Hearings to be held at two key stages of the Consolidated Planning process – prior to development to gain input on what should be included, and after the Consolidated Plan has been drafted. City Council will hold a Public Hearing for the proposed Consolidated Plan 2020-2024 Update and Analysis of Impediments to Fair Housing Choice on October 7, 2019 at 7:00pm.

The proposed Consolidated Plan and Analysis of Impediments to Fair Housing Choice are requirements for the Department of Housing and Urban Development's CDBG Program. The Consolidated Plan describes housing and community development needs as well as activities to address those needs. The Analysis of Impediments to Fair Housing Choice provides an overview of barriers to accessing Fair Housing in King County and proposes goals to address those barriers. The Consolidated Plan includes a needs assessment, five-year strategy and the 2020 Annual Action Plan.

The draft plan is posted on the City's Community Services Division webpage and written copies are available upon request.

Reviewed by Council Committees:

Councilmember:
Staff: Tate
Meeting Date: October 7, 2019
Item Number: PH.2



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City of Auburn
Community Development Block Grant Consolidated Plan
2020 – 2024

Executive Summary

ES-05 Executive Summary – 24 CFR 91.200(c), 91.220(b)

1. Introduction

The purpose of the City of Auburn's contribution to the King County Consortium Consolidated Plan is to provide guidance for the investment of certain Community Development Block Grant (CDBG) funds in the City and within the surrounding region as well as setting forth goals and performance measures. The Consolidated Plan has been prepared on behalf of and with the assistance of participating groups, agencies and organizations. The City of Auburn is committed to finding effective, coordinated approaches to address the unmet needs of its low and moderate income residents, and has aligned the goals of the Consolidated Plan with our Urban County Consortium partners.

The City of Auburn anticipates receiving approximately $600,000 per year in CDBG funds during the five year period of the Consolidated Plan for program years 2020-2024. These funds will be used to address housing, homelessness, and community development needs throughout the community.

Data in this Consolidated Plan is based primarily upon the 2011-2015 American Community Survey (ACS) five-year data set, which is the most current ACS data available at time of publishing. This data provides the most detailed information available on income, poverty, housing, and housing cost burden. For the purposes of Auburn's Consolidated Planning process, the ACS data has been supplemented in this Plan with more recent data from community surveys, focus groups, public meetings, and other available data sets pertaining to housing and community development. The Consolidated Plan follows the Department of Housing and Urban Development's (HUD) standardized template, and each section contains questions framed by HUD.

The Consolidated Plan also takes into account the findings and goals of King County's 2019 Analysis of Impediments to Fair Housing Choice (AI). The AI found that systemic segregation, disproportionate housing needs, and individual-level discrimination are present and ongoing across King County, including in Auburn.

Key Findings from the AI include:

- King County has become significantly more diverse over recent decades.
- Jurisdictions in King County can be categorized within three racial compositions: areas that are diverse, predominantly White and Asian, and predominantly White.
- South Seattle and Southwest King County contain the most diverse areas of King County and face the greatest barriers in access to opportunity.
- Economic segregation is a major factor to segregation patterns throughout King County and protected class status is frequently correlated with lower incomes.

- Housing prices have increased dramatically in the last ten years, displacing lower-income communities of color and immigrants.
- Field-testing conducted across jurisdictions in King County found evidence of individual-level housing discrimination in about half of all tests. The testing that occurred in Auburn was consistent with these results.

The AI proposed the following Fair Housing Goals:

1. Invest in programs that provide fair housing education, enforcement, and testing.
2. Engage underrepresented communities on an ongoing basis to better understand barriers and increase access to opportunity.
3. Provide more housing for vulnerable populations.
4. Provide more housing choices for people with large families.
5. Support efforts to increase housing stability.
6. Preserve and increase affordable housing in communities at high risk of displacement.
7. Review zoning laws to increase housing options and supply in urban areas.
8. Work with communities to guide investments in historically underserved communities.
9. Support the Affordable Housing Committee's efforts to promote fair housing.
10. Report annually on Fair Housing Goals and progress.

2. Summary of the objectives and outcomes identified in the Plan Needs Assessment Overview

Within this context, the Consolidated Plan's identified objectives and outcomes are:

1. **Affordable Housing** – Ensure access to healthy, affordable housing for low- and moderate-income households throughout the region and advance fair housing to end discrimination and overcome historic patterns of segregation.
2. **Homelessness** – Make homelessness rare, brief, and one-time and eliminate racial disparities.
3. **Community and Economic Development** – Establish and maintain healthy, integrated, and vibrant communities by improving the well-being and mobility of low- and moderate-income residents, and focusing on communities with historic disparities in health, income, and quality of life.

To accomplish these outcomes and objectives, the City invests in programs that meet the community basic needs, increase self-sufficiency, provide economic opportunity and develop a safe community.

3. Evaluation of past performance

During the first four years of the 2015-2019 Consolidated Plan, Auburn worked with the community, nonprofit agencies, HUD, and our partners in the King County Consortium to make progress towards our Consolidated Plan goals.

Each year, the City of Auburn prepares a Consolidated Annual Performance Evaluation Report (CAPER) and submits it to HUD. The CAPER reports on the specific accomplishments and activities for that year.

From 2015 to 2018, the City of Auburn achieved the following with CDBG funds:

- 242 households received home repairs
- 81 residents received job training and placement
- 54 small businesses received assistance
- 75 youth received free after-school programming
- 209 residents received medical services
- 247 residents received dental services
- Bathrooms at Les Gove Park were renovated to become ADA accessible
- A house was rehabbed to accommodate a transitional housing program which has served multiple families in the community
- A small business in the downtown core received a business façade improvement
- Four sections of sidewalk were built or modified to meet ADA requirements

4. Summary of citizen participation process and consultation process

The City of Auburn held a public meeting prior to the development of the Consolidated Plan in order to receive public input on community needs, barriers to fair housing, priorities, and potential strategies. Notices for the meeting were posted on the City's website and emailed to agencies and community stakeholders via a distribution list.

In addition to soliciting direct input from community members, the City also worked with a consultant to complete a 2019 Community Needs Assessment. The report synthesized data and community feedback from stakeholder interviews, focus groups, and a community-wide online survey. This data and input went into the development of the Needs Assessment and Market Analysis sections of the Consolidated Plan.

The City of Auburn in conjunction with the Consortium consulted with multiple public and private agencies during the development of the consolidated plan. Agencies that participated in consultations included: the King County Housing Authority, All Home King County, other government human service providers and nonprofit agencies delivering services in Auburn and the subregion.

In addition to conducting consultations during the development of the plan, the City of Auburn collaborates and works closely with numerous coalitions, committees and government entities throughout the duration of the plan in efforts to enhance strategies and systems to meet established goals and objectives on the plan.

The draft of the Consolidated Plan was posted on September 4, 2019 for public comment.

5. Summary of public comments

Prior to development of the Consolidated Plan, the City collected input from a public meeting held on April 1, 2019 to inform community needs and gaps, and to receive input from Auburn residents on how impactful the 2015-2019 Consolidated Plan strategies were.

Community members shared feedback with the City on what is working well, what is missing from our previous Consolidated Plan strategies, what they would like to see prioritized, and the ways in which our residents are experiencing barriers to fair housing choice. Below is a summary of key feedback received from public stakeholders.

What is Working Well

- Sidewalk ADA improvements help create greater accessibility and safety for the community
- Health and dental services
- Youth after-school programming
- Small business assistance helps to build entrepreneurship opportunities for community members

What is Missing

- There continues to be a significant need for health services in the community, including mental health and substance abuse treatment.
- Supports for tenants are limited and more is needed in the areas of tenant education, legal assistance, and mediation support for direct landlord engagement.
- A greater focus is needed on homelessness prevention services in the community.
- Transportation within Auburn and the larger region continues to be a barrier to accessing services and employment easily and efficiently.

Barriers to Fair Housing Choice

- The lack of housing affordability, locally and regionally, is a key barrier for low- to moderate-income residents accessing safe and healthy housing in a community of choice.
- There is more education needed for both landlords and tenants on their rights and responsibilities.
- Many individuals in local shelters are housing ready and have rental resources available, but there are no housing units available for them to move into. This increases the strain on our homeless crisis response system.
- The lack of proactive enforcement and oversight of tenant protections translates to a lack of systemic accountability for tenant rights and rental housing quality in our community.
- The process for Fair Housing Enforcement is particularly challenging for vulnerable populations to access, due to fear of retaliation and an overly complex civil legal system.

- Low income renters in our community face particular challenges with absentee/out of state landlords in rental properties and mobile home parks.
- Credit scores and social security numbers are being used as neutral tools to discriminate against potential tenants.
- Tenants are experiencing barriers to accessing housing due to the changing technology used by landlords and property managers. A lack of access to technology for online applications presents soft barriers, while discrimination in the form of social media ad targeting can be a more concrete form of discrimination that bars access to rental information by certain populations.

Recommended Actions Identified by Public Stakeholders

- Programs that support low-income homeowners with energy efficiency improvements to reduce overall housing cost.
- Programs or policies that address the increasing rental costs in the community.
- Need to prioritize services for renters in the community.
- Support pre-apprenticeship programs that provide job training and build skills in repair and manufacturing trades.

6. Summary of comments or views not accepted and the reasons for not accepting them

All comments and views provided were taken into consideration during the Consolidated Plan process. Any comments not accepted were deemed as offensive, inappropriate or had no relation to issues related to Auburn or the Consolidated Plan.

7. Summary

Auburn residents along with stakeholders, community partners, service providers and others were consulted during the development of the Consolidated Plan. They provided valuable input that supported to the development of the outcomes and objectives listed in the Consolidated Plan. The remainder of the plan will provide further detail on how Auburn intends to employ its investment.

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The Process

PR-05 Lead & Responsible Agencies - 91.200(b)

1. Describe agency/entity responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source

The following are the agencies/entities responsible for preparing the Consolidated Plan and those responsible for administration of each grant program and funding source.

Agency Role	Name	Department/Agency
Lead Agency	Auburn	Community Development Department
CDBG Administrator	Auburn	Community Development Department
HOME Administrator	King County	Department of Community and Human Services
ESG Administrator	King County	Department of Community and Human Services

Table 1– Responsible Agencies

Narrative

The City of Auburn, as a member of the King County Consortium, administers its own CDBG funds and prepares its own Consolidated Plan for the administration of those funds. However, it also contributes to sections of the King County Consolidated Plan relating to the HOME program. The lead staff for King County are identified below:

HOME Program – Nicole Washington
ESG Program – Kate Speltz

As a member of the King County Consortium, the City works closely with numerous nonprofit organizations in the region that implement programs funded by the City of Auburn CDBG program. A detailed list of agencies responsible for administering funded programs by CDBG can be found in the Action Plan section of this document.

Consolidated Plan Public Contact Information

Joy Scott
Community Services Manager
City of Auburn
25 West Main Street
Auburn, WA 98001
253.876.1965
jfscott@auburnwa.gov

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PR-10 Consultation - 91.100, 91.200(b), 91.215(l)

1. Introduction

This section describes the community consultation process followed by the City of Auburn in updating the Consolidated Plan and the coordination with other local governments, the Continuum of Care, service agencies, and community stakeholders. The City of Auburn consulted with multiple public and private agencies as well as community members during the development of the Consolidated Plan.

In addition to conducting consultations during the development of the plan, the City of Auburn collaborates and works closely with numerous coalitions, committees, and government entities throughout the duration of the plan in efforts to enhance strategies and systems to meet established goals and objectives of the plan.

Provide a concise summary of the jurisdiction's activities to enhance coordination between public and assisted housing providers and private and governmental health, mental health and service agencies (91.215(l)).

The City of Auburn works closely with partnering King County jurisdictions, public housing authorities and health providers to develop systems in order to improve the quality of service and access for low-income residents as well as the community as a whole within the city and throughout the region.

The City of Auburn, in partnership with the Seattle-King County Coalition on Homelessness, convenes a monthly group of service providers, faith communities, community advocates, and others, to coordinate efforts on serving individuals experiencing homelessness in South King County. The meeting provides a venue for resource sharing, collaboration, training, and best practice implementation. City staff also participate in regional collaborative and decision making bodies such as the King County Joint Recommendations Committee (JRC) and the South King County Human Services Planners group. The city is a member of the King County Human Services Funder Collaborative, which provides a more streamlined process for human service agencies to access funding from multiple cities.

Additionally, the City participates in monthly meetings with staff from King County Department of Community and Human Services, Public Health King County, the Housing Development Consortium, Valley Cities, the Multi-Service Center, and the King County Housing Authority to review program progress and delivery of services funded through regional efforts. This regional collaboration work is supported by the South King Housing and Homelessness Partnership, which Auburn and other South King County Cities contribute to in order to build additional capacity to address issues related to housing and homelessness in the South King County region.

Describe coordination with the Continuum of Care and efforts to address the needs of homeless persons (particularly chronically homeless individuals and families, families with children, veterans, and unaccompanied youth) and persons at risk of homelessness

Since 2016, King County and All Home, our region's Continuum of Care (CoC) lead agency, launched the Coordinated Entry for All (CEA) system for homeless populations and has been refining the system since then. National research identifies coordinated entry as a key component for an effective homeless system because it improves the quality of client screening and assessment, matches clients to appropriately targeted services and resources, and promotes a more efficient use of resources. CEA processes and prioritizes assistance based on vulnerability and severity of service needs to ensure that people who need assistance the most can receive it in a timely manner.

A key feature of the CEA system includes a common assessment tool, the CEA Housing Triage Tool, which is based upon vulnerability and severity of service needs to ensure that people who need assistance the most can receive it in a timely manner. Chronically homeless individuals and families, families with children, veterans, unaccompanied youth, and young adults are a part of the coordinated system. In addition, CEA utilizes regional access points which serve as the primary "front door" for the homeless housing system.

Auburn's mayor is a member of All Home's coordinating board, and participates in regional CoC efforts. During the latter half of 2019, Auburn staff have been invited to provide feedback to King County and All Home in their efforts to shift the current governance model of our CoC. We expect to continue to play a role in this process during the 2020-2024 Consolidated Plan period.

Describe consultation with the Continuum(s) of Care that serves the jurisdiction's area in determining how to allocate ESG funds, develop performance standards and evaluate outcomes, and develop funding, policies and procedures for the administration of HMIS

The ESG program focuses on assisting people to quickly regain stability in permanent housing after experiencing homelessness or a housing crisis.

Consultation with CoC - During the planning process, All Home, the CoC, advises and collaborates with the County and the City of Seattle in stakeholder meetings as a part of the development of the Consolidated Plan and the Action Plan.

Allocation of ESG Funds - The Consortium consults with, member jurisdictions, stakeholders, and the public, and works with the Joint Recommendation Committee to allocate ESG funds. Auburn has a representative on the JRC and works closely with King County to provide input on local context. Funding awards are made on a competitive basis through bi-annual funding rounds advertised publicly and conducted through the King County Department of Procurement.

Performance Standards and Evaluation of Outcomes - All projects adhere to the Homeless Management Information System (HMIS) operating standards and all reporting and program evaluation is completed through HMIS. Within HMIS, data for target populations, youth and young adults, singles, and families, is collected for the following three categories: 1) exit to permanent housing; 2) average program stay; and 3) return to homelessness. This information is collected for emergency shelters, transitional housing,

permanent supportive housing, prevention, and rental assistance programs. Actual performance is measured against the target goals.

Funding, Policies and Procedures for HMIS - The Consortium, with King County as the lead, has improved the efficiency and accountability of HMIS. The King County HHCDD team coordinates with the HMIS team who also are employees of King County. This strengthens the infrastructure and refines the process that allows HMIS to act as the data system platform for the CEA system. Using HMIS as the platform for the system allows continued and substantial improvement in the amount and accuracy of data reported.

The Homeless Emergency Assistance and Rapid Transition to Housing Act (HEARTH Act) revised the Emergency Shelter Grants Program and renamed it the Emergency Solutions Grants (ESG) Program. The new name reflects the change in the program's focus from addressing the needs of homeless people in emergency shelters to assisting people to quickly regain stability in permanent housing after experiencing homelessness and/or a housing crisis.

2. Describe Agencies, groups, organizations and others who participated in the process and describe the jurisdictions consultations with housing, social service agencies and other entities

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Table 2– Agencies, groups, organizations who participated

1	**Agency/Group/Organization**	KING COUNTY
	Agency/Group/Organization Type	Other government - County
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Non-Homeless Special Needs Market Analysis
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	As a member of the King County Housing Consortium for the purpose of HOME funds, Auburn works closely with King County in the development of the City's and the County's Consolidated Plan. Because the two entities have a cardinal role in each other's program delivery there is active participation from both parties in the development of the plan. Staff from King County and Auburn met regularly prior to and during the development of the plan, and both entities participated in the public meeting held in Auburn on April 1.
2	**Agency/Group/Organization**	KENT
	Agency/Group/Organization Type	Other government - Local
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Lead-based Paint Strategy Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Non-Homeless Special Needs Market Analysis Anti-poverty Strategy

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	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	As members of the Urban County Consortium, Auburn and Kent staff worked closely together during the development of the Consolidated Plan. Staff from both cities attend monthly meetings to discuss human services and housing trends, needs, and progress on ongoing initiatives.
3	**Agency/Group/Organization**	FEDERAL WAY
	Agency/Group/Organization Type	Other government - Local
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Lead-based Paint Strategy Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth Non-Homeless Special Needs Market Analysis Anti-poverty Strategy
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	As members of the Urban County Consortium, Auburn and Federal Way staff worked closely together during the development of the Consolidated Plan. Staff from both cities attend monthly meetings to discuss human services and housing trends, needs, and progress on ongoing initiatives.
4	**Agency/Group/Organization**	Housing Development Consortium of Seattle-King County
	Agency/Group/Organization Type	Planning organization
	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth

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	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Auburn participates in monthly meetings convened by the Housing Development Consortium (HDC) on homeless response needs and strategy in SKC, and bimonthly meetings focused on affordable housing data and developments. The information collected by HDC helps to inform multiple pieces of our Consolidated Plan, particularly those strategies related to homelessness and affordable housing in our community.
5	**Agency/Group/Organization**	Seattle-King County Coalition on Homelessness
	Agency/Group/Organization Type	Services-homeless Nonprofit agency
	What section of the Plan was addressed by Consultation?	Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	Auburn is a member of the Seattle-King County Coalition on Homelessness (SKCCH), and co-convenes a monthly group of service providers working with people experiencing homelessness in our communities. The meetings provide a frequent check-in point, and the opportunity to hear from providers directly on the challenges and trends they're seeing in Auburn. The Coalition on Homelessness' organizational members include agencies and community groups that provide emergency shelter and services, transitional housing, and permanent, supported housing to the roughly 27,000 men, women, and children who are homeless in King County during one year.
6	**Agency/Group/Organization**	South King County Housing and Homelessness Partners
	Agency/Group/Organization Type	Other government - Local Regional organization

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	What section of the Plan was addressed by Consultation?	Housing Need Assessment Public Housing Needs Homelessness Strategy Homeless Needs - Chronically homeless Homeless Needs - Families with children Homelessness Needs - Veterans Homelessness Needs - Unaccompanied youth
	How was the Agency/Group/Organization consulted and what are the anticipated outcomes of the consultation or areas for improved coordination?	South King Housing and Homelessness Partners (SKHHP) is a coalition formed by an interlocal agreement between the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Renton, Tukwila, and King County. The agreement allows for South King County jurisdictions to work together and share resources in order to effectively address affordable housing and homelessness. This collaborative model is based on similar approaches used in Snohomish County, East King County, and other areas of the country. The purpose of the coalition is to increase the available options for South King County residents to access affordable housing and to preserve the existing affordable housing stock.

Identify any Agency Types not consulted and provide rationale for not consulting

A wide range of groups and organizations participated in the process including public funders from Washington State and King County partner jurisdictions, public housing authorities, members from the Seattle-King County Housing Development Consortium, stakeholders, housing providers for low-and-moderate income persons, agencies who serve persons who are homeless, and Seattle-King County Public Health. In addition to the consultations referenced above, Auburn, King County and Consortium partner staff coordinate closely with each other and fan out to participate and attend a wide range of standing meetings with city planners, housing and service providers.

The only types of organizations not consulted with were corrections facilities. The rationale for not consulting with these facilities is that the City does not host this type of organization.

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Other local/regional/state/federal planning efforts considered when preparing the Plan

Name of Plan	Lead Organization	How do the goals of your Strategic Plan overlap with the goals of each plan?
Continuum of Care	All Home King County	The goals of Auburn's Strategic Plan overlap with the goals of the CoC to address the needs of homeless residents in the community and reduce the risk of homelessness.

Table 3– Other local / regional / federal planning efforts

Describe cooperation and coordination with other public entities, including the State and any adjacent units of general local government, in the implementation of the Consolidated Plan (91.215(l))

As a member of the King County Housing Consortium for the purpose of HOME funds, Auburn works closely with King County in the development of the City's and the County's Consolidated Plan. Because the two entities have a cardinal role in each other's program delivery there is active participation from both parties in the development of the plan.

The City also actively participates in the South King County Human Services Planners Committee. The Committee is composed of neighboring South King County City's such as Kent, Federal Way and Burien as well as partnering funder organizations such as All Home and United Way. The monthly meetings are used to discuss current issues impacting the community as well as Consolidated Planning and other CDBG program management strategies.

Narrative

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PR-15 Citizen Participation - 91.401, 91.105, 91.200(c)

1. Summary of citizen participation process/Efforts made to broaden citizen participation
Summarize citizen participation process and how it impacted goal-setting

Citizen participation plays a crucial role in the success of the City's Consolidated Plan. The goals are to hear the community's feedback and recommendations on how CDBG funds should be invested and how services can coordinate to achieve the greatest impact.

As part of the Consolidated Plan development, the City of Auburn solicited input on community needs, priorities, and potential strategies. Public input was gathered utilizing a variety of public engagement strategies, including public meetings, written comments, stakeholder interviews, focus groups, and online surveys. The City made an effort to reduce barriers to input by providing the online survey in English and Spanish and making interpretation available during the public meeting and stakeholder interviews and focus groups.

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Citizen Participation Outreach

Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
1	Public Meeting	Non-targeted/broad community Elected Leaders, Service Providers, Business Community	"One Table" was a series of meetings convened by the City of Seattle, the City of Auburn, and King County. The January 22, 2018 One Table Community Action Work Group meeting brought elected officials, service providers to discuss the root causes of homelessness and to develop a community approach to homelessness and affordability.	Full meeting summary at URL below	None	https://www.kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/one-table.aspx
2	Public Meeting	Non-targeted/broad community Elected Leaders, Service Providers, Business Community	The April 4, 2018 One Table Community Action Work Group meeting brought elected officials, service providers to discuss the root causes of homelessness	Full meeting summary at URL below	None	https://www.kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/one-table.aspx

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Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
3	Public Meeting	Non-targeted/broad community Elected Leaders, Service Providers, Business Community	The August 3, 2018 One Table Community Action Work Group meeting brought elected officials, service providers to discuss the root causes of homelessness.	Full meeting summary at URL below	None	https://www.kingcounty.gov/depts/community-human-services/housing/services/homeless-housing/one-table.aspx
4	Public Meeting	Non-targeted/broad community	On April 1, the City of Auburn held a public meeting with support from King County to gather input for the 2020-2024 Consolidated Plan update, and to hear from community members on local housing needs and barriers to Fair Housing.	People expressed a desire to see more affordable housing, fewer barriers to obtaining housing including: tenant screening, selective micro-targeting through social media, discrimination against domestic violence survivors, rental application fees. Also mentioned was single family zoning as exclusionary and limiting the housing supply. Other supply constraining factors mentioned were permitting process and regulations.	None	

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Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
5	Stakeholder meeting	King County Library System	City of Auburn staff along with consultant met with staff at King County Library system to hear input on community needs.	Identified gaps in services included low availability of shelter beds compared to community need, lack of medical respite beds, wraparound services for individuals experiencing chronic homelessness, transportation.	None	
6	Stakeholder meeting	Auburn Food Bank	City of Auburn staff along with consultant held two focus groups at Auburn food bank, for staff and clients to provide input on community needs.	Identified gaps in services included inadequate transportation, lack of affordable housing, insufficient mental health services compared to need, lack of personal storage options for individuals experiencing homelessness.	None	
7	Stakeholder meeting	Nexus Youth and Families	City of Auburn staff along with consultant held two focus groups at Nexus Youth and Families, for staff and clients to provide input on community needs.	Identified gaps in services included youth-appropriate employment services, clothing resources, and lack of affordable housing locally.	None	

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Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
8	Stakeholder meeting	Mother Africa	City of Auburn staff along with consultant met with staff at Mother Africa to hear input on community needs.	Identified gaps in services included lack of emergency shelter beds for individuals fleeing domestic violence, lack of large family-size affordable housing units across South King County, including Auburn, and employment services.	None	
9	Stakeholder meeting	Ukrainian Community Center of Washington	City of Auburn staff along with consultant met with staff at Ukrainian Community Center of Washington to hear input on community needs.	Identified gaps in services included employment services, housing-related legal resources for renters, lack of affordable housing, and resources for utility assistance for low-income community members.	None	
10	Stakeholder meeting	Seattle-King County Public Health Mobile Medical Van	City of Auburn staff along with consultant met with staff at the Mobile Medical Van to hear input on community needs.	Identified gaps included a lack of medical respite beds for individuals experiencing homeless, emergency shelter beds, and legal assistance.	None	
11	Stakeholder meeting	Mary's Place	City of Auburn consultant met with staff at Mary's Place to hear input on community needs.	Identified gaps included insufficient affordable housing and shelter capacity in South King County.	None	

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Sort Order	Mode of Outreach	Target of Outreach	Summary of response/attendance	Summary of comments received	Summary of comments not accepted and reasons	URL (If applicable)
12	Public Meeting	City of Auburn Human Services Committee	City of Auburn staff along with consultant met with the City of Auburn's Human Services Committee to hear input on community needs.	Identified gaps included insufficient affordable housing locally, lack of transportation, especially at a subregional level, lack of flexible options for increasing affordable housing stock.	None	
13	Stakeholder meeting	Interfaith Task Force on Homelessness	City of Auburn consultant met with staff at the Interfaith Task Force on Homelessness to hear input on community needs.	Identified gaps included a lack of directed support and programs for individuals living in their vehicles in Auburn.	None	
14	Internet Outreach	Non-targeted/broad community	Broad community survey was made available for 9 weeks with outreach to community members and human service providers through web postings, social media, targeted emails, availability at public events, and announcements at community meetings. The survey received 119 responses.	Survey responses identified community perceptions of increasing human service needs, particularly related to housing stability, domestic violence, and food and emergency sheltering. Respondents would like to see city prioritization of basic needs, homeless prevention and housing stability, neighborhood safety and wellbeing, and health and dental care.	None	

Table 4– Citizen Participation Outreach

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Needs Assessment

NA-05 Overview

Needs Assessment Overview

The needs assessment of Auburn's Consolidated Plan is largely comprised of data provided through HUD and the US Census well as information gathered through consultations and citizen participation. The assessment provides a clear picture of Auburn's needs related to affordable housing, special needs housing, community development and homelessness. Within these topics the highest priority needs will be identified which will form the basis for a strategic plan.

Numerous sources were used to conclude Auburn's needs for the next five years, including Census data, school district data, information from the HUD Comprehensive Affordability Strategy and the Washington State Department of Health and Social Services. Data from the King County Regional Affordable Housing Task Force was also used to provide more in depth detail about Auburn's housing needs.

In addition, the City worked with a consultant to provide focus groups, stakeholder interviews, and a community-wide survey on housing and human service needs. The City assessed comments received from residents and consultations with stakeholders, partners and other collaborative partners who worked closely with the city on housing and other human services issues.

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NA-50 Non-Housing Community Development Needs - 91.415, 91.215 (f)

Describe the jurisdiction's need for Public Facilities:

In 2015, the City of Auburn completed a strategic planning process specific to the City's parks, open spaces, and recreation facilities. The plan emphasized the following recommendations with regards to public parks and recreation facilities:

Age/Composition: Our young, growing population, with many single-parent families and an increasing population of elderly residents, has extensive needs for recreation and service programs, as well as recreation facilities.
Race: Auburn's changing racial composition can be incorporated into its historical, cultural and recreational programming and in development of facilities.
Housing: With increased density of housing, there is an increased need for parks and open space to replace the lost "backyard" is occurring.
Income Levels: The lower income levels in Auburn mean that there is a greater need for public recreation facilities. Our residents also require classes and programs at reasonable rates or no cost. Teens, the elderly, and families with several children are particularly in need of free or reduced fee services.
New Park Development: Specific park land and facilities needed to serve new residents should be determined as development occurs or is planned. The recently annexed areas of Lea Hill and West Hill are underserved by parks and recreation programs. Park site selection should ensure that the site will physically accommodate the identified facilities. Areas with extensive steep slopes and wetlands may be difficult areas in which to develop active recreation facilities, although they may be suited to open space or passive activities.
Scenic and Resource Lands: Lands with high scenic or natural resource value should be acquired and utilized for parks and open space. Public access to these locations should be guaranteed through site selection and design.
Ecosystems: It is desirable to have parks located in a variety of ecosystems present in the city. This means we plan parks in, or adjacent to the rivers, creeks, wetlands and wooded hillsides found throughout the city.
Art and History: The inclusion of historical artwork, public art, and information in the development of parks will broaden their value to the community. It can provide an added source of enjoyment and education to the recreational experience.

In addition to public facilities operated by the City, Auburn is host to numerous public facilities that offer programs serving those who are at risk of or currently experiencing homelessness. However, community members still identify clear gaps in the types of facilities needed to support vulnerable Auburn residents. In 2019, Auburn heard from residents at public meetings and through interviews and focus groups as part of the Community Needs Assessment process. Key needs identified through this process included:

Enhanced, 24 Hour Emergency Shelter: The City of Auburn supports a day center and separate overnight shelter for adults experiencing literal homelessness in the community. The shelter is consistently at capacity and turns away residents seeking services as a result. In addition, the City of Auburn is home to an emergency shelter for young adults ages 18-24 that also experiences challenges with limited capacity and significant need. Beyond these maxed out resources, people within the City of

Auburn do not have access to shelter, safe places to park and reside in their vehicles, or safe campgrounds. Couples wanting to reside together, people with pets, and people actively using substances have no options for shelter within the City of Auburn, as low barrier shelter does not exist.

Medical Respite: Stakeholders identified that there is a clear need for additional medical care that human service organizations cannot provide. A more intensive medical respite care facility does not exist, so people exit the emergency room with nowhere to go, directly to the streets or emergency shelter and often end up at the public library during the day. This results in King County Public Health's Mobile Medical Team seeing people with worsening/acute medical conditions that would be preventable if a medical respite care option were available. Stakeholders identified the number one strategy for providing effective and sustainable treatment as a medical respite facility. Without that critical resource, patients, often without housing options, are discharged without safe place to recover and no medical follow up.

How were these needs determined?

These needs were determined through multiple public participation and data gathering processes. The City's strategic planning process related to parks and open spaces included an online survey, public meetings, engagement at the City's Park Board, Arts Commission, Planning Commission and City Council Meetings, an Auburn Health Impact Assessment, and feedback from current participants of Parks and Recreation Classes. The Community Needs Assessment incorporated public survey feedback, information from stakeholder interviews and focus groups, input from the City Council and Human Services Committee, and local and national data.

Describe the jurisdiction's need for Public Improvements:

The City of Auburn makes numerous efforts and strategies to ensure improvements are made to provide a safe, user friendly and appealing community for community members to reside. Because staff cannot see all happenings at all times it is important that residents communicate their needs and make requests as a need for improvement arises. The City of Auburn provides a reporting system on the City website as well as an app where Auburn residents can report issues with streets, facilities, parking, vegetation and other issues that need attention. The system has allowed the City to keep up with maintenance issues and meet needs of its community. Although the system has increased communication between citizens and city services as well as improved efficiency of improvements, citizens have expressed a need for improved parking facilities, sidewalks and street repairs.

The City of Auburn has developed several public improvement projects in the past utilizing CDBG funds. The City anticipates utilizing CDBG funds in the 2020-2024 strategic planning period to address sidewalk ADA accessibility needs in low-income areas of the community. These projects support greater safety and accessibility for community members.

How were these needs determined?

Auburn's needs for public improvements were determined through needs assessments, citizen surveys, and ongoing evaluation and assessment by the City's Public Works department. In addition, a telephone survey conducted prior to the last Consolidated Plan update asked citizens of their opinions about the quality of life in Auburn, priorities for the future, and the level of satisfaction with city government and city services. The data collected was summarized into a report made available to the public on the City's website.

Describe the jurisdiction's need for Public Services:

Similar to other cities within King County and the Puget Sound region at-large, Auburn has grown rapidly, becoming an increasingly diverse community as it pertains to race/ethnicity, income, education, and language, among other categories. According to the 2017 American Community Survey (ACS), the population of Auburn is 77,440, this is a 10.3% increase from 2010. These residents form 18,862 families, making the average family size 3.25, well above the national average of 2.63 and the King County average of 2.45.

Although population growth is felt by the entire region, it is notably large in Auburn. Each year, Auburn has increased its share of residents within King County; meaning that Auburn has outpaced most other King County cities in percentage of growth. Auburn accounted for 1.9% of the King County population in 1970, now accounting for 3.7% of the population.

The *2017 Self Sufficiency Standard* in South King County for one adult, one preschooler, and one school-age child is $68,625 annually. Similarly, the self-sufficiency standard for two adults, one preschooler, and one school-age child is $74,083. The median annual household income in Auburn ($64,000) nearly hits these self-sufficiency numbers. Despite substantial economic growth, the pace of such growth exacerbates inequities and gaps. Without adequate economic supports those gaps risk growing larger as economic growth continues at such a rapid pace.

Rapidly increasing housing costs and a low vacancy rate in the region has contributed to an increased housing cost burden for Auburn residents and increased risk of housing instability. This data, highlighted in the Analysis of Impediments to Fair Housing and Housing Market Analysis sections of the Consolidated Plan, point to an increased need for Public Services, which can often serve to mitigate housing instability by meeting other household needs or providing legal or other housing interventions. Auburn's accelerated pace of growth also highlights the increased need for Public Services, as local providers are unable to keep pace with the demand in order to address current needs of residents. Key Public Service needs identified through public participation include Fair Housing supports, medical services, increased services connected to emergency shelter, employment training for young adults, and supportive housing.

How were these needs determined?

Numerous sources were used to conclude Auburn's needs for the next five years, including Census data, school district data, information from the HUD Comprehensive Affordability Strategy and the Washington State Department of Health and Social Services. Data from the King County Regional

Affordable Housing Task Force was also used to provide more in depth detail about Auburn's housing needs.

In addition, the City worked with a consultant to provide focus groups, stakeholder interviews, and a community-wide survey on housing and human service needs. The City assessed comments received from residents and consultations with stakeholders, partners and other collaborative partners who worked closely with the city on housing and other human services issues.

Based on the needs analysis above, describe the State's needs in Colonias

Housing Market Analysis

MA-05 Overview

Housing Market Analysis Overview:

The Market Analysis Section will cover the following topic areas within Auburn's housing market:

- Supply and demand
- Housing stock available
- Condition and cost of housing
- Inventory of facilities, housing, and services that meet the needs of homeless persons
- Barriers to affordable housing
- Characteristics of the jurisdiction's economy

Each section will identify and describe Auburn's greatest needs, what resources and options are available, as well as what resources are less available for residents.

MA-45 Non-Housing Community Development Assets - 91.410, 91.210(f)

Introduction

Centrally located between Tacoma and Seattle, Auburn is an ideal place of residence in the Puget Sound's economic region. Connected to freeways and the Sound Transit's Commuter Train, Auburn has continued to experience a significant amount of economic growth in the past five years. At the center of the largest industrial complex in the Northwest, Auburn sits in the middle of the major North-South and East-West routes of this region. With two rail roads and close proximity to the Ports of Seattle and Tacoma, Auburn was identified by the Department of Commerce as one of only 15 Innovation Partnership Zones in Washington State. With continued job expansion and above average retail growth, Auburn enjoys a vibrant and sustainable business environment. Like most regions, Auburn experienced fluctuation of employment during the recession; however the recent changes and community enhancements have kept the unemployment rate relatively low. Being centrally located and having large amounts of available land, the City of Auburn is ideal for business expansion and economic growth.

This section will cover Auburn's non-housing economic development assets of the city. The items covered in detail are:

- business by sector
- labor force
- occupation by sector
- travel time to work
- educational attainment
- median earnings in the past 12 months

The tables will provide detailed information on the economic status of Auburn as well as provide an estimate of where the gaps are.

Economic Development Market Analysis

Business Activity

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Agriculture, Mining, Oil & Gas Extraction	356	13	1	0	-1
Arts, Entertainment, Accommodations	3,004	2,644	9	6	-3

Business by Sector	Number of Workers	Number of Jobs	Share of Workers %	Share of Jobs %	Jobs less workers %
Construction	2,586	3,291	8	8	0
Education and Health Care Services	6,468	7,495	19	17	-2
Finance, Insurance, and Real Estate	1,659	1,007	5	2	-3
Information	503	639	1	1	0
Manufacturing	5,065	9,119	15	21	6
Other Services	1,474	1,489	4	3	-1
Professional, Scientific, Management Services	3,165	2,282	9	5	-4
Public Administration	1,626	3,139	5	7	2
Retail Trade	4,311	5,615	13	13	0
Transportation and Warehousing	2,573	2,998	7	7	0
Wholesale Trade	1,531	3,849	4	9	5
Total	34,321	43,580	--	--	--

Table 5 - Business Activity

Alternate Data Source Name:
2015 ACS Data, Selected Economic Characteristics
Data Source Comments:

Labor Force

Total Population in the Civilian Labor Force	37,388
Civilian Employed Population 16 years and over	34,315
Unemployment Rate	8.13
Unemployment Rate for Ages 16-24	23.04
Unemployment Rate for Ages 25-65	5.02

Table 6 - Labor Force

Data Source: 2011-2015 ACS

Occupations by Sector	Number of People
Management, business and financial	6,775
Farming, fisheries and forestry occupations	1,674
Service	3,980
Sales and office	9,090
Construction, extraction, maintenance and repair	3,369
Production, transportation and material moving	2,040

Table 7 – Occupations by Sector

Data Source: 2011-2015 ACS

Travel Time

Travel Time	Number	Percentage
< 30 Minutes	17,635	54%
30-59 Minutes	10,715	33%
60 or More Minutes	4,195	13%
Total	***32,545***	***100%***

Table 8 - Travel Time

Data Source: 2011-2015 ACS

Education:

Educational Attainment by Employment Status (Population 16 and Older)

Educational Attainment	In Labor Force		
	Civilian Employed	Unemployed	Not in Labor Force
Less than high school graduate	2,685	239	1,773
High school graduate (includes equivalency)	8,100	710	2,785

Educational Attainment	In Labor Force		
	Civilian Employed	Unemployed	Not in Labor Force
Some college or Associate's degree	10,065	810	2,890
Bachelor's degree or higher	7,845	225	1,090

Table 9 - Educational Attainment by Employment Status

Data Source: 2011-2015 ACS

Educational Attainment by Age

	Age				
	18–24 yrs	25–34 yrs	35–44 yrs	45–65 yrs	65+ yrs
Less than 9th grade	125	679	700	548	595
9th to 12th grade, no diploma	1,105	974	740	1,045	643
High school graduate, GED, or alternative	2,595	3,040	2,765	5,795	2,795
Some college, no degree	2,810	2,310	2,275	4,685	2,035
Associate's degree	555	960	1,275	2,335	595
Bachelor's degree	475	1,815	1,655	3,115	1,115
Graduate or professional degree	15	470	715	1,450	625

Table 10 - Educational Attainment by Age

Data Source: 2011-2015 ACS

Educational Attainment – Median Earnings in the Past 12 Months

Educational Attainment	Median Earnings in the Past 12 Months
Less than high school graduate	23,670
High school graduate (includes equivalency)	33,290
Some college or Associate's degree	41,024
Bachelor's degree	57,196
Graduate or professional degree	64,409

Table 11 – Median Earnings in the Past 12 Months

Alternate Data Source Name:
2011-2015 ACS Data
Data Source Comments:

Based on the Business Activity table above, what are the major employment sectors within your jurisdiction?

Based on the Business Activity table above the major employment sectors within Auburn's jurisdiction are:

- Manufacturing
- Education and Health Care Services
- Retail trade

Major manufacturing businesses in Auburn include but are not limited to: Boeing, Skills, LMI Aerospace, ExOne, Conrad Manufacturing, and Orion Aerospace.

Major education and health care services employers include: the Auburn School District, Green River College, Multicare

Major retail trade businesses include: The Outlet Collection, Wal Mart, and Coastal Farm and Ranch. In addition to the major retail trade businesses, Auburn has numerous small businesses throughout the City.

Describe the workforce and infrastructure needs of the business community:

Auburn is fortunate to be in the path of growth, and, in the past years, the City has successfully set the stage for increased investment. As a result, the interest in and momentum around Auburn have been increasing and continue to build. In 2014, Auburn's population was almost 76,000. By 2020, Esri, a leading demographic data provider, estimates that Auburn's population will be nearly 85,000. With the cost of housing continuing to climb throughout the Seattle region, Auburn and its South Sound peers will likely see population growth accelerate even more than these conservative projections predict. Currently, the City is a net importer of labor with more workers commuting to Auburn for jobs each day than leaving. As new residents move into the community, Auburn's economic development activities will influence whether there are job opportunities for these new residents in Auburn or whether they will commute outside the city limits for work. According to EMSI, a leading economic and labor market data provider, the City is projected to add over 6,400 jobs over the next 10 years. This number is also likely

conservative. The actual number and composition of jobs could change dramatically with a targeted, entrepreneurial economic development program. The City's current economic development resources and structure allow the City to be responsive to opportunities that come its way. It has a proven track record of dedication and creativity that has yielded impressive results to date. The City of Auburn's Economic Development Strategic Plan found that the City will benefit from augment its Economic Development program with additional resources and stronger partnerships. This will position the City to better support the attraction, formation, retention, and expansion of businesses that form the economic backbone of the community and provide more and better economic opportunities for Auburn residents.

Describe any major changes that may have an economic impact, such as planned local or regional public or private sector investments or initiatives that have affected or may affect job and business growth opportunities during the planning period. Describe any needs for workforce development, business support or infrastructure these changes may create.

Each of Auburn's seven neighborhood areas have upcoming developments that may impact local investment and business growth, including some planned infrastructure improvements:

Downtown: There are several large projects in the downtown area that are in various stages of the design, permit review, and approval process.

- Auburn Town Center is a seven-story, 296,000 square foot mixed use commercial property being developed at 1st and South Division Street in the heart of downtown. It will include 226 market rate apartment units and 2,000 square feet of ground level commercial space.
- Next door will be the Auburn Legacy Senior Living, an eight-story, 216,000 square foot building that will provide additional housing options for our senior community members, as well as an additional 7,000 square feet of ground floor commercial space on Main Street. Ground breaking is anticipated this summer or fall.
- The Heritage Building, in Auburn's downtown core, was sadly destroyed by fire in December of 2017. The property owner is working on the design of a new and improved six-story, 60,000 square foot building with 67 apartments, doubling the capacity of the previous building. This site will provide 5,500 square feet of ground floor commercial space. This project is currently in the design review phase, with an anticipated 2020 construction start date.

Lakeland Hills: There are several development projects planned for the Lakeland Hills area of Auburn, including a new 73,000 square foot Auburn Public Schools elementary school, a 16-lot residential subdivision, and a 5-building retail development.

Lea Hill: In addition to three subdivision projects that are in preliminary design and review stages, the City is also moving forward with the Lea Hill Corridor project. In September 2018, the City initiated the Lea Hill Road Corridor Study, between Harvey Road/M Street NE and 124th Avenue SE. The study is taking a practical design approach to develop alternative solutions, determine a preferred roadway design, and identify any potential interim solutions. The Lea Hill Road Corridor Study, which involves public engagement, traffic forecasting and analysis, conceptual design, and preliminary cost estimation, is expected to be complete by the end of 2019.

North: There are several large projects in North Auburn that are in various stages of the design, permit review, and approval process. Notably, these include a 290,000 square foot warehouse and distribution center, a mixed use retail and multi-family development that includes affordable housing, a 250,000 square foot warehouse, and a public elementary school replacement.

Plateau: There are two large infrastructure improvements that are in process on the Plateau in Auburn:

- SR 164 Improvements: The Muckleshoot Indian Tribe is leading this project to improve transportation on the SR 164 corridor from SR 18 to the Poplar Street curve, with the support of WSDOT and the City of Auburn. The purpose of the project is to develop a cost-effective, long-term solution that improves congestion, increases safety, and accommodates growth. The Muckleshoot Indian Tribe, with the support of WSDOT and the City, hosted two public open houses to display project concepts and an online comment form to collect community feedback. A final public open house on the project will be held early this fall.
- Auburn Way South Improvements: The Auburn Way South Sidewalk Improvement project will construct a sidewalk to fill the missing sidewalk gap from 17th Street SE to Muckleshoot Plaza along the north side of Auburn Way South. The project will provide pedestrian access along Auburn Way South by constructing a sidewalk where one doesn't currently exist. This project also includes the following work:
    - Narrowing the existing lane widths to accommodate the new sidewalks within the existing roadway footprint;
    - Painting new lane lines to delineate the new lane widths;
    - Reducing the speed limit from 45 MPH to 35 MPH;
    - Installing c-curbing and a raised median for the purpose of calming vehicular speeds;
    - Removing the existing guardrail and installing new guardrail behind the planned sidewalk; and
    - Upgrading the existing streetlights with energy efficient LED fixtures.

South:

- Farmer's Market: With a $20,000 grant from King Conservation District for the past season, the Market was able to continue to grow at the new Les Gove Park location. The move to Les Gove Park has brought new success to the Market, its customers, vendors, and

especially the farmers. With the new park view, increase in exposure, an active park full of amenities, and space to grow, the Auburn Farmers Market will continue to flourish and grow for decades to come.

West Hill: In addition to receiving two subdivision projects that are in the review stages, the City will be completing improvements to a property for Parks use that will include soft surface trail improvements, viewpoints with picnic tables and benches, parking area, and a footbridge.

How do the skills and education of the current workforce correspond to employment opportunities in the jurisdiction?

Auburn's primary strength, and the strength of the South Sound region, is its access to skilled labor. In the 145 zip codes that are within about a 45-minute drive of Auburn, there are 1.5 million workers. Over 800,000 of these workers fall into the "middle skills" segment of workers. In fact, Auburn has very good access to hard-to-find skillsets such as customer service representatives, truck drivers, registered nurses, maintenance and repair workers, and various types of technicians that support manufacturing operations. Auburn's primary constraint is the availability of sites and buildings with vacancy. This constraint is important because a community's inventory of sites and buildings determines whether or not it can enter into the competition for business investment. The majority of the other site selection factors distinguish regions across the country from one another. In that regard, Auburn is fortunate to be located in a region that is a magnet for talent and investment, which provides it with an advantage over communities of similar size in less competitive regions. Within the Seattle–Tacoma Metro area, the competition to attract businesses is stiff, and communities must differentiate themselves to standout from their peers.

Auburn's education attainment is lower than the state's average; however the percentage of individuals with high school diplomas and some college (without degrees) is higher than the percentage of those without high school diplomas. Data shows that those in Auburn with some college or a bachelor's degree or higher have a higher employment rate than those who don't and have a higher median income. The employment rate of high school graduates, those with some college, those with bachelor's degrees or higher and the annual media income is lower than the state and nation's average.

The rate of Auburn residents with bachelor's degrees or higher is relatively lower than the general population, but the education attainment of the City positively corresponds with the employment opportunities in the jurisdiction. Because the majority of employment opportunities are in areas that do not require higher education degrees (wholesale trade, construction and retail trade) there is ample opportunity for employment in the City.

Describe any current workforce training initiatives, including those supported by Workforce Investment Boards, community colleges and other organizations. Describe how these efforts will support the jurisdiction's Consolidated Plan.

The Mayor's Workforce Initiative began last summer when leadership from Auburn, Pacific, Algona, the Auburn School District, Green River College and businesses came together to talk about how we could work together proactively to connect local companies with our graduating students, and vice versa.

The vision of the group is: *To build a community where all residents can successfully participate in the workforce, achieve economic stability, raise a family, and be a part of the fabric of Algona, Auburn and Pacific. We will build a regional education-to-career pipeline that is a community-wide effort uniting education, cities, the business community, community-based organizations and citizens, where 100% of businesses choose to remain in the Cities and 100% of prospective employers choose our cities*

Does your jurisdiction participate in a Comprehensive Economic Development Strategy (CEDS)?

No

If so, what economic development initiatives are you undertaking that may be coordinated with the Consolidated Plan? If not, describe other local/regional plans or initiatives that impact economic growth.

Workforce Development, Business Assistance and Business Development Programs are services routinely provided through the City of Auburn's Office of Economic Development. The Office of Economic Development has a variety of resources for business development, expansion and recruitment. The City provides tools to assist, including a variety of regularly scheduled Business Assistance Training and Education Programming.

Urban Center for Innovative Partnerships

The mission of Auburn's Urban Center for Innovative Partnerships is to support a vibrant vital economy for the City of Auburn, our local region and the State of Washington. Encouraging the adaption of warehouse districts to mixed use, market-affordable technology clusters and facilitating collaborative partnering among private sector employers, research partners, and programmed workforce development, the IPZ is a multi-phased plan across a variety of manufacturing sectors. These collaborative clusters will realize new businesses and products; expand our existing knowledge based middle-wage jobs while creating new higher paying employment opportunities for the citizens of our City. Through new partnerships and the clustering of entrepreneurs, ideas will flourish, manufacturing efficiencies will be developed and our diverse business community will expand, creating investment opportunities, new technologies and the general growth of our economy.

Downtown Revitalization Project

For 120 years, property owners, business large and small, and individuals have invested and succeeded in Downtown Auburn. Downtown Auburn has undergone a significant revitalization. Recent and ongoing infrastructure investments by the City, new businesses, commuter rail access, shopping and dining opportunities, and recreational and cultural amenities have increased the economic growth and opportunity of downtown business owners as well as enhanced the vitality of the area. Since 2010, the City of Auburn has invested $10 million of federal and State funds in the South Division Street Promenade Project and other downtown projects to make it easier and more attractive for private sector investment. Projects such as improved parking, sidewalks, lighting and updated water, sewer, storm and private utilities are just a small portion of improvements made to impact economic growth in Auburn.

Discussion

The economic and community development of the City, specifically in CDBG-qualifying neighborhoods directly affect the vitality and wellness of its residents. For this reason the City intends to continue to include Community and Economic Development in its three priority goals for the 2020-2024 strategic planning period. In addition to neighborhood revitalization, the City intends on focusing on workforce development efforts. As many residents experience the disproportionate increases in cost of living compared to wage growth, Auburn intends to ensure that the workforce development corresponds with future business opportunities.

MA-50 Needs and Market Analysis Discussion

Are there areas where households with multiple housing problems are concentrated? (include a definition of "concentration")

In the City of Auburn, there are few concentrated areas where there are multiple housing problems. Households of all income groups throughout Auburn have a roughly balanced amount of households experiencing housing problems (problems include: overcrowding, substandard housing and housing cost burdens). Although the households with multiple housing problems are spread throughout the region and not concentrated, there are areas of concentration experiencing just one housing problem. Auburn's neighborhood referred to as "the Valley" runs parallel from North to South along West Valley Highway. The Valley has a concentration of households experiencing housing cost burdens and severe housing cost burdens.

When looking at population rather than geographic area, we find that a number of groups experience housing problems in Auburn at a disproportionate rate.

Households with income below 50% AMI experience housing problems at a very high rate. Nearly 85% of all renter households earning less than 50% AMI experience a housing problem. Overall, just over half of all renter households in Auburn experience a housing problem, with nearly one-third of owner households experiencing a housing problem.

HUD also collects data on disproportionate housing needs based on racial demographics. A disproportionate housing need is identified when a particular group displays a ratio of housing need that is more than ten (10) percentage points above the jurisdictional need as a whole. Both Black/African American and Pacific Islander households experience housing problems at a disproportionate rate as compared to the jurisdiction as a whole. With 61% of Auburn households experiencing a housing problem, Black/African households and Pacific Islander households experience housing problems at fourteen (14) and twenty-eight (28) percentage points above the jurisdiction as a whole.

When comparing renter and owner households, there are several areas of disproportionate need. Among renter households, Black/African American (76.8%) and Pacific Islander (87.6%) households experience a housing problem greater than ten (10) percentage points above the jurisdiction as a whole (65.8%). Among owner households, Pacific Islander households experience a housing problem at 100%; there are 25 Pacific Islander households identified in this CHAS dataset.

Considering cost burdened and severe cost burdened households, the data indicates that Black/African American households experience cost burden at a disproportionately high rate, while Pacific Islander households experience severe cost burden at a disproportionately higher rate.

Are there any areas in the jurisdiction where racial or ethnic minorities or low-income families are concentrated? (include a definition of "concentration")

Racial diversity exists across much of Auburn's geography. However, there are areas of concentration of two population groups.

- Native Americans in Auburn are concentrated in the Eastern side of Auburn near the Muckleshoot Reservation.
- Auburn residents of Hispanic origin reside along the Valley but have a heavier concentration on the South end of the Valley which runs directly up the middle of Auburn along highway 167.

Low-income families are concentrated in the Valley which runs up the center of Auburn alongside highway 167 and in the east side of Auburn near the Muckleshoot Indian Reservation.

Auburn's definition of concentration regarding households in the region is the density in the number of individuals in a specific area.

What are the characteristics of the market in these areas/neighborhoods?

Although the housing available for rental and ownership in the Auburn Valley area is more affordable than other locations in the City, housing costs have been increasing proportionate to the regional trends, making this area no longer affordable to households at many income levels.

According to the National Low Income Housing Coalition Out of Reach Report (2017), fair market rent for a 2-bedroom home in Auburn ranges from $1700 - $2190. This requires a "housing wage" of $67,995 annually to afford housing without experiencing cost burden. The median household income in the zip code that encompasses the Valley is $51,086, or 25% below the housing wage for that area.

Are there any community assets in these areas/neighborhoods?

Auburn's community assets in the Valley include but are not limited to:

- small businesses
- produce markets
- faith-based institutions
- schools
- restaurants
- The Muckleshoot Casino
- The White River Amphitheater

Are there other strategic opportunities in any of these areas?

Auburn's Urban Center for Innovative Partnerships supports the vibrant vital economy for the City of Auburn and the surrounding local region. Encouraging the adaption of warehouse districts to mixed use, market-affordable technology clusters and facilitating collaborative partnering among private sector employers, research partners, and programmed workforce development. These collaborations will realize new businesses and products; expand existing knowledge based middle-wage jobs while creating new higher paying employment opportunities for the citizens of our City. Through new partnerships and the clustering of entrepreneurs, ideas will flourish, manufacturing efficiencies will be developed and our diverse business community will expand, creating investment opportunities, new technologies and the general growth of our economy.

Strategic Plan

SP-05 Overview

Strategic Plan Overview

The City of Auburn's strategic plan is based on the assessment of our community's needs as identified in this Consolidated Plan. The strategic plan will cover the following topics:

- Geographic priorities: Based on the analysis of needs, the area in Auburn with the greatest need lies along Auburn's Valley neighborhood which runs parallel to HWY 167 in the middle of the city. Even though there is a greater need in the Valley, the City has determined not to set priorities on that geographic basis: rather, residents in all areas of the City have priority needs.
- Priority needs: This section will explain the rationale for the decided priorities based on data, citizen participation, consultations with community partners and stakeholders and other assessments.
- Influence of Market Conditions: The City's housing strategy will indicate how the characteristics of the housing market influenced the City's decisions on how to allocate funds to support the preservation and development of affordable housing options for residents.
- Anticipated Resources: The City has several anticipated resources that will assist in the delegation of funds as well as determining strategies and goals.
- Institutional Delivery Structure: This section describes organizations that will carry out the identified objectives outlined in the Strategic Plan.
- Goals: The section will provide an explanation of the objectives intended to initiate and complete through the duration of the Consolidated Plan. Each objective identifies proposed accomplishments and outcomes using the provided Goal Outcome Indicators template. Auburn's desired outcomes for each goal are impacted by many factors, including the larger economy, shifts in local funding patterns, and resources available.
- Public Housing: This section explains the needs of public housing residents and the objectives established in the Strategic Plan to meet those needs.
- Barriers to Affordable Housing: This section identifies the strategies for removing or ameliorating any negative effects of public polies that serve as barriers to affordable housing in Auburn as identified in the Market Analysis section of the Consolidated Plan.
- Homelessness Strategy: This section describes Auburn's strategy for reducing homelessness through outreach, intervention, and homeless prevention services.
- Lead-Based Paint Hazards: This section outlines the City's proposed actions to evaluate and reduce lead-based paint hazards and the policies/programs that will be implemented to address the issue.
- Anti-Poverty Strategies: This section will summarize the City's goals, programs, and policies for reducing family poverty.

- Monitoring: This section will identify the standards and procedures the City will use to monitor sub-recipients to ensure long-term compliance with program and comprehensive planning requirements.

Within this context, the Consolidated Plan strategic plan intends funds to focus on:

1. Affordable Housing
2. Homelessness
3. Community and Economic Development

The following context will detail the highest priority need, as well established goals and objectives.

SP-10 Geographic Priorities - 91.415, 91.215(a)(1)

Geographic Area

Table 12 - Geographic Priority Areas

General Allocation Priorities

Describe the basis for allocating investments geographically within the state

Due to the fact that low/moderate-income individuals and families in need of supportive services reside throughout all geographic regions of the city, geographic boundaries will not be used as a basis for allocating investments.

SP-25 Priority Needs - 91.415, 91.215(a)(2)

Priority Needs

Table 13 – Priority Needs Summary

1	**Priority Need Name**	Affordable Housing
	Priority Level	High
	Population	Extremely Low Low Moderate Large Families Families with Children Elderly Public Housing Residents Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Victims of Domestic Violence Elderly Frail Elderly Persons with Mental Disabilities Persons with Physical Disabilities Victims of Domestic Violence
	Geographic Areas Affected	
	Associated Goals	
	Description	The City of Auburn will engage in housing activities, collaborations, and partnerships to enhance opportunities for the creation and preservation of affordable housing. The City will plan for and support fair housing strategies and initiatives designed to affirmatively further fair housing choice, and to increase access to housing and housing programs.

	Basis for Relative Priority	The City of Auburn continues to experience a significant increase in its population, number of households, housing costs and median income. Although household numbers and median income continues to increase, the City continues to experience housing problems and an increasing housing need for its residents which is common throughout the South King County region. South King County has experienced consistently increasing housing costs over the past five years, which has contributed to housing instability and housing cost burdens for low- to moderate-income households. Residents who are low income or extremely low income suffer from cost burdens greater than 30-50% for both renters and homeowners and other housing problems such as overcrowding and substandard living conditions. These cost burdens can result in eviction, foreclosure and even homelessness for many families. To address these issues the city intends to support programs offered by agencies that provide services to alleviate financial crisis, establish financial stability, address barriers to fair housing choice, and prevent eviction or homelessness. The city will also continue to provide minor home repair services for low income homeowners in the community.
2	**Priority Need Name**	Ending Homelessness
	Priority Level	High
	Population	Extremely Low Low Large Families Families with Children Elderly Rural Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Victims of Domestic Violence Unaccompanied Youth
	Geographic Areas Affected	
	Associated Goals	

	Description	We value working together with collective impact to continue the work to develop a cohesive and coordinated homeless system that is grounded in the principle of Housing First and shared outcomes; we invest in projects that ensure that homeless households from all sub-populations are treated with dignity and respect; are returned to permanent housing as quickly as possible; receive strength-based services that emphasize recovery, as needed; are supported to graduate from temporary homeless housing as rapidly as possible, and from permanent supportive housing as soon as they are ready; receive only what they need to be returned to housing quickly and to be as self-reliant as possible.
	Basis for Relative Priority	Homelessness is an issue that affects communities across the United States and has been increasing in King County over the past five years. As regional housing costs have increased, we see a correlation to increasing numbers of individuals and families in our community experiencing unsheltered homelessness. The projection of how many individuals are experiencing or at risk of homelessness is challenging to estimate. The most accurate estimate of homeless residents comes from an annual assessment called the Point in Time Count that is coordinated by All Home King County. In conjunction with dozens of nonprofit and government agencies, churches and numerous volunteers, cover large areas of the County in order to find homeless persons on the streets, in cars or in other places not meant for housing. The 2019 count estimated 11,199 individuals experiencing homelessness in King County. Of those 11,199 residents, 217 were in Auburn. Shared outcomes with King County and our local Continuum of Care include the following: 1) reduce the number of households becoming homeless; 2) reduce the length of time that households are homeless; 3) increase the rate of exits to permanent housing; and 4) reduce the number of households that re-enter the homeless system after exit to permanent housing.
3	**Priority Need Name**	Community and Economic Development
	Priority Level	High

	Population	Extremely Low Low Moderate Middle Large Families Families with Children Elderly Chronic Homelessness Individuals Families with Children Mentally Ill Chronic Substance Abuse veterans Victims of Domestic Violence Unaccompanied Youth Elderly Frail Elderly Persons with Mental Disabilities Persons with Physical Disabilities Persons with Developmental Disabilities Persons with Alcohol or Other Addictions Victims of Domestic Violence Non-housing Community Development
	Geographic Areas Affected	
	Associated Goals	
	Description	In an effort to meet the need of Auburn's economic and demographic growth the City intends to fund programs and activities that will enhance the economy, accessibility, safety, and physical appearance of neighborhoods. Activities that would be eligible for funding include public infrastructure and ADA improvements for public facilities. These investments help to ensure equitable opportunities for good health, happiness, safety, self-reliance and connection to community.

	Basis for Relative Priority	Auburn recognizes the direct correlation between the health, wellness and sustainability of the City and its economic development. To ensure Auburn provides a safe and desirable place to reside, the City includes Community and Economic Development as a cardinal area to be addressed in the Consolidated Plan. Auburn's efforts to support economic opportunities coincide with its efforts to support connectivity, accessibility, financial stability and an increased quality of life for its residents.

Narrative (Optional)

These strategic priorities identified are a direct conclusion of the data collected and assessment conducted from the Needs Assessment as well as an enhancement of the previous Consolidated Plan.

SP-35 Anticipated Resources - 91.420(b), 91.215(a)(4), 91.220(c)(1,2)

Introduction

The City of Auburn anticipates funding for the duration of the Consolidated Plan from

- CDBG
- City of Auburn General Fund allocation for Human Services

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	600,000	0	51,182	651,182	2,400,000	Resources anticipated based on 2020 estimated entitlement
General Fund	public - local	Public Services	500,000	0	0	500,000	2,000,000	Anticipated general fund allocation to human services in the community.

Table 14 - Anticipated Resources

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Auburn relies on CDBG funds to support community and economic development projects and activities in efforts to support low to moderate income populations in the community. However, CDBG funds are not the only source of funds the City uses to support public services and community projects and activities. The City's general funds are used to support public services in addition to CDBG funds.

CDBG funds do not require matching funds.

If appropriate, describe publically owned land or property located within the state that may be used to address the needs identified in the plan

Discussion

The City of Auburn will explore possibilities to utilize publicly owned land to address needs identified in the Consolidated Plan.

SP-40 Institutional Delivery Structure - 91.415, 91.215(k)

Explain the institutional structure through which the jurisdiction will carry out its consolidated plan including private industry, non-profit organizations, and public institutions.

Responsible Entity	Responsible Entity Type	Role	Geographic Area Served
AUBURN	Government	Planning	Jurisdiction

Table 15 - Institutional Delivery Structure

Assess Strengths and Gaps in the Institutional Delivery System

Strengths:

- Local, South King County and King County systems collaborate services to create a more integrated and comprehensive approach to avoid duplication in services.
- City of Auburn's engagement in regional collaborations supports larger solutions focused work on often-intractable issues such as affordable housing and homelessness.
- Population specific services such as seniors, children and families, culturally-specific, and faith based are present throughout the community.
- City supported neighborhood and community collaboration events and projects.

Gaps:

- Affordable housing need in Auburn and region exceeds available supply
- Lack of enhanced homeless shelter and permanent supportive housing opportunities in Auburn.

Auburn makes numerous efforts to fill gaps in services throughout the region by supporting emergency service and other supportive service programs. However, as the need for emergency services grows along with the number of residents in the City, the community has experienced a proportionate decrease in funding for human services making accessibility more challenging for those in need.

Availability of services targeted to homeless persons and persons with HIV and mainstream services

Homelessness Prevention Services	Available in the Community	Targeted to Homeless	Targeted to People with HIV
Homelessness Prevention Services			
Counseling/Advocacy	X		
Legal Assistance	X		
Mortgage Assistance			
Rental Assistance	X		
Utilities Assistance	X		

Street Outreach Services			
Law Enforcement	X		
Mobile Clinics	X	X	
Other Street Outreach Services	X	X	
Supportive Services			
Alcohol & Drug Abuse	X	X	
Child Care	X		
Education	X	X	
Employment and Employment Training	X	X	
Healthcare	X	X	
HIV/AIDS			
Life Skills	X		
Mental Health Counseling	X	X	
Transportation	X		
Other			

Table 16 - Homeless Prevention Services Summary

Describe the extent to which services targeted to homeless person and persons with HIV and mainstream services, such as health, mental health and employment services are made available to and used by homeless persons (particularly chronically homeless individuals and families, families with children, veterans and their families and unaccompanied youth) and persons with HIV within the jurisdiction

The City of Auburn has provided funding for, supported and collaborated with numerous homeless prevention and intervention service providers throughout the region. Considering homelessness prevention and intervention are high priorities on the City's Consolidated Plan, there are several systems in place to ensure services listed above are made available to and used by individuals and families experiencing homelessness.

- The City funds multiple shelter programs utilizing general fund dollars, including those that serve youth and young adults, individuals fleeing domestic violence, families, and single adults.
- The majority of emergency service providers are centrally located in Auburn on major bus routes where individuals experiencing homelessness utilizing public transportation or are unfamiliar with the area can easily locate resources.
- King County's Mobile Medical Unit visits Auburn regularly and schedules are made visible at local homeless prevention and emergency assistance service provider’s locations.
- The City coordinates with homeless outreach teams to network with agencies who work with and serve individuals experiencing homelessness. For example: Sound Mental Health's PATH Outreach team regularly visits the hospital, food banks, free meal sites and Auburn Library to make access to services easier for homeless persons.

- The City co-facilitates a monthly provider meeting for service providers in South King County serving individuals experiencing homelessness. These meetings provide training opportunities, networking and resource sharing, policy updates, and coordination on regional initiatives.

Describe the strengths and gaps of the service delivery system for special needs population and persons experiencing homelessness, including, but not limited to, the services listed above

Strengths:

- Partnerships of multi-service organizations that collaborate to integrate service delivery
- Funders who independently support and partner with anti-poverty service programs and organizations
- Dedicated volunteers and staff providing direct services to residents
- Central point of entry to access services
- Numerous opportunities for collaboration and integration of services amongst government and nonprofit entities

Gaps:

- Insufficient or reduction in funding
- Frequent systems or policy changes
- High turnover in direct service providers
- Insufficient access for individuals who are not English proficient
- Transportation

Provide a summary of the strategy for overcoming gaps in the institutional structure and service delivery system for carrying out a strategy to address priority needs

To overcome gaps of the service delivery system, Auburn will continue to support and work collaboratively with human service providers in the region to ameliorate barriers to program accessibility as well as develop and implement systems and strategies to leverage their current resources while still providing optimal service to residents. The City will also continue to assess and evaluate programs and service delivery to ensure the community's needs are being met.

SP-45 Goals - 91.415, 91.215(a)(4)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Affordable Housing	2020	2024	Affordable Housing Public Housing Homeless Non-Homeless Special Needs		Affordable Housing	CDBG: $1,780,000	Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit: 5 Households Assisted Homeowner Housing Rehabilitated: 325 Household Housing Unit
2	Ending Homelessness	2020	2024	Homeless		Ending Homelessness	CDBG: $350,000	Public service activities other than Low/Moderate Income Housing Benefit: 365 Persons Assisted
3	Community and Economic Development	2020	2024	Non-Homeless Special Needs Non-Housing Community Development		Community and Economic Development	CDBG: $421,182	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 1000 Persons Assisted Public service activities other than Low/Moderate Income Housing Benefit: 200 Persons Assisted
4	Planning and Administration	2020	2024				CDBG: $500,000	Other: 0 Other

Table 17 – Goals Summary

Goal Descriptions

1	**Goal Name**	Affordable Housing
	Goal Description	The City of Auburn will engage in housing activities, collaborations, and partnerships to enhance opportunities for the creation and preservation of affordable housing. The City will plan for and support fair housing strategies and initiatives designed to affirmatively further fair housing choice, and to increase access to housing and housing programs.
2	**Goal Name**	Ending Homelessness
	Goal Description	The City of Auburn will support Public Service activities that work toward the following outcomes: 1) reduce the number of households becoming homeless; 2) reduce the length of time that households are homeless; 3) increase the rate of exits to permanent housing; and 4) reduce the number of households that re-enter the homeless system after exit to permanent housing.
3	**Goal Name**	Community and Economic Development
	Goal Description	In an effort to meet the need of Auburn's economic and demographic growth the City intends to fund programs and activities that will enhance the economy, accessibility, safety, and physical appearance of neighborhoods. Activities that would be eligible for funding include fair housing public services, public infrastructure and ADA improvements for public facilities. These investments help to ensure equitable opportunities for good health, happiness, safety, self-reliance and connection to community.
4	**Goal Name**	Planning and Administration
	Goal Description	General administration and project management

Estimate the number of extremely low-income, low-income, and moderate-income families to whom the jurisdiction will provide affordable housing as defined by HOME 91.315(b)(2)

Auburn does not directly receive HOME grant funds.

SP-65 Lead-based Paint Hazards - 91.415, 91.215(i)

Actions to address LBP hazards and increase access to housing without LBP hazards

The City of Auburn includes language in its CDBG contracts that require agencies to comply with HUD Lead-Based Paint Regulations (24 CFR Part 35) issued pursuant to the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. Sections 4831, et seq.) requiring prohibition of the use of lead-based paint whenever CDBG funds are used. In addition, the City notifies residents of potential lead-based paint hazards when it awards a Housing Repair grant. A copy of the pamphlet – "Protect Your Family from Lead In Your Home" is provided each Housing Repair client when the City conducts the initial inspection of their home.

The city takes additional measures when the age of the home indicates a possible presence of lead-based paint. Before housing repair work commences, the city contracts with a certified provider to undertake lead paint testing. When lead-based hazards are positively identified, the city works with the housing repair client and contractors certified in RRP Lead Abatement to implement the necessary mitigation and safety strategies.

How are the actions listed above integrated into housing policies and procedures?

Auburn's Housing Repair Program has established written procedures that incorporate all processes of LBP hazard mitigation listed above.

SP-70 Anti-Poverty Strategy - 91.415, 91.215(j)

Jurisdiction Goals, Programs and Policies for reducing the number of Poverty-Level Families

Over half of Auburn's households would qualify under federal guidelines as low/moderate income households. Auburn has one of the highest poverty rates among all the King County cities. Data included in the Analysis of Impediments to Fair Housing Choice show that low income households are more likely to experience cost burden, multiple housing problems, and be concentrated in areas with poorer environmental health. These low-income households have limited financial resources at their disposal to use when faced with normal fluctuations in daily expenses and more serious life crises. Many of these households are precariously housed and several of them become homeless. Helping these residents retain or obtain housing, along with other supportive services that will help them get out of poverty, remain priority issues relative to the City's consideration for grant awards.

The City of Auburn's Community Services Division is developing strategies and systems to promote the City's efforts to reduce poverty and work in partnership with citizens, non-profit agencies, and other city departments to:

- develop affordable housing opportunities
- foster job growth and employment opportunities
- support the delivery of human services

The ultimate goal of the City's Consolidated Plan is to reduce the number of people living in poverty in Auburn. In addition to complying with federal regulations and addressing a priority outlined in the Consolidated Plan, the City will give funding priority to programs which are consistent with the following anti-poverty strategy for resource allocation.

How are the Jurisdiction poverty reducing goals, programs, and policies coordinated with this affordable housing plan

The City of Auburn's supportive residents and leadership has contributed largely to the City's multiple efforts to pass initiatives that support preserving affordable housing, human service and self sufficiency needs, economic development and address the needs of the lower income residents to ameliorate barriers to help them escape poverty.

The City's poverty reducing goals, programs and policies coordinate with the Consolidated Plan by giving funding priority and investing to:

- Emergency assistance programs
- Shelters and transitioning housing programs
- Homeless prevention and intervention programs
- Healthcare services for homeless and low income residents

- Economic development programs
- Neighborhood revitalization programs
- Programs targeting underserved and special populations such as seniors, ethnic minorities, disabled, homeless and non English speaking residents.

SP-80 Monitoring - 91.230

Describe the standards and procedures that the jurisdiction will use to monitor activities carried out in furtherance of the plan and will use to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

Once CDBG funding is approved, City staff executes an agreement with the service provider. The agreement will include, among other general and specific conditions, the project goals and requirements. Grant agreements with project recipients will be required to submit reports at least quarterly detailing the number of Auburn residents served, level of service provided and a demographic profile of the clients served. Grant recipients will be required to submit an annual report that explains the progress the agency made toward achieving its outcomes and output goals.

Grant agreements with recipients will be executed following the completion of the review of the project. Projects will be required to submit progress reports quarterly. If the project warrants additional reporting requirements (such as weekly payroll reports for proof of federal prevailing wage compliance), project monitoring will be increased accordingly. Projects will be monitored on a consistent, on-going basis by City staff. Telephone and/or in person contacts are made at least quarterly, depending upon the activity and issues associated with the individual project. On-site monitoring visits will be conducted upon grant recipients at least annually. Frequency of on-site visits will depend upon the amount of funds provided, past history of contract compliance, and/or programmatic changes that may occur in the projector in the service delivery of public service programs. City staff will review, prior to approval all vouchers and back up documentation for payment. Environmental, lead-based paint inspections and contractor debarment issues will be reviewed with agency project managers at the beginning of each project.

City staff will strive to help grant recipients complete their projects in a timely manner and in accordance with applicable rules and regulations.

Expected Resources

AP-15 Expected Resources - 91.420(b), 91.220(c)(1,2)

Introduction

The City of Auburn anticipates funding for the duration of the Consolidated Plan from

- CDBG
- City of Auburn General Fund allocation for Human Services

Anticipated Resources

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
CDBG	public - federal	Acquisition Admin and Planning Economic Development Housing Public Improvements Public Services	600,000	0	51,182	651,182	2,400,000	Resources anticipated based on 2020 estimated entitlement

Program	Source of Funds	Uses of Funds	Expected Amount Available Year 1				Expected Amount Available Remainder of ConPlan $	Narrative Description
			Annual Allocation: $	Program Income: $	Prior Year Resources: $	Total: $		
General Fund	public - local	Public Services	500,000	0	0	500,000	2,000,000	Anticipated general fund allocation to human services in the community.

Table 18 - Expected Resources – Priority Table

Explain how federal funds will leverage those additional resources (private, state and local funds), including a description of how matching requirements will be satisfied

The City of Auburn relies on CDBG funds to support community and economic development projects and activities in efforts to support low to moderate income populations in the community. However, CDBG funds are not the only source of funds the City uses to support public services and community projects and activities. The City's general funds are used to support public services in addition to CDBG funds.

CDBG funds do not require matching funds.

If appropriate, describe publically owned land or property located within the jurisdiction that may be used to address the needs identified in the plan

Discussion

The City of Auburn will explore possibilities to utilize publicly owned land to address needs identified in the Consolidated Plan.

Annual Goals and Objectives

AP-20 Annual Goals and Objectives - 91.420, 91.220(c)(3)&(e)

Goals Summary Information

Sort Order	Goal Name	Start Year	End Year	Category	Geographic Area	Needs Addressed	Funding	Goal Outcome Indicator
1	Affordable Housing	2020	2024	Affordable Housing Public Housing Homeless Non-Homeless Special Needs		Affordable Housing	CDBG: $380,000	Public Facility or Infrastructure Activities for Low/Moderate Income Housing Benefit: 5 Households Assisted Homeowner Housing Rehabilitated: 65 Household Housing Unit
2	Ending Homelessness	2020	2024	Homeless		Ending Homelessness	CDBG: $70,000	Public service activities other than Low/Moderate Income Housing Benefit: 165 Persons Assisted
3	Community and Economic Development	2020	2024	Non-Homeless Special Needs Non-Housing Community Development		Community and Economic Development	CDBG: $101,182	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit: 200 Persons Assisted
4	Planning and Administration	2020	2024				CDBG: $100,000	Other: 0 Other

Table 19 – Goals Summary

Goal Descriptions

1	**Goal Name**	Affordable Housing
	Goal Description	The City of Auburn will engage in housing activities, collaborations, and partnerships to enhance opportunities for the creation and preservation of affordable housing. The City will plan for and support fair housing strategies and initiatives designed to affirmatively further fair housing choice, and to increase access to housing and housing programs.
2	**Goal Name**	Ending Homelessness
	Goal Description	The City of Auburn will support Public Service activities that work toward the following outcomes: 1) reduce the number of households becoming homeless; 2) reduce the length of time that households are homeless; 3) increase the rate of exits to permanent housing; and 4) reduce the number of households that re-enter the homeless system after exit to permanent housing.
3	**Goal Name**	Community and Economic Development
	Goal Description	In an effort to meet the need of Auburn's economic and demographic growth the City intends to fund programs and activities that will enhance the economy, accessibility, safety, and physical appearance of neighborhoods. Activities that would be eligible for funding include fair housing public services, public infrastructure and ADA improvements for public facilities. These investments help to ensure equitable opportunities for good health, happiness, safety, self-reliance and connection to community.
4	**Goal Name**	Planning and Administration
	Goal Description	General administration and project management

AP-35 Projects - 91.420, 91.220(d)

Introduction

Auburn's Annual Action Plan provides descriptions of proposals of how funds will be prioritized to achieve goals identified in the Consolidated Plan. Projects funded by the City will address the priority needs of providing assistance to prevent homelessness, ensure affordable housing and a suitable living environment. Projects and programs are selected through a competitive application process to ensure optimal quality services is provided to the community in use of the funds.

#	Project Name
1	Housing Repair
2	Healthpoint
3	Employment Training Program
4	Sidewalk Accessibility Improvements
5	Affordable Housing Capital Improvements
6	Planning and Administration

Table 20 – Project Information

Describe the reasons for allocation priorities and any obstacles to addressing underserved needs

The allocations proposed are based on the assessment of Auburn's needs, the resources available in the region, the availability of other funds also focusing on needs, and the purpose of Consolidated Plan funds.

Should CDBG revenues exceed the proposed amount, the additional resources shall be allocated in accordance to the following guidelines:

- Fill gaps in human services primarily healthcare, homeless prevention and intervention and affordable housing accessibility.
- Increase funding for community development projects and activities including housing, community facilities and economic development.

If increases are not significant enough to enhance projects or activities funds may be placed in contingency for programming later in the year or the following program year.

Should CDBG revenues come in lower than anticipated; the City will continue with its planned policy and to the extent allowed reduce funding allocations in homeowner rehabilitation projects and administrative activities.

Should CDBG revenues come in less than originally proposed, the City will continue managing the programs with decreased resources to the extent possible and reduce funding allocations in administrative activities and not public services.

AP-38 Project Summary

Project Summary Information

1	**Project Name**	Housing Repair
	Target Area	
	Goals Supported	Affordable Housing
	Needs Addressed	Affordable Housing
	Funding	CDBG: $350,000
	Description	Maintain the affordability of decent housing for low-income Auburn residents by providing repairs necessary to maintain suitable housing for low income Auburn homeowners.
	Target Date	12/31/2019
	Estimate the number and type of families that will benefit from the proposed activities	An estimated 65 low to moderate income families will benefit from the housing repair program. As the City's largest homeless prevention program, housing repair ensures the sustainability of a safe home for some of Auburn's most vulnerable residents. Of the 65 low to moderate income residents who apply for the program, over half of them are of the senior and disabled population.
	Location Description	n/a
	Planned Activities	Activities include minor home repairs.
2	**Project Name**	Healthpoint
	Target Area	
	Goals Supported	Ending Homelessness
	Needs Addressed	Homeless Prevention and Intervention
	Funding	CDBG: $60,000
	Description	Providing healthcare services which include medical and dental to 150 or more low to moderate income, Auburn residents. This project is a public service activity.

	Target Date	12/31/2019
	Estimate the number and type of families that will benefit from the proposed activities	At least 150 low to moderate income Auburn residents will have benefitted from the proposed activities.
	Location Description	n/a
	Planned Activities	
3	**Project Name**	Employment Training Program
	Target Area	
	Goals Supported	End Homelessness
	Needs Addressed	Homeless Prevention and Intervention
	Funding	CDBG: $10,000
	Description	Provide employment training supportive services to approximately 15 low to moderate income Auburn residents so that at least half of them can find and sustain a job. This project is a public service activity.
	Target Date	12/31/2019
	Estimate the number and type of families that will benefit from the proposed activities	15 low to moderate income Auburn residents will benefit from the employment training program.
	Location Description	n/a
	Planned Activities	
4	**Project Name**	Sidewalk Accessibility Improvements
	Target Area	
	Goals Supported	Community and Economic Development
	Needs Addressed	Ensure a Suitable Living Environment

	Funding	CDBG: $101,182
	Description	Provide sidewalk ADA improvements in low- to moderate-income areas of Auburn, improving accessibility, safety, and community connectedness.
	Target Date	12/31/2019
	Estimate the number and type of families that will benefit from the proposed activities	200 low to moderate income Auburn residents will benefit from the improvements.
	Location Description	n/a
	Planned Activities	Planned activities include sidewalk improvements to install missing sections or ADA-compliant curb ramps.
5	**Project Name**	Affordable Housing Capital Improvements
	Target Area	
	Goals Supported	Affordable Housing
	Needs Addressed	Ensure a Suitable Living Environment.
	Funding	CDBG: $30,000
	Description	Make funds available through an RFP process to nonprofit affordable housing providers in the City of Auburn for property improvements.
	Target Date	12/31/2019
	Estimate the number and type of families that will benefit from the proposed activities	5 low income households will benefit from the proposed improvements.
	Location Description	n/a

	Planned Activities	

AP-50 Geographic Distribution - 91.420, 91.220(f)

Description of the geographic areas of the entitlement (including areas of low-income and minority concentration) where assistance will be directed

The City of Auburn intends on distributing funds throughout the jurisdiction.

Geographic Distribution

Target Area	Percentage of Funds

Table 21 - Geographic Distribution

Rationale for the priorities for allocating investments geographically

Due to the fact that all areas of Auburn have low to moderate income families dispersed throughout the entire City, the City intends on investing throughout the entire jurisdiction to ensure that all populations throughout the region have access to beneficial programs and housing opportunities.

Discussion

Due to the fact that all areas of Auburn have low to moderate income families dispersed throughout the entire City, the City intends on investing throughout the entire jurisdiction to ensure that all populations throughout the region have access to beneficial programs and housing opportunities.

AP-85 Other Actions - 91.420, 91.220(k)

Introduction

The City of Auburn will continue to work with service providers throughout the region in coordination to develop systems and strategies to promote their efforts in providing optimal, easily accessible services. The City will work to reduce the number of families in poverty, sustain relationships with employment training agencies, and work to preserve and increase the affordable housing stock in our community.

Actions planned to address obstacles to meeting underserved needs

By establishing a strong foundation of networks between local service providers, stakeholders and government agencies through committees and coalitions, the City will work in partnership to address obstacles and ameliorate barriers to meeting underserved needs. The collaborated organizations will develop detailed strategic plans that will delegate tasks, build systems and ongoing assessment of service delivery.

Actions planned to foster and maintain affordable housing

The City will continue to maintain the affordability of decent housing for low income Auburn residents by allocating over $300,000 of CDBG funds to the City's Housing Repair Program. The program provides emergency repairs necessary to maintain safe housing for at least 65 Auburn homeowners, many of whom are senior citizens and/or are experiencing barriers to safely accessing their homes due to physical disabilities.

In addition to Auburn's Housing Repair program, the City will maintain affordable housing by continuing to engage and partner with coalitions, committees and other government agencies to integrate and enhance efforts on the issue.

Auburn has been participating in multiple robust regional efforts to coordinate affordable housing activities in King County. One of these efforts, The South King Housing and Homelessness Partners (SKHHP) is a coalition formed by an interlocal agreement between the jurisdictions of Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Renton, Tukwila, and King County. The agreement allows for South King County jurisdictions to work together and share resources in order to effectively address affordable housing and homelessness. This collaborative model is based on similar approaches used in Snohomish County, East King County, and other areas of the country. The purpose of the coalition is to increase the available options for South King County residents to access affordable housing and to preserve the existing affordable housing stock.

Additionally, the City of Auburn has been an active participant in the recently formed Affordable Housing Committee of the Growth Management Planning Council (GMPC), with a City Councilmember sitting on the Committee as a voting member. The Affordable Housing Committee serves as a regional advisory body to recommend action and assess progress toward implementing the Regional Affordable Housing Task Force (RAHTF) Five Year Action Plan. The Committee functions as a point in coordinating

and owning accountability for affordable housing efforts across King County.

Actions planned to reduce lead-based paint hazards

The City of Auburn includes language in its CDBG contracts that require agencies to comply with HUD Lead-Based Paint Regulations (24 CFR Part 35) issued pursuant to the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. Sections 4831, et seq.) requiring prohibition of the use of lead-based paint whenever CDBG funds are used. In addition, the City notifies residents of potential lead-based paint hazards when it awards a Housing Repair grant. A copy of the pamphlet – "Protect Your Family from Lead In Your Home" is provided each Housing Repair client when the City conducts the initial inspection of their home.

The city takes additional measures when the age of the home indicates a possible presence of lead-based paint. Before housing repair work commences, the city contracts with a certified provider to undertake lead paint testing. When lead-based hazards are positively identified, the city works with the housing repair client and contractors certified in RRP Lead Abatement to implement the necessary mitigation and safety strategies.

Actions planned to reduce the number of poverty-level families

The City of Auburn's planned actions to reduce the number of poverty- level families within the context of this Annual Action Plan include but are not limited to:

- Allocating $10,000 to employment and training programs
- Allocating $60,000 to healthcare services targeted at families who are uninsured or underinsured
- Participate and partner with coalitions, committees and agencies that provide antipoverty services to develop and enhance strategies and efforts to reduce poverty level families
- Supporting the development and sustainability of affordable multi-family housing in Auburn

In addition, the city will continue to support and fund programs serving families living in poverty through a competitive human services funding process.

Actions planned to develop institutional structure

The City's planned actions to address the gaps and weaknesses identified in the strategic plan include:

- Maintaining partnerships with and participating in the South King County Housing and Homelessness Partnership, All Home of King County and other regional human service providers, coalitions and committees who address homeless issues. The City will also continue to work collaboratively with partnering organizations and groups to integrate and enhance services to provide optimal services to individuals and families currently experiencing or at risk of homelessness. In addition the City plans to allocate $250,000 to emergency shelters and homelessness intervention services, and more than $60,000 to emergency services such as food,

financial assistance, clothing and healthcare.

- Take a comprehensive approach to consolidated and comprehensive planning to include all internal City departments, commissions, committees and task forces.

Actions planned to enhance coordination between public and private housing and social service agencies

The City of Auburn has heavily contributed and intends to continue cultivating relationships between public and private housing and social service agencies. In addition the City will continue to participate in collaborations with the South King County Forum on Homelessness, the South King County Council of Human Services, Seattle-King County Housing Development Consortium and the King County Joint Planners Meeting.

In 2016 the City of Auburn started participating in Affordable Housing Week through the Housing Development Consortium along with other public and private housing agencies in King County to continue our partnerships in providing affordable housing in the region. The City will continue its participation in this annual event and look for other similar opportunities to raise build partnerships to support the preservation and enhanced affordability of housing in our community.

Discussion

The expressed goal of the City's Consolidated Plan is to reduce the number of people living in poverty within Auburn. The City intends to give funding priority to programs that in addition to complying with federal regulations and address a priority a outlined in the Consolidated Plan are consistent with all of the goals and objectives identified.

Program Specific Requirements

AP-90 Program Specific Requirements - 91.420, 91.220(l)(1,2,4)

Introduction

The City of Auburn does not anticipate receiving any program income during the 2020 Annual Action Plan year.

Community Development Block Grant Program (CDBG)
Reference 24 CFR 91.220(l)(1)

Projects planned with all CDBG funds expected to be available during the year are identified in the Projects Table. The following identifies program income that is available for use that is included in projects to be carried out.

1. The total amount of program income that will have been received before the start of the next program year and that has not yet been reprogrammed
2. The amount of proceeds from section 108 loan guarantees that will be used during the year to address the priority needs and specific objectives identified in the grantee's strategic plan
3. The amount of surplus funds from urban renewal settlements
4. The amount of any grant funds returned to the line of credit for which the planned use has not been included in a prior statement or plan.
5. The amount of income from float-funded activities

Total Program Income

AGENDA BILL APPROVAL FORM

Agenda Subject:
Minutes of the August 12, 2019, September 9, 2019, September 23, 2019, September 30, 2019 Study Session

Date:
September 18, 2019

Department:
City Council

Attachments:
08-12-2019 Minutes
09-09-2019 Minutes
09-23-2019 Minutes
09-30-2019 Minutes

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

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: October 7, 2019

Item Number: CA.A

CITY OF AUBURN WASHINGTON	**City Council Study Session Community Wellness Special Focus Area** **August 12, 2019 - 5:30 PM** **City Hall Council Chambers** **MINUTES** **Watch the meeting LIVE!** **Watch the meeting video** Meeting videos are not available until 72 hours after the meeting has concluded.

I. CALL TO ORDER

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

A. Roll Call

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

Mayor Nancy Backus and the following department directors and staff members were present: Assistant City Attorney Kendra Comeau, Director of Public Works Ingrid Gaub, Capital and Construction Engineering Manager Ryan Vondrak, Director of Community Development Jeff Tate, Code Compliance Supervisor Chris Barack, Director of Parks, Arts, and Recreation Daryl Faber, Director of Finance Jamie Thomas, Director of Human Resources and Risk Management Candis Martinson, Community Services Manager Joy Scott, Human Services Program Coordinator Duanna Richards, Housing Repair Program Coordinator Joel Asbjornsen, Human Services Program Coordinator Kyla Wright, Police Commander Steve Stocker, and City Clerk Shawn Campbell.

II. ANNOUNCEMENTS REPORTS AND PRESENTATIONS

A. Introduction of Director of Finance Jamie Thomas

Director Thomas introduced herself to Council and stated she is excited to work for the City of Auburn.

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Ordinance No. 6726 (Gaub) (5 Minutes)

An Ordinance of the City Council of the City of Auburn, Washington, relating to the Limited Public Works Process and amending Section 3.12.100 of the Auburn City Code

Manager Vondrak provided Council with a presentation on Ordinance No.

6726 regarding the limited Public Works Process and amending Section 3.12.100 of the Auburn City Code.

Council discussed updating this section of the City Code to be consistent with the rest of the City Code.

B. Resolution No. 5450 (Thomas) (10 Minutes)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the contribution and withdrawal of City monies in the State of Washington Local Government Investment Pool

Director Thomas presented Council with Resolution No. 5450 regarding the authorization for depositing and withdrawing funds from the State of Washington Local Government Investment Pool.

C. 2019 Justice Assistance Grant (JAG Grant) (Pierson) (5 Minutes)

Commander Stocker provided Council with an update on the 2019 Justice Assistance Grant. He stated the grant requires the City to provide public notice of the City's intent to apply for the grant and the funds must be used to pay for community policing and law enforcement programs throughout the City.

IV. COMMUNITY WELLNESS DISCUSSION ITEMS

A. Annual Housing Repair Program Report (Tate) (20 Minutes)

Annual overview of housing repair projects funded through HUD’s Community Development Block Grant (CDBG) program

Councilmember Trout-Manual chaired the Community Wellness section of the meeting.

Manager Scott, Coordinator Richardson and Coordinator Asbjornsen provided Council with the 2019 Housing Repair Program Report. They reviewed the difference between the General fund dollars and the CDBG funds, what is required to qualify for assistance, historical data from 2016 through 2019 and types of housing repairs commonly requested.

Coordinator Asbjornsen provided Council with a brief history of his qualifications and reviewed the changes to the housing repair program.

Manager Scott recognized Coordinator Richardson for her many years of service to the City.

Council discussed the outreach for the program, referrals to the program, the success of the program, the challenges for the program and the difference this program can make in a person's life.

B. Multi-Family Property Inspections (Tate) (15 Minutes)

How multi-family property inspections might look in Auburn, and how they would work with current programs such as S.A.F.E.R. (Safe Auburn For Every Resident)

Supervisor Barack provided Council with information on the proposed Multi-Family Property Inspections program. He reviewed the current multi-family properties, the SAFER Program, mandatory inspection criteria, voluntary inspections, National Healthy Housing Standards and the International Property Maintenance Code (IPMC), the pros and cons for mandatory inspections and compliance based inspections, the options for implementation, staffing for inspections and possible next steps.

Council discussed that there is no required interior inspections, interior code violations, single family housing inspections, and management of multi-family inspections. Council requested for Code Compliance to bring something forward for action regarding adopting National Healthy Housing Standards.

C. Human Services Agency Accomplishments and Site Visit Reports (Tate) (15 Minutes)

A mid-year update on agencies receiving Human Services Funding and year-to-date accomplishments

Manager Scott and Coordinator Wright provided Council with a presentation on the Human Services Agency Accomplishments and Site Visit Report. Manager Scott reviewed the funds allocated, program requirements, 2019 funded programs, year to date accomplishments, trends in services, and Pediatric Interim Care Center and Children's Therapy Center site visits.

Council discussed an option of establishing a catastrophic fund to provide additional rent and utility assistance to help prevent homelessness.

Deputy Mayor Peloza called for a 6 minute recess at 7:03 p.m. the meeting reconvened at 7:08 p.m.

V. OTHER DISCUSSION ITEMS

There was no other discussion.

VI. NEW BUSINESS

Council wished Mayor Backus a Happy Birthday.

VII. MATRIX

A. Matrix

Council discussed the Matrix and removed Mandatory City Housing Inspections from the agenda and changed the date on the Fireworks Update item from TBD to August 26, 2019.

VIII. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 7:10 p.m.

APPROVED this 7th day of October, 2019.

_____ _____

BILL PELOZA, DEPUTY MAYOR Shawn Campbell, City Clerk

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

CITY OF AUBURN WASHINGTON	**City Council Study Session PWCD SFA** **September 9, 2019 - 5:30 PM** **City Hall Council Chambers** **MINUTES** **Watch the meeting LIVE!** **Watch the meeting video** Meeting videos are not available until 72 hours after the meeting has concluded.

I. CALL TO ORDER

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

A. Roll Call

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

Mayor Backus was not present. The following department directors and staff members were present: Assistant City Attorney Doug Ruth, Director of Finance Jamie Thomas, Director of Administration Dana Hinman, Director of Human Resources & Risk Management Candis Martinson, Director of Public Works Ingrid Gaub, Director of Innovation & Technology David Travis, Construction Engineering Manager Ryan Vondrak, Senior Project Engineer Matt Larson, Project Engineer Seth Wickstrom, Senior Planner Anthony Avery, Police Chief Bill Pierson and City Clerk Shawn Campbell.

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

There were no announcements, reports or presentations.

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. 2nd Quarter 2019 Financial Report (Thomas) (15 Minutes)

Director Thomas presented Council with the 2nd Quarter 2019 Financial Report. She reviewed the year to date General Fund revenues and expenditures, departmental expenditures, General Fund revenue by types, Property Taxes, Sales and Use Taxes, Utility Tax, Cable Franchise Fees, Cable Utility Tax, Business Licenses, building permits, Intergovernmental Revenues, charges for services, development services fees, Culture and Recreation fees, fines and penalties, miscellaneous revenue, Real Estate Excise Tax, Pet Licensing, Funds 102, 103 and 105, Capital project expenditures, and enterprise funds including water, sewer, storm, solid waste and cemetery.

IV. PUBLIC WORKS AND COMMUNITY DEVELOPMENT DISCUSSION ITEMS

A. Capital Projects Status Report (Gaub) (10 Minutes)

Councilmember DaCorsi chaired this section of the meeting.

Manager Vondrak and Engineer Wickstrom presented Council with the Capital Projects report. They reviewed the status of current projects, upcoming construction projects and this quarter's feature capital project, the F Street SE Non-Motorized Improvements project.

Council discussed mixed use paths, how data was collected to determine the need for bike routes in the City and requested a map of bike routes in the city.

B. Facility Needs Assessment and Master Plan - Project Initiation Briefing (Gaub) (20 Minutes)

Engineer Larson introduced Makers Architecture and Urban Design Consultant Julie Bassuk, who presented Council with an introduction into the Facility Needs Study and Master Plan. Ms. Bassuk discussed how the process works, future and growth needs of the City, the project goals, the approach of the study and creating a Facilities Master Plan, the phases of the project, potential outcomes, deliverables and Council briefings. She also reviewed the priorities from the Kick Off Meetings and the next steps for the consultants.

Council discussed the importance of having a plan that benefits all departments and is implemented in a timely manner, planning for future growth and community involvement.

C. SR 18 Bridge Lighting Project at Auburn Way South (Tate) (5 Minutes)

Overview of an aesthetic bridge lighting concept in Auburn underneath SR 18 at Auburn Way South

Director Tate presented Council with a presentation on the State Route 18 Bridge Lighting project on Auburn Way South and the benefits of implementing aesthetic lighting.

Council discussed the gateway area, the importance of the image of that area, gaining community support, funding sources and how the lighting may reduce vandalism and graffiti.

Councilmember DaCorsi called for a 5 minute break at 7:00 p.m. The meeting reconvened at 7:06 p.m.

D. Resolution No. 5454 and Ordinance No. 6732 Regarding HB 1406 (Tate) (10 Minutes)

Resolution of intent and an Ordinance allowing the City to utilize the provisions of HB 1406 that will capture a portion of State Sales Tax if directed towards affordable housing objectives

Director Tate provided Council a brief overview of HB1406, authorizing cities and counties to retain a portion of sales tax. He explained the City must declare their intent to use these funds, the funds must be used for affordable housing objectives, the budget impact and the benefits of taking action.

Council discussed combining funds with other jurisdictions, the pros and cons of pooling funds and ensuring fair allocation of funds if they are combined. They also discussed that the funds can be carried over from year to year, requirements for using the funds and how funds will be distributed among neighboring cities.

E. Vision 2050 Update (Tate) (10 Minutes)

Overview of the Puget Sound Regional Council's (PSRC) update from Vision 2040 to Vision 2050

Councilmember Holman and Senior Planner Avery presented Council with the Puget Sound Regional Council (PSRC) Vision 2050 Update. They reviewed the history of PSRC, changes and updates between Vision 2040 and Vision 2050 including; environmental impacts, affordable housing, climate change and social equity. Planner Avery also discussed PSRC's next steps, which include; reviewing comments, making a recommendation to the general assembly and adoption of Vision 2050.

Council discussed what type of feedback PSRC is receiving from the public and recommended bringing a resolution to Council stating that the City of Auburn supports Vision 2050.

V. OTHER DISCUSSION ITEMS

There was no other discussion.

VI. NEW BUSINESS

There was no new business.

VII. MATRIX

A. Matrix

Council discussed the Matrix and changed the title on Item 6 from Fireworks Update to 2019 Fireworks Update and added two items, Domestic Violence Awareness on 10/14/2019 and an AVHS Board Update with the date to be determined.

VIII. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 7:54 p.m.

APPROVED this 7th day of October, 2019.

_____ _____

BILL PELOZA, DEPUTY MAYOR Shawn Campbell, City Clerk

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City Council Study Session Muni Services SFA
September 23, 2019 - 5:30 PM
City Hall Council Chambers
AGENDA

Watch the meeting video

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

I. CALL TO ORDER

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

A. Roll Call

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

Mayor Nancy Backus and the following department directors and staff members were present: Assistant City Attorney Kendra Comeau, Director of Finance Jamie Thomas, Right-of-Way Specialist Amber Price, Director of Public Works Ingrid Gaub, Assistant Director Innovation and Technology Ashley Riggs, Utilities Engineering Manager Lisa Tobin, Water Utility Engineer Susan Fenhaus, Assistant Police Chief Mark Callier, and Deputy City Clerk Teresa Mattingly.

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

There were no announcements, reports or presentations.

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Resolution No. 5455 (Gaub) (5 Minutes)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the Mayor to enter into an easement agreement with Motorola Solutions, Inc.

Engineer Fenhaus presented Council with information on entering into an easement agreement with Motorola Solutions, Inc. and discussed Motorola's responsibilities and next steps.

Council discussed the height of the communication tower and requested information on the decision process that was done for the zoning amendment and information on how the neighbors feel about having a communication tower in their neighborhood.

B. Ordinance No. 6729 (Gaub) (10 Minutes)

An Ordinance of the City Council of the City of Auburn, Washington, Vacating Right-of-Way of 130th Avenue SE, between SE 304th Street and SE 302nd Place, within the City of Auburn, Washington

Specialist Price presented Council with information on Ordinance No. 6729 and discussed the benefits of vacating this property.

Council discussed how wide the property is and that the Auburn School District plans to incorporate the right-of-way into development of the adjacent parcels for a new elementary school.

C. Ordinance No. 6734 (Thomas) (15 Minutes)

An Ordinance of the City Council of the City of Auburn, Washington related to the South Correctional Entity; authorizing the execution of an amended and restated Interlocal Agreement relating to the; approving the City's Capital Contribution related to refunding bonds to be issued to refinance the South Correctional Entity Facility; and approving other matters related thereto

Director Thomas presented Council with information on Ordinance No. 6734. She discussed the SCORE interlocal agreement, the City of Federal Way's intent to withdraw ownership status and the City of Auburn's ownership allocation will increase from 31% to 34.94%.

IV. OTHER DISCUSSION ITEMS

There was no other discussion.

V. NEW BUSINESS

There was no new business.

VI. MATRIX

A. Matrix

Council discussed the Matrix and changed the date on Item 6 from TBD to 11/25/2019 and updated the title for Item 7 to Domestic Violence Update. Council requested information on success stories related to Domestic Violence resources within the City and the types of training police officers receive for handing domestic violence calls and working with families.

VII. ADJOURNMENT

There being no further discussion, the meeting was adjourned at 6:06 p.m.

APPROVED this 7th day of October, 2019.

_____ _____

BILL PELOZA, DEPUTY MAYOR Teresa Mattingly, Deputy City Clerk

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

City Council Study Session
September 30, 2019 - 5:30 PM
MINUTES

Watch the meeting video

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

I. CALL TO ORDER

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

A. Roll Call

Councilmembers present: Deputy Mayor Bill Peloza, Bob Baggett, Larry Brown, and Claude DaCorsi. Councilmembers John Holman, Yolanda Trout-Manuel and Largo Wales were excused.
Mayor Nancy Backus and the following department directors and staff members were present: City Attorney Steve Gross, Director of Administration Dana Hinman, Director of Human Resources & Risk Management Candis Martinson, Director of Public Works Ingrid Gaub, Director of Parks, Arts, and Recreation Daryl Faber, Commander Daniel O'Neil, and City Clerk Shawn Campbell.

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

There were no announcements, reports or presentations.

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Review Council Rules of Procedures (Council)

Deputy Mayor Peloza explained he would like the Council Rules to be brought before the Council for consideration each year.

City Attorney Gross reviewed various concerns and ideas for Councils consideration.

Council discussed the election of the Deputy Mayor, seating arrangements, public comment, chair when the Mayor and Deputy Mayor are absent. voting, absences, conduct at meetings, matrix, review of the Council Rules of Procedure, training for new Councilmembers and Department Heads attendance.

Council requested this item be brought back for further discussion on October 28, 2019.

B. Discussion on I-976 (Hinman) (15 Minutes)

Director Hinman reviewed I-976 and asked Council if they would like a resolution to either support or oppose this initiative.

Council discussed their concerns with supporting I-976 due to the impacts on the community and transportation. They also discussed the option of bringing a resolution both for and against to Council for further debate.

IV. OTHER DISCUSSION ITEMS

There was no other discussion items.

V. NEW BUSINESS

There was no new business.

VI. MATRIX

A. Matrix

Council discussed the Matrix, no updates were made.

VII. ADJOURNMENT

There being no further business to come before the Council, the meeting was adjourned at 6:42 p.m.

APPROVED this 7th day of October, 2019.

_____ _____

BILL PELOZA, DEPUTY MAYOR Shawn Campbell, City Clerk

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

AGENDA BILL APPROVAL FORM

Agenda Subject:
Minutes of the September 16, 2019 Regular Council Meeting

Date:
September 18, 2019

Department:
City Council

Attachments:
09-16-2019 Minutes

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

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff:

Meeting Date: October 7, 2019

Item Number: CA.B

CITY OF AUBURN WASHINGTON	**City Council Meeting** **September 16, 2019 - 7:00 PM** **City Hall Council Chambers** **MINUTES** **Watch the meeting LIVE!** **Watch the meeting video** Meeting videos are not available until 72 hours after the meeting has concluded.

I. CALL TO ORDER

A. Pledge of Allegiance

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

B. Roll Call

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

Mayor Nancy Backus and the following department directors and staff members were present: Assistant City Attorney Kendra Comeau, Director of Finance Jamie Thomas, Director of Human Resources & Risk Management Candis Martinson, Director of Public Works Ingrid Gaub, Director of Parks, Arts, and Recreation Daryl Faber, Development Services Manager Jason Krum, Chief of Police Bill Pierson, and Deputy City Clerk Teresa Mattingly.

II. ANNOUNCEMENTS, PROCLAMATIONS, AND PRESENTATIONS

There were no announcements, reports or presentations.

III. AGENDA MODIFICATIONS

There were no modifications to the agenda.

IV. CITIZEN INPUT, PUBLIC HEARINGS AND CORRESPONDENCE

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

B. Audience Participation

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

No one came forward to speak.

C. **Correspondence**

There was no correspondence for Council to review.

V. COUNCIL AD HOC COMMITTEE REPORTS

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

1. Finance Ad Hoc Committee (Chair Wales)

Councilmember Wales, Chair of the Finance ad hoc committee, reported she and Councilmember DaCorsi have reviewed the claims and payroll vouchers described on the Consent Agenda this evening and recommended their approval.

VI. CONSENT AGENDA

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

A. Minutes of the August 26, 2019 Study Session

B. Minutes of the September 3, 2019 City Council Meeting

C. Claim Vouchers (Thomas)

Claim voucher list dated September 16, 2019 which includes voucher numbers 455472 through 455658 in the amount of $5,070,888.14 and one wire transfer in the amount of $525,972.09.

D. Payroll Vouchers (Thomas)

Payroll check numbers 538606 through 538620 in the amount of $235,301.89, electronic deposit transmissions in the amount of $2,085,002.57 for a grand total of $2,320,304.46 for the period covering August 29, 2019 to September 11, 2019.

Councilmember Wales moved and Councilmember Brown seconded to approve the consent agenda.

MOTION CARRIED UNANIMOUSLY. 6-0

VII. UNFINISHED BUSINESS

There was no unfinished business.

VIII. NEW BUSINESS

There was no new business.

IX. RESOLUTIONS

A. Resolution No. 5454 (Tate)

A Resolution of the City Council of the City of Auburn, Washington, declaring the City's intent to adopt legislation to authorize a Sales and Use Tax for Affordable and Supportive Housing

Councilmember DaCorsi moved and Councilmember Holman seconded to adopt Resolution No. 5454.

MOTION CARRIED UNANIMOUSLY. 6-0

X. ORDINANCES

A. Ordinance No. 6727 (Gaub)

An Ordinance of the City Council of the City of Auburn, Washington, granting New Cingular Wireless PCS LLC, a franchise for wireless telecommunications facilities

Councilmember Holman moved and Councilmember Wales seconded to adopt Ordinance No. 6727.

MOTION CARRIED UNANIMOUSLY. 6-0

B. Ordinance No. 6732 (Tate)

An Ordinance of the City Council of the City of Auburn, Washington related to sales and use taxes; authorizing an additional sales and use tax for affordable and supportive housing, and amending Chapter 3.60 of the Auburn City Code

Councilmember DaCorsi moved and Councilmember Trout-Manuel seconded to adopt Ordinance No. 6732.

MOTION CARRIED UNANIMOUSLY. 6-0

XI. MAYOR AND COUNCILMEMBER REPORTS

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

A. From the Council

Councilmember Baggett stated he attended the ground breaking ceremony for the new luxury hotel at the Muckleshoot Casino Resort and an Emergency Management Advisory Committee meeting .

Councilmember Trout-Manuel attended the monthly coffee hour at the Senior Center.

B. From the Mayor

Mayor Backus stated she attended a meeting with Seattle and King County to discuss establishing the King County Regional Homelessness Authority and a swearing in ceremony for Police Officer Jonathan Faddis.

XII. **ADJOURNMENT**

There being no further business to come before the Council, the meeting was adjourned at 7:15 p.m.

APPROVED this 7th day of October, 2019.

_____ _____

NANCY BACKUS, MAYOR Teresa Mattingly, Deputy City Clerk

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AGENDA BILL APPROVAL FORM

Agenda Subject:
Claim Vouchers (Thomas)

Date:
October 2, 2019

Department:
Finance

Attachments:
No Attachments Available

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

Administrative Recommendation:

Approve Claim Vouchers.

Background Summary:

Claim vouchers list dated October 7, 2019 which includes voucher numbers 455659 through 455900 in the amount of $1,979,689.35 and nine wire transfer in the amount of $847,858.48.

Reviewed by Council Committees:

Councilmember:

Staff: Thomas

Meeting Date: October 7, 2019

Item Number: CA.C

AGENDA BILL APPROVAL FORM

Agenda Subject:
Payroll Vouchers (Thomas)

Date:
October 2, 2019

Department:
Finance

Attachments:
No Attachments Available

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

Administrative Recommendation:

Approve Payroll Vouchers

Background Summary:

Payroll check numbers 538621 through 538639 in the amount of $616,964.89, electronic deposit transmissions in the amount of $2,028,324.26 for a grand total of $2,645,289.15 for the period covering September 12, 2019 to October 2, 2019, are approved for payment this 7th day of October, 2019.

Reviewed by Council Committees:

Councilmember:

Staff: Thomas

Meeting Date: October 7, 2019

Item Number: CA.D

AGENDA BILL APPROVAL FORM

Agenda Subject:
Public Works Project No. CP1516 (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
Vicinity Map
Bid Tab Summary
Budget Status Sheet

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

Administrative Recommendation:

City Council award Contract No. 19-15, to Pivetta Brothers Construction on their low bid of $2,545,956.41 plus Washington State sales tax of $254,595.65 for a total contract price of $2,800,552.06 for Project No. CP1516, Airport Runway 16-34 Extension.

Background Summary:

The City held the bid opening for the project August 1, 2019. To ensure the project could be awarded within the available funding, the project was bid with the following bid schedules:

Base Bid (Schedule A) – This bid schedule includes all the of the main work items for the project.

Alternate Bid 1 (Schedule B) – This bid schedule includes the work items needed to construct a new underground storm water detention facility at the south end of the Airport.

Alternate Bid 2 (Schedule C) – This bid schedule includes the work items needed to construct a new underground storm water detention facility which will be larger than the one in Alternate Bid 1 and remove an existing storm pond at the south end of the Airport. Removing the existing storm pond will improve the safety at the Airport by eliminating a hazardous wildlife attractant.

Washington State Department of Ecology guidelines require storm detention facilities be constructed as part of this project so either Alternate Bid 1 or Alternate Bid 2 must be awarded with the Base Bid.

The City received eight (8) responsive bids and the low bid was approximately 20% above the engineer's estimate for the Base Bid plus Alternate Bid 1 and approximately 16% above the engineer's estimate for the Base Bid plus Alternate Bid 2. Because the Base Bid plus Alternate Bid 2 includes more desirable storm drainage improvements and can be constructed for an estimate $22,948.84 less than the Base Bid plus Alternate Bid 1, staff recommends awarding the Base Bid plus Alternate Bid 2 to Pivetta Brothers Construction. Staff has performed reference checks and other verification to determine that Pivetta Brothers Construction meets the responsible bidding criteria.

The main reasons bids came in higher than anticipated are due to underestimating the cost of certain temporary flagging and storm drainage improvement related bid items. However, since 8 bids were received and the lowest bids are within relatively close range of each other, re-advertising this project is not anticipated to result in significantly lower bids. Therefore, it is in the public's best interest to award the contract to Pivetta Brothers Construction.

The project will improve aircraft safety and the ability to accommodate the current and forecast fleet of multi-engineer piston aircraft for both takeoff and accelerated-stop distances by providing additional runway length. Construction of this project is anticipated to start in April 2020 and be complete in July 2020.

The City received notice of the FAA construction grant award on September 27th for $2,858,343. The City applied for but did not receive the WSDOT Aviation construction grant in 2019 for 5% of the construction costs. WSDOT indicated that the project is eligible to re-apply in spring of 2020 for these funds which staff will be doing.

A project budget contingency of $302,724 remains in the 465 (Airport) Fund; However, these funds include the FAA construction contingency grant funds that would only be made available for the project if needed for increases in federally eligible construction costs.

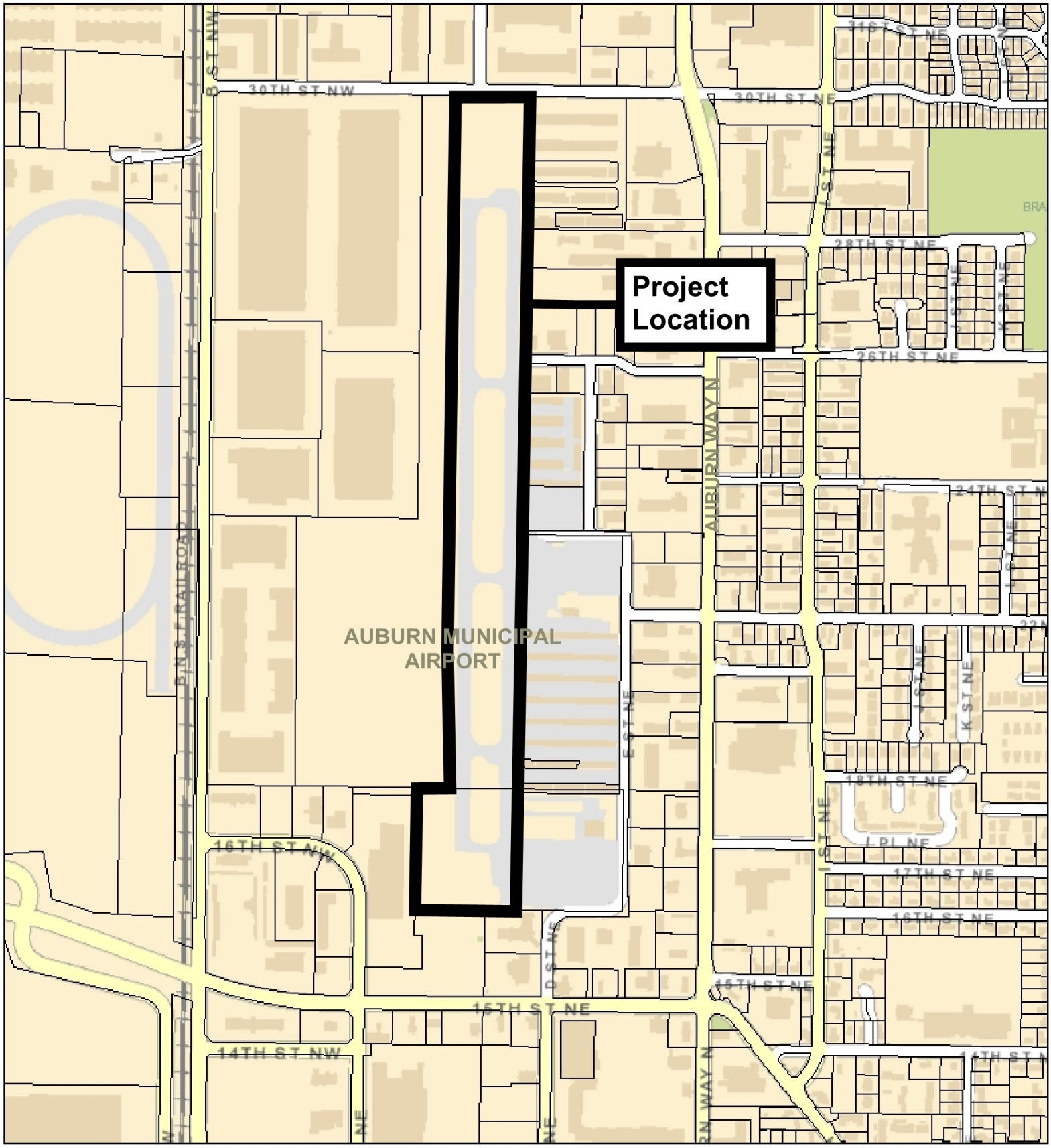
Reviewed by Council Committees:

Councilmember: **Staff:** Gaub

Meeting Date: October 7, 2019 Item Number: CA.E

Vicinity Map

Printed Date: 9/30/2019
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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

Bid Tabulation - Schedule A - Runway 16-34 Extension Summary

Project: CP1516, Runway 16-34 Extension , 19-15
Schedule: A - Runway 16-34 Extension
Prepared By: City of Auburn
Bid Date: Aug. 1, 2019

	W/O Tax	Inc. Tax
ENGINEER'S ESTIMATE:	**$1,847,586.40**	**$2,032,345.04**
AVERAGE BID AMOUNT:	$2,632,843.92	$2,896,128.32

		Basic BID Amount	Total BID Amount	Total BID Spread $	Total BID Spread %
LOW BIDDER:	**Pivetta Brothers Construction**	**$2,103,307.05**	**$2,313,637.76**	**$281,292.72**	**13.84%**
Second Bidder:	Rino Construction	$2,259,519.00	$2,485,470.90	$453,125.86	22.30%

	Basic BID (Tax not Included)
1. Rino Construction	$2,259,519.00
2. Pivetta Brothers Construction	$2,103,307.05
3. Road Construction Northwest	$2,297,489.25
4. C and R Tractor	$2,578,632.58
5. Ceccanti, Inc	$2,806,835.00
6. Active Construction, Inc	$3,054,872.73
7. Northwest Cascade, Inc	$3,056,544.00
8. Miles Resources	$2,905,551.75

Bid Tabulation - Schedule B - Runway 16-34 Extension Summary

Project: CP1516, Runway 16-34 Extension , 19-15
Schedule: B - Runway 16-34 Extension
Prepared By: City of Auburn
Bid Date: Aug. 1, 2019

	W/O Tax	Inc. Tax
ENGINEER'S ESTIMATE:	**$296,075.00**	**$325,682.50**
AVERAGE BID AMOUNT:	$469,202.91	$516,123.20

		Basic BID Amount	Total BID Amount	Total BID Spread $	Total BID Spread %
LOW BIDDER:	**Rino Construction**	**$307,300.00**	**$338,030.00**	**$12,347.50**	**3.79%**
Second Bidder:	Road Construction Northwest	$373,175.00	$410,492.50	$84,810.00	26.04%

	Basic BID (Tax not Included)
1. Rino Construction	$307,300.00
2. Pivetta Brothers Construction	$511,370.77
3. Road Construction Northwest	$373,175.00
4. C and R Tractor	$395,037.50
5. Ceccanti, Inc	$501,150.00
6. Active Construction, Inc	$451,360.00
7. Northwest Cascade, Inc	$505,910.00
8. Miles Resources	$708,320.00

Bid Tabulation - Schedule C - Runway 16-34 Extension Summary

Project: CP1516, Runway 16-34 Extension , 19-15
Schedule: C - Runway 16-34 Extension
Prepared By: City of Auburn
Bid Date: Aug. 1, 2019

	W/O Tax	Inc. Tax
ENGINEER'S ESTIMATE:	**$352,175.00**	**$387,392.50**
AVERAGE BID AMOUNT:	$539,178.67	$593,096.54

		Basic BID Amount	Total BID Amount	Total BID Spread $	Total BID Spread %
LOW BIDDER:	**Rino Construction**	**$346,435.00**	**$381,078.50**	**-$6,314.00**	**-1.63%**
Second Bidder:	C and R Tractor	$438,090.00	$481,899.00	$94,506.50	24.40%

	Basic BID (Tax not Included)
1. Rino Construction	$346,435.00
2. Pivetta Brothers Construction	$442,649.36
3. Road Construction Northwest	$441,950.00
4. C and R Tractor	$438,090.00
5. Ceccanti, Inc	$616,850.00
6. Active Construction, Inc	$574,210.00
7. Northwest Cascade, Inc	$550,660.00
8. Miles Resources	$902,585.00

Bid Tabulation - Bid Totals Summary - Base Bid Plus Alternate Bid 1

Project: CP1516, Runway 16-34 Extension , 19-15
Prepared By: City of Auburn
Bid Date: Aug. 1, 2019

	W/O Tax	Inc. Tax
ENGINEER'S ESTIMATE:	**$2,143,661.40**	**$2,358,027.54**
AVERAGE BID AMOUNT:	$3,102,046.83	$3,412,251.52

(not including tax)

		Basic BID Amount	Total BID Amount	Total BID Spread $	Total BID Spread %
LOW BIDDER:	**Rino Construction**	**$2,566,819.00**	**$2,823,500.90**	**$465,473.36**	**19.74%**
Second Bidder:	Pivetta Brothers Construction	$2,614,677.82	$2,876,145.61	$518,118.07	21.97%

	Basic BID (Tax not included)	Total BID (Including tax)
1. Rino Construction	$2,566,819.00	$2,823,500.90
2. Pivetta Brothers Construction	$2,614,677.82	$2,876,145.61
3. Road Construction Northwest	$2,670,664.25	$2,937,730.69
4. C and R Tractor	$2,973,670.08	$3,271,037.11
5. Ceccanti, Inc	$3,307,985.00	$3,638,783.50
6. Active Construction, Inc	$3,506,232.73	$3,856,856.01
7. Northwest Cascade, Inc	$3,562,454.00	$3,918,699.40
8. Miles Resources	$3,613,871.75	$3,975,258.94

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

Bid Tabulation - Bid Totals Summary - Base Bid Plus Alternate Bid 2

Project: CP1516, Runway 16-34 Extension , 19-15
Prepared By: City of Auburn
Bid Date: Aug. 1, 2019

	W/O Tax	Inc. Tax
ENGINEER'S ESTIMATE:	**$2,199,761.40**	**$2,419,737.54**
AVERAGE BID AMOUNT:	$3,172,022.59	$3,489,224.86

(not including tax)

		Basic BID Amount	Total BID Amount	Total BID Spread $	Total BID Spread %
LOW BIDDER:	**Pivetta Brothers Construction**	**$2,545,956.41**	**$2,800,552.06**	**$380,814.52**	**15.74%**
Second Bidder:	Rino Construction	$2,605,954.00	$2,866,549.40	$446,811.86	18.47%

	Basic BID (Tax not included)	Total BID (Including tax)
1. Pivetta Brothers Construction	$2,545,956.41	$2,800,552.06
2. Rino Construction	$2,605,954.00	$2,866,549.40
3. Road Construction Northwest	$2,739,439.25	$3,013,383.19
4. C and R Tractor	$3,016,722.58	$3,318,394.86
5. Ceccanti, Inc	$3,423,685.00	$3,766,053.50
6. Northwest Cascade, Inc	$3,607,204.00	$3,967,924.40
7. Active Construction, Inc	$3,629,082.73	$3,991,991.01
8. Miles Resources	$3,808,136.75	$4,188,950.44

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

BUDGET STATUS SHEET

Project No: CP1516	Project Title: Auburn Municipal Airport Runway 16/34 Extension

Project Manager: Seth Wickstrom

Initiation Date: April 4, 2016
Advertisement Date: July 2, 2019
Award Date: _____

- ○ Project Initiation
- ○ Permission to Advertise
- ◉ Contract Award
- ○ Change Order Approval
- ○ Contract Final Acceptance

Updated: August 30, 2019

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

Funds Budgeted (Funds Available)

Funding	Past (Actual)	2018 (actual)	2019	2020	Total
465 Fund - Airport Fund*	13,287	5,384	22,138	185,094	225,904
WSDOT Grants*	12,161	2,379	12,610		27,150
WSDOT Grant (Unsecured)*			0	140,000	140,000
FAA Grants*	229,016	62,128	312,382	2,799,844	3,403,370
FAA Grant Contingency (Unsecured)				428,752	428,752
Total	254,465	69,891	347,130	3,553,689	4,225,175

* 2019 and 2020 budget numbers reflect the anticipated Budget Amendment No. 5 changes.

Estimated Cost (Funds Needed)

Activity	Past (Actual)	2018 (actual)	2019	2020	Total
Design Engineering - City Costs**		860	98		958
Design Engineering - Consultant Costs	254,465	69,031	282,033		605,529
Construction Contract Bid			20,000	2,780,552	2,800,552
Authorized Construction Contingency (5%)				140,028	140,028
Construction Engineering - Permitting			20,000	30,000	50,000
Construction Engineering - City Costs**					0
Construction Engineering - Consultant Costs			25,000	300,385	325,385
Total	254,465	69,891	347,130	3,250,965	3,922,452

** City staff salary and benefits will not be charged against the project budget and are not shown here.

465 Airport Fund Budget Status

	Past (Actual)	2018 (actual)	2019	2020	Total
***465 Funds Budgeted ( )	(254,465)	(69,891)	(347,130)	(3,553,689)	(4,225,175)
465 Funds Needed	254,465	69,891	347,130	3,250,965	3,922,451
*****465 Fund Project Contingency ( )**	**0**	**0**	**0**	**(302,724)**	**(302,724)**
465 Funds Required	**0**	**0**	**0**	**0**	**0**

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

AGENDA BILL APPROVAL FORM

Agenda Subject:
Setting the date of Public Hearing for Ordinance No. 6736 Hudson DCT Sewer Payback Agreement #PBK18-0002 (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
No Attachments Available

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

Administrative Recommendation:

Staff recommends that the City Council set the date of the Public Hearing for Ordinance 6736 for the Hudson DCT Sewer Payback Agreement No. PBK18-0002 for November 4, 2019 at 7 PM.

Background Summary:

Hudson DCT has constructed sewer systems improvements including a sewer pump station, force main, and gravity main extensions along South 287th Street to provide sewer service to their development. These improvements were designed and constructed to benefit other properties and are eligible for a latecomer's payback which will be discussed with City Council at the Study Session on October 28th, 2019.

City code section 3.25.080 requires the City to conduct a public hearing to consider an ordinance approving the payback agreement, and to notify all property owners within the proposed reimbursement assessment area of the public hearing, and to allow them time to comment on the proposed agreement.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: CA.F

AGENDA BILL APPROVAL FORM

Agenda Subject:
Setting the date of Public Hearing for Ordinance No. 6737 for Water Payback Agreement #PBK19-0003 (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
No Attachments Available

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

Administrative Recommendation:

Staff recommends that the City Council set the date of the Public Hearing for Ordinance No. 6738 for Water Payback Agreement No. PBK18-0003 for Hudson DCTon November 4, 2019 at 7:00PM.

Background Summary:

Hudson Distribution Center constructed water systems improvements along South 287th Street to provide water to their development. These improvements are eligible for a latecomers payback which will be discussed with City Council at the Study Session on October 28th , 2019.

City code section 3.25.080 requires the City to conduct a public hearing to consider an ordinance approving the payback agreement, and to notify all property owners within the proposed reimbursement assessment area of the public hearing, and to allow them time to comment on the proposed agreement.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: CA.G

AGENDA BILL APPROVAL FORM

Agenda Subject:
Setting the date of Public Hearing for Ordinance No. 6738 for Street Payback Agreement #PBK18-0004 (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
No Attachments Available

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

Administrative Recommendation:

Staff recommends that the City Council set the date of the Public Hearing for Ordinance #6738 for Street Payback Agreement No. PBK18-0004 for Hudson Distribution Center on November 4, 2019 at 7 PM.

Background Summary:

Hudson Distribution Center installed a Traffic Signal at the intersection of West Valley HWY N & S. 287th Street, to mitigate the transportation impacts of its development. These improvements are eligible for a latecomers payback which will be discussed with City Council at the Study Session on October 28th , 2019.

Auburn City Code section 3.25.080 requires the City to conduct a public hearing to consider an ordinance approving the payback agreement, to notify all property owners within the proposed reimbursement assessment area of the public hearing, and to allow them time to comment on the proposed agreement.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: CA.H

AGENDA BILL APPROVAL FORM

Agenda Subject:
Setting the date of Public Hearing for the Modification of the 2020-2025 Transportation Improvement Plan (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
No Attachments Available

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

Administrative Recommendation:

City Council set the public hearing for October 21, 2019 to Modify the Adopted 2020-2025 Transportation Improvement Plan.

Background Summary:

The City Council is asked to set a time and date for a public hearing to modify the Six Year Transportation Improvement Program (TIP). The public hearing is proposed to be held on October 21, 2019 during the City Council Meeting.

Previous TIP modifications were made with the annual TIP update adopted in June of this year. Since then, changes in available project funding and the addition of projects associated with grants and developer projects necessitate additional modifications. The proposed modifications are summarized below and will be presented at the City Council Study Session on October 14th.

SUMMARY OF PROPOSED AMENDMENTS TO THE 2020-2025 TIP

Modifications: The following existing projects are proposed to be revised:

- TIP P-7: Auburn Way N Preservation Phase 2 ($1.63M) – a portion of the grant funds awarded to this project were swapped with local funds in the A Street SE preservation project to help meet regional funding obligation targets set by FHWA for 2019.
- TIP R-8: 49th Street NE ($3.35M) – the project will complete the 49th Street NE corridor between Auburn Way N and I Street NE. Proposed changes reflect portions of the project being completed as part of a development project and the remaining portion would be completed by the City with traffic mitigation funds.
- TIP R-16: Regional Growth Center Access Improvements ($2.01M) – The project is being revised to reflect the award of $1.625M in grant funds from the Sound Transit Access Fund competition.

Additions: The following projects are proposed to be added to the updated TIP:

- TIP I-16: 15th Street NW/SR-167 NB Ramps ($1.50M) – The project would fund the design and construction of a new westbound right-turn pocket at the intersection.
- TIP P-3: 2nd Street SE Reconstruction ($0.98M) – The project would reconstruct 2nd Street SE between A Street SE and Auburn Way S. TIB grant funding for the project was applied for in 2019.

NEXT STEPS:

Staff will discuss the proposed modifications with Council at the October 14th study session. The public hearing and adoption are scheduled for the October 21st Council meeting.

Reviewed by Council Committees:

Councilmember: **Staff:** Gaub

Meeting Date: October 7, 2019 Item Number: CA.I

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6729 (Gaub)

Date:
August 28, 2019

Department:
Public Works

Attachments:
Ordinance No. 6729
Exhibits A & B
Staff Report
Vicinity Map

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

Administrative Recommendation:

City Council introduce and adopt Ordinance No. 6729 for Right-of-Way Vacation No. V2-19 for the Auburn School District.

Background Summary:

The Auburn School District has applied to the City for vacation of the unopened right-of-way located at 130th Avenue SE, between SE 304th Street and SE 302nd Place, described in Exhibit "A" and shown on Exhibit "B". The applicant either owns the adjacent property or is in the process of acquiring it and is proposing to incorporate the right-of-way into development of the adjacent property for construction of a new school.

The application has been reviewed by City staff and utility purveyors who have an interest in this right-of-way. Through this review City staff has determined that the right-of-way is no longer necessary to meet the needs of the City and could be vacated.

Ordinance No. 6729, if adopted by City Council, approves Vacation No. V2-19 and vacates the right-of-way subject to conditions outlined in the Ordinance.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: ORD.A

ORDINANCE NO. 6729

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, VACATING RIGHT-OF-WAY OF 130TH AVENUE SE, BETWEEN SE 304TH STREET AND SE 302ND PLACE, WITHIN THE CITY OF AUBURN, WASHINGTON.

WHEREAS, the City of Auburn, Washington ("City"), received a petition signed by at least two-thirds (2/3) of the owners of property abutting the right-of-way located at 130th Avenue SE, between SE 304th Street and SE 302nd Place, within the City of Auburn, requesting vacation of the right-of-way; and,

WHEREAS, as required by Chapter 12.48 of the Auburn City Code, a public hearing was held in connection with the possible vacation, with notice having been provided pursuant to statute; and,

WHEREAS, the City Council has considered all matters presented at the public hearing on the proposed vacation, held on the 7th day of October, 2019, at the Auburn City Council Chambers in Auburn, Washington.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON DO ORDAIN as a non-codified ordinance as follows:

Section 1. **Vacation.** That unopened right-of-way located at 130th Avenue SE between SE 304th Street and SE 302nd Place, located within the City of Auburn, Washington, legally described as follows:

A PORTION OF THE WEST HALF OF THE SOUTHEAST QUARETER OF THE SOUTHEAST QUARTER OF

SECTION 4, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

THAT PORTION OF 130TH AVENUE SOUTHEAST, BEING A RIGHT OF WAY 30 FEET IN WIDTH ACCORDING TO THE PLAT OF VINTAGE HILLS DIVISION V, AS RECORDED IN VOLUME 199 OF PLATS AT PAGES 94-98, LYING SOUTHERLY OF THE EASTERLY EXTENSION OF THE SOUTHERLY MARGIN OF SOUTHEAST 302ND PLAVE AND LYING NORTHERLY OF THE NORTHERLY MARGIN OF SOUTHEAST 304TH STREET.

CONTINING 12,490 SQUARE FEET MORE OR LESS.

[Also identified as Exhibit "A".]

and shown on the survey, a copy of which is attached, marked Exhibit "B", is vacated and the property lying in the right-of-way described, shall inure and belong to those persons entitled to receive the property in accordance with RCW 35.79.040, conditioned upon the following;

A. Reservation in favor of the City a perpetual Nonexclusive Easement under, over, through and across the vacated right-of-way as described above for the purpose of laying, maintaining, and installing future and existing water facilities, including a reservation in favor of the City of the right to grant easements for utilities over, under and on all portions of the vacated right-of-way described above.

The City shall have the absolute right, at times as may be necessary for immediate entry upon the Easement Area for the purpose of maintenance, inspection, construction, repair or reconstruction of the above improvements without incurring any

legal obligation or liability therefore.

The City shall have the absolute right to place any type of driving surface within the Easement Area deemed necessary by the City.

The owners of the adjacent property agree that they shall not in any way block, restrict or impede access and egress to or from the Easement Area, or in any way block, restrict or impede full use of the real property within the Easement Area by the City for the above-described purposes. No building, wall, rockery, fence, trees, of structure of any kind shall be erected or planted, nor shall any fill material be placed within the boundaries of the Easement Area, without the express written consent of the City. No excavation shall be made within three feet of the facilities and the surface level of the ground within the Easement Area shall be maintained at the elevation as currently existing.

This easement shall be a covenant running with the adjacent property parcels and shall burden the real estate, and shall be binding on the successors, heirs and assigns of all parties.

B. Under the terms of the reservation set out in Paragraph A above and in accordance with RCW 35.79.030, the City grants a private utility easement to Puget Sound Energy over, under, and upon the vacated right-of-way as described above for the construction, operation, maintenance, repair, replacement, improvement and removal of electric distribution facilities. The owners of the adjacent property shall not erect any structures on the easement and shall not place trees or other obstructions on the

easement that would interfere with the exercise of Grantees' rights.

C. The utility and access easements as set out in Paragraphs A and B above, may be modified to accommodate a removal, relocation and sitting of the affected utility lines if the City and the property owners on whose property the utility lines are located agree to the removal, relocations and sitting being paid by the property owners and with the removal, relocation and sitting being done in conformity with applicable standards.

Section 2. **Constitutionality or Invalidity.** If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provisions to other persons or circumstances shall not be affected.

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

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

Section 5. Recordation. The City Clerk is directed to record this Ordinance with the office of the King County Auditor.

INTRODUCED: _____
PASSED: _____
APPROVED: _____

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Shawn Campbell, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney

PUBLISHED: _____

EXHIBIT A

130th AVE SE RIGHT OF WAY VACATION
LEGAL DESCRIPTION EXHIBIT

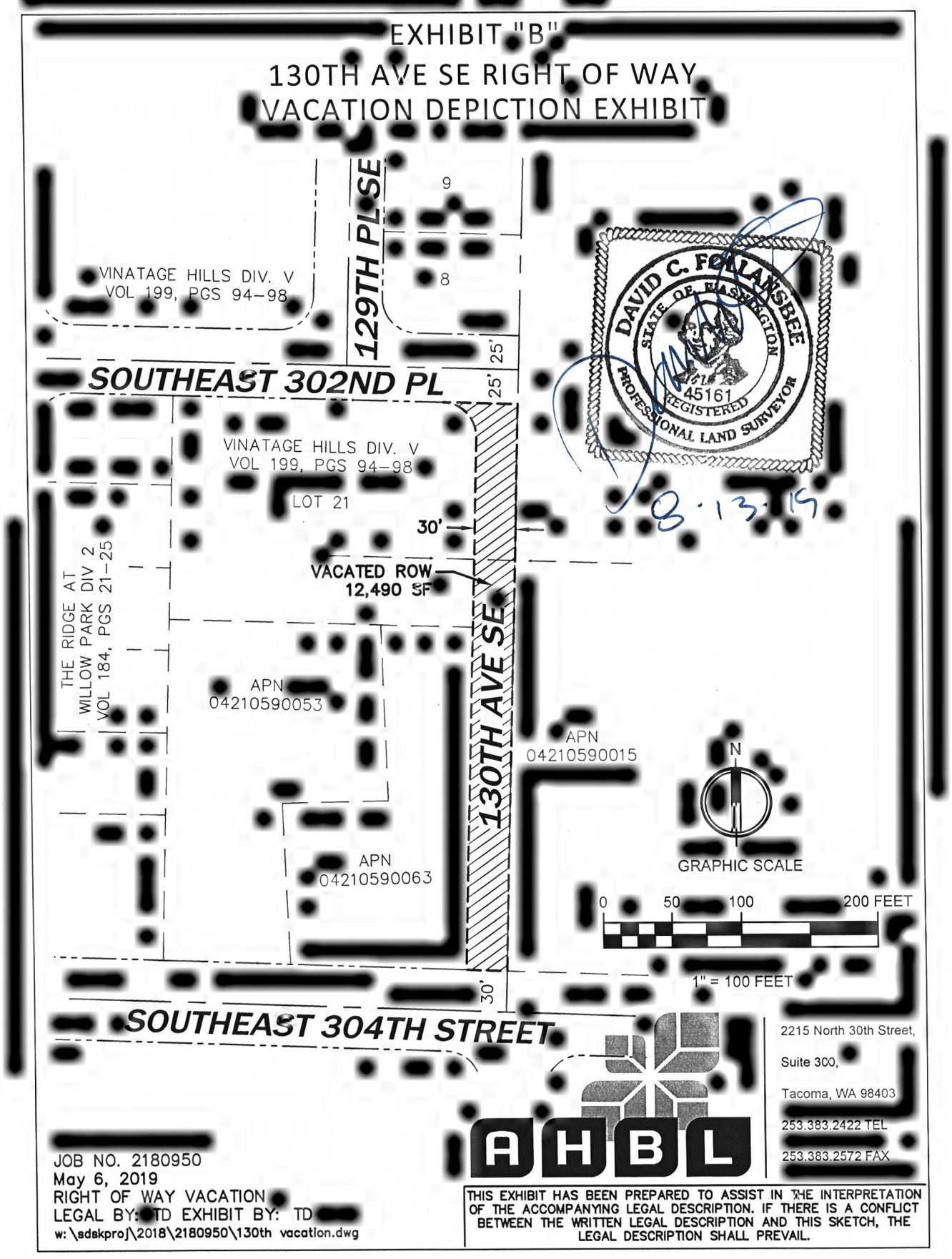
A PORTION OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 21 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

THAT PORTION OF 130TH AVENUE SOUTHEAST, BEING A RIGHT OF WAY 30 FEET IN WIDTH ACCORDING TO THE PLAT OF VINTAGE HILLS DIVISION V, AS RECORDED IN VOLUME 199 OF PLATS AT PAGES 94-98, LYING SOUTHERLY OF THE EASTERLY EXTENSION OF THE SOUTHERLY MARGIN OF SOUTHEAST 302ND PLACE AND LYING NORTHERLY OF THE NORTHERLY MARGIN OF SOUTHEAST 304TH STREET.

CONTAINING 12,490 SQUARE FEET MORE OR LESS.



EXHIBIT "B"
130TH AVE SE RIGHT OF WAY
VACATION DEPICTION EXHIBIT



JOB NO. 2180950
May 6, 2019
RIGHT OF WAY VACATION
LEGAL BY: TD EXHIBIT BY: TD
w:\sdskproj\2018\2180950\130th vacation.dwg

AHBL
2215 North 30th Street,
Suite 300,
Tacoma, WA 98403
253.383.2422 TEL
253.383.2572 FAX

THIS EXHIBIT HAS BEEN PREPARED TO ASSIST IN THE INTERPRETATION OF THE ACCOMPANYING LEGAL DESCRIPTION. IF THERE IS A CONFLICT BETWEEN THE WRITTEN LEGAL DESCRIPTION AND THIS SKETCH, THE LEGAL DESCRIPTION SHALL PREVAIL.

RIGHT-OF-WAY VACATION STAFF REPORT

Right-of-Way (ROW) Vacation Number V2-19

Applicant: **Auburn School District**

Property Location: **Rights-of-Way of 130th Avenue SE between SE 304th Street and SE 302nd Place.**

Description of right-of-way:
This ROW proposed for vacation consists the unopened 30 foot right-of-way of 130th Avenue SE between SE 304th Street and SE 302nd Place. The ROW is adjacent to Parcel No. 0421059063 and 8946700210 on the west side and Parcel No. 0421059015 on the east side. The Auburn School District owns Parcel No. 0421059063 and 0421059015 and is in the process of acquiring Parcel No. 8946700210l. It is bordered on the north and south by right-of-way. The total area of ROW proposed for vacation is 12,490 (+/-) square feet.

The unopened 30 foot ROW of 130th Avenue SE was dedicated to the City for street purposes by the plat of Vintage Hills Division V on May 8, 2001 and recorded in Vol 199 of Plats, Page 94-98, Recording No. 20010508001335 records of King County.

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

Proposal:
The Applicant proposes to vacate the above described rights-of-way and incorporate it into development of the adjacent parcels for construction of a new school.

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

Public Benefit:
- The street vacation decreases the right-of-way maintenance obligation of the City.
- The vacated area may be subject to property taxes.

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

1. Puget Sound Energy (PSE) – PSE currently has overhead electric facilities in the proposed vacation area. Please reserve easements for PSE in the vacation ordinance.
2. Comcast – Comcast has no objection to the proposed vacation.
3. CenturyLink – No Comments received.
4. Water – The City has an 8" water main in that location. The School District will need to replace this line with a larger one and the location will likely change, but an easement will be required for the existing line until such time as a new line and new easements are in place.
5. Sewer – Sewer does not have any facilities in the vacation area.
6. Storm –No comments.
7. Transportation – No comments.
8. Planning – No comments.
9. Fire – No comments.

10. Police – No comments.
11. Streets – No comments.
12. Construction –No comments.
13. Innovation and Technology – No comments.

Assessed Value:
ACC 12.48 states "The city council may require as a condition of the ordinance that the city be compensated for the vacated right-of-way in an amount which does not exceed one-half the value of the right-of-way so vacated, except in the event the subject property or portions thereof were acquired at public expense or have been part of a dedicated public right-of-way for 25 years or more, compensation may be required in an amount equal to the full value of the right-of-way being vacated. The city engineer shall estimate the value of the right-of-way to be vacated based on the assessed values of comparable properties in the vicinity. If the value of the right-of-way is determined by the city engineer to be greater than $2,000, the applicant will be required to provide the city with an appraisal by an MAI appraiser approved by the city engineer, at the expense of the applicant. The city reserves the right to have a second appraisal performed at the city's expense." Note: The city engineer has not required an appraisal for the value of this right-of-way since the right-of-way was originally acquired through dedication of a Plat at no cost to the City and the ROW has never been opened for public use.

Recommendation:
Staff recommends that the street vacation be granted subject to the following conditions:

1. A public utility easement shall be reserved for Puget Sound Energy electrical facilities along the entire length and width of the vacated ROW.

2. A public utility easement shall be reserved for City of Auburn water facilities along the entire length and width of the vacated ROW.

3. Staff recommends that compensation for the value of the right-of-way not be required since the right-of-way was originally acquired through dedication of a Plat at no cost to the City and it has never been opened for public or street use or maintained by the City.

ROW Vacation #V2-19 Auburn School District - 130th Ave SE

Printed Date: 8/13/2019
Map Created by City of Auburn eGIS
Imagery Date: May 2015



377.8 0 188.9 377.8 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 189 ft 1: 2,267

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

AGENDA BILL APPROVAL FORM

Agenda Subject:
Ordinance No. 6734 (Thomas)

Date:
September 30, 2019

Department:
City Council

Attachments:
ORD 6734 SCORE ILA
SCORE Amended and Restated Interlocal Agreement

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

Administrative Recommendation:

Background Summary:

On February 25, 2009 the City of Auburn entered into an interlocal agreement with the Cities of Renton, Federal Way, Tukwila, Burien, SeaTac, and Des Moines ("host city") to form and operate the South Correctional Entity (SCORE) for jail services. Subsequently, $86,235,000 in bonds were issued to construct the new correctional facility. Each of the cities in the interlocal agreement pledged their City's full faith and credit for the bonds issued, based on their relative "ownership" of the facility, which was a calculation based on estimated average daily inmate population.

On September 26, 2018, the City of Federal Way submitted to SCORE's Administrative Board, their letter of intent to withdraw ownership status. As a result, the City of Federal Way will need to issue bonds to pay off their portion of the outstanding debt service (17%) from the 2009 SCORE bonds issued. At the same time, there is an opportunity for the remaining six owner cities to refund their portion of the outstanding debt service and realize interest savings. The City of Auburn's ownership allocation increases from 31% to 34.94% with the City of Federal Way's withdrawal, and while this means a larger ownership of the remaining debt service, the interest savings from a refunding will actually result in a smaller annual debt service obligation.

The purpose of this ordinance is to approve the amended interlocal agreement between the Cities of Auburn, Renton, Tukwila, Des Moines, Burien and SeaTac. The amended interlocal has two primary revisions: 1. Removes the City of Federal Way as an owner City and reallocates the remaining owner city percentages among the six remaining cities, and 2. Authorizes an amount, not to exceed $56,000,000 in principal amount, to refund the current outstanding 2009 bonds. There are also few housekeeping items in the amended interlocal that include: removing the City of Des Moines as a host city and making them an owner city, more clearly defines the Finance Committee's role in the operations of SCORE, and miscellaneous language edits for better clarity.

Reviewed by Council Committees:

Councilmember: **Staff:** Thomas

Meeting Date: October 7, 2019 Item Number: ORD.B

ORDINANCE NO. 6734

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON RELATED TO THE SOUTH CORRECTIONAL ENTITY; AUTHORIZING THE EXECUTION OF AN AMENDED AND RESTATED INTERLOCAL AGREEMENT RELATING TO THE; APPROVING THE CITY'S CAPITAL CONTRIBUTION RELATED TO REFUNDING BONDS TO BE ISSUED TO REFINANCE THE SOUTH CORRECTIONAL ENTITY FACILITY; AND APPROVING OTHER MATTERS RELATED THERETO

WHEREAS, the City of Auburn, Washington (the "City") is authorized by chapter 70.48 RCW to contract for, establish and maintain correctional facilities in furtherance of public safety and welfare; and

WHEREAS, pursuant to Ordinance 6224 adopted by the City Council on January 20, 2009, and chapter 39.34 RCW, the Interlocal Cooperation Act, the City entered into a SCORE Interlocal Agreement with the other parties dated February 25, 2009 and subsequently amended and restated on October 1, 2009 by Ordinance 6260 (as amended and restated, the "Original Interlocal Agreement"), to form a separate governmental administrative agency known as the South Correctional Entity ("SCORE"); and

WHEREAS, the South Correctional Entity Facility Public Development Authority (the "Authority"), a public corporation chartered by the City of Renton, pursuant to RCW 35.21.730 through 35.21.757, issued its Bonds, Series 2009A (the "2009A Bonds") and Bonds, Series 2009B (Taxable Build America Bonds—Direct Payment) (the "2009B Bonds," and together with the 2009A Bonds, the "2009 Bonds") on November 4, 2009, in the aggregate principal amount of $86,235,000; and

WHEREAS, proceeds of the 2009 Bonds were used to finance a portion of the costs of acquiring, constructing, developing, equipping and improving a regional misdemeanant correctional facility located in Des Moines, Washington (the "SCORE Facility"), operated by SCORE; and

WHEREAS, pursuant to an ordinance adopted by the City Council, the City pledged its full faith and credit toward the payment of its allocable proportion of the debt service due on the 2009 Bonds issued by the Authority; and

WHEREAS, the 2009 Bonds are subject to defeasance and/or redemption prior to their stated maturity dates; and

WHEREAS, after due consideration it appears to the Board of Directors of the Authority that the 2009 Bonds may be defeased and/or redeemed prior to maturity by

proceeds of refunding bonds (the "Refunding Bonds") and other legally available funds for overall debt service savings; and

WHEREAS, the City now desires to pledge its full faith and credit to the City's allocable portion of the Refunding Bonds and to amend and restate the Original Interlocal Agreement to provide for such refunding and other matters as provided herein;

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

Section 1. Definitions. Terms defined in the recitals of this resolution are incorporated as if fully set forth herein. Terms not otherwise defined in this resolution shall have the meanings set forth in the Interlocal Agreement (defined in Section 2).

Section 2. Approval of Interlocal Agreement. The City approves the Amended and Restated SCORE Interlocal Agreement substantially in the form attached as Exhibit A (the "Interlocal Agreement"). The Mayor is authorized and directed to execute the Interlocal Agreement. On the Effective Date, the Interlocal Agreement shall amend and restate, in its entirety, the Original Interlocal Agreement.

The Mayor is designated, together with the Mayor's designee, as the "Designated Representative" for purposes of the Interlocal Agreement. The Interlocal Agreement may be further amended from time to time as provided in the Interlocal Agreement.

Section 3. City Contributions. The Authority has proposed to issue one or more series of refunding bonds (the "Refunding Bonds"), the proceeds of which will be used, together with other legally available funds, to refund the outstanding 2009 Bonds for overall debt service savings.

The City irrevocably covenants and agrees to pay its capital contribution in the percentage provided for in the Interlocal Agreement, which is equal to the City's allocated owner percentage as shown in the following chart (the "Owner Percentage"), to pay debt service on the Refunding Bonds as the same shall become due and payable and to pay administrative expenses of the Authority with respect to the Refunding Bonds (the "Capital Contribution"). The Owner Percentage allocated to the City is as follows:

Owner City	**Owner Percentage**
Auburn	34.94%
Renton	40.96
Tukwila	9.64
Des Moines	6.02
Burien	4.82
SeaTac	3.62
Total	100.00%

The authorization contained in this ordinance is conditioned on the issuance of Refunding Bonds not exceeding the aggregate principal amount of $56,000,000 without obtaining additional Council approval.

The City recognizes that it is not obligated to pay the Capital Contribution of any other Member City; the Capital Contribution of the City shall be limited to its O share of those obligations; all payments will be made by the City without regard to the payment or lack of payment by any other jurisdiction; and the City shall be obligated to budget for and pay its Capital Contribution unless relieved of such payment in accordance with the Interlocal Agreement.

The City's obligation to pay its Capital Contribution will be an irrevocable full faith and credit obligation of the City, payable from property taxes levied within the constitutional and statutory authority provided to cities without a vote of the qualified electors on all of the taxable property within the City and other sources of revenues available for payment. The City obligates itself and commits to budget for and pay its Capital Contribution and to set aside and include in its calculation of outstanding nonvoted general obligation indebtedness an amount equal to the principal component of its Capital Contribution for so long as any Refunding Bonds issued by the Authority remain outstanding.

All payments with respect to the Refunding Bonds shall be made to SCORE in its capacity as administrator and servicer of the Refunding Bonds to be issued by the Authority.

Section 4. General Authorization; Ratification. The Mayor or designee are authorized and directed to undertake all action necessary for the prompt execution and delivery of the Interlocal Agreement, the issuance of the Refunding Bonds by the Authority, and to execute all closing certificates, agreements, contracts and documents required to effect the closing and delivery of each series of the Refunding Bonds, the implementation of the Interlocal Agreement, and the withdrawal of Federal Way as a Member City of SCORE effective December 31, 2019. These documents may include, but are not limited to, an undertaking to provide ongoing disclosure in connection with

Securities and Exchange Commission Rule 15c2-12 (the "Rule) under the Securities Exchange Act of 1934, as amended; any disclosure documents delivered for purposes of the Rule in connection with the issuance of the Refunding Bonds and pertaining to the City; and documents regarding to the status of any Refunding Bonds issued on a tax-exempt basis under the Internal Revenue Code of 1986, as amended. All acts taken pursuant to the authority of this ordinance but prior to its effective date are hereby ratified.

Section 5. Effective Date of Ordinance. This Ordinance shall take effect and be in force from and after its passage and five days following its publication as required by law.

INTRODUCED: _____

PASSED: _____

APPROVED: _____

_____
Nancy Backus, Mayor

ATTEST:

_____
Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney

PUBLISHED: _____

EXHIBIT A

Form of Amended and Restated SCORE Interlocal Agreement (attached)

AMENDED AND RESTATED SCORE INTERLOCAL AGREEMENT

among

CITY OF AUBURN,

CITY OF BURIEN,

CITY OF DES MOINES,

CITY OF RENTON,

CITY OF SEATAC,

AND

CITY OF TUKWILA, WASHINGTON

Dated as of _____, 2019

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AMENDED AND RESTATED SCORE INTERLOCAL AGREEMENT

THIS AMENDED AND RESTATED SCORE INTERLOCAL AGREEMENT is effective as of the date written below and is by and among the Cities of Auburn, Burien, Des Moines, Renton, SeaTac and Tukwila, Washington, all of which are municipal corporations under the laws and statutes of the State of Washington:

RECITALS:

WHEREAS, the Member Cities (as defined herein) are authorized by chapter 70.48 RCW to contract for, establish and maintain correctional facilities in furtherance of public safety and welfare; and

WHEREAS, chapter 39.34 RCW, the Interlocal Cooperation Act, authorizes municipalities in Washington to enter into agreements for the joint undertaking of certain projects as provided therein; and

WHEREAS, in 2009 the Member Cities formed a separate governmental administrative agency pursuant to an interlocal agreement and RCW 39.34.030(3) known as the South Correctional Entity ("SCORE") to establish and maintain a consolidated correctional facility to be located in the City of Des Moines (the "SCORE Facility") to serve the Member Cities and federal and state agencies and other local governments that may contract with SCORE in the future to provide correctional services essential to the preservation of the public health, safety and welfare; and

WHEREAS, the Member Cities now desire to amend and restate the formation interlocal agreement as provided herein;

NOW THEREFORE, it is hereby agreed and covenanted among the undersigned as follows:

Section 1. Definitions. Capitalized terms used in this SCORE Interlocal Agreement shall have the meanings given such terms in the recitals hereof and as follows:

"Administrative Board" means the governing board of SCORE created pursuant to Section 5 of this SCORE Interlocal Agreement.

"Bonds" mean bonds, notes or other evidences of borrowing issued by the SCORE Facility Public Development Authority to finance and/or refinance the SCORE Facility and for any other SCORE purpose.

"Budget" means the budget prepared by the Facility Director in consultation with the Operations Board, and submitted to the Administration Board for its approval in accordance with Section 5 and Section 9 of this SCORE Interlocal Agreement, which budget shall set forth (a) an estimate of the costs of capital improvements required to be

made to the SCORE Facility within the applicable year, (b) on a line item basis, all anticipated revenues and expenses for the operation and maintenance of the SCORE Facility for the applicable year, and (c) any information required by policies adopted by the Administrative Board pursuant to Section 9(b) of this SCORE Interlocal Agreement.

"Capital Contribution" means, for each Owner City, that Owner City's Owner Percentage multiplied by the principal of and interest on Bonds as the same shall become due and payable.

"Code" means the Internal Revenue Code of 1986, as amended.

"Costs of Maintenance and Operation" means all reasonable expenses incurred by SCORE in causing the SCORE Facility to be operated and maintained in good repair, working order and condition, and all costs of administering SCORE.

"Designated Representative" means the Mayor or the City Manager, as selected by each Member City, or his or her designee.

"Effective Date" has the meaning set forth in Section 19 of this Agreement.

"Facility Director" means the director of the SCORE Facility selected by the Administrative Board pursuant to Section 7 of this SCORE Interlocal Agreement.

"Finance Committee" means the committee formed pursuant to Section 6 of this SCORE Interlocal Agreement.

"**Host City**" means the City of Des Moines, Washington.

"Host City Agreement" means the Host City Agreement among the cities of Renton, Federal Way, Auburn and Des Moines and SCORE dated as of October 1, 2009.

"Member Cities" mean the Owner Cities and, until the date provided for in Section 20, the City of Federal Way.

"Operations Board" means the board formed pursuant to Section 6 of this SCORE Interlocal Agreement.

"Owner Cities" mean the Cities of Auburn, Burien, Des Moines, Renton, SeaTac and Tukwila, Washington.

"Owner Percentage" means the percentage assigned to each Owner City, as follows:

Owner City	Owner Percentage
Auburn	34.94%
Renton	40.96
Tukwila	9.64
Des Moines	6.02
Burien	4.82
SeaTac	3.62
Total	100.00%

"Presiding Officer" means the member of the Administrative Board selected pursuant to Section 5 of this SCORE Interlocal Agreement.

"SCORE" means the governmental administrative agency established pursuant to RCW 39.34.030(3) by the Member Cities.

"SCORE Facility" means the consolidated correctional facility acquired, constructed, improved, equipped, maintained and operated by SCORE.

"SCORE Facility Public Development Authority" means the South Correctional Entity Facility Public Development Authority chartered by the City of Renton, Washington.

"SCORE Interlocal Agreement" or **"SCORE Formation Interlocal Agreement"** means this Amended and Restated SCORE Interlocal Agreement among the Member Cities, as amended from time to time.

"Subscribing Agencies" mean the federal and state agencies, municipal corporations, and other local governments, other than the Member Cities, that contract with SCORE for correctional services at the SCORE Facility pursuant to the terms of this SCORE Interlocal Agreement.

"2009 SCORE Bonds" mean the SCORE Facility Public Development Authority Bonds, Series 2009A and Bonds, Series 2009B (Taxable Build America Bonds—Direct Payment) issued on November 4, 2009, in the aggregate principal amount of $86,235,000.

Section 2. SCORE Facility; Authority.

(a) Administrative Agency. There is hereby established a governmental administrative agency pursuant to RCW 39.34.030(3) to be known as the South Correctional Entity ("SCORE"). SCORE shall consist of the Member Cities.

(b) Powers of SCORE. SCORE shall have the power to acquire, construct, own, operate, maintain, equip, and improve a correctional facility known as the "SCORE Facility" and to provide correctional services and functions incidental thereto, for the purpose of detaining arrestees and sentenced offenders in the furtherance of public safety and emergencies within the jurisdiction of the Member Cities. The SCORE Facility may serve the Member Cities and Subscribing Agencies which are in need of correctional facilities. Any agreement with a Subscribing Agency shall be in writing and approved by SCORE as provided herein.

(c) Administrative Board. The affairs of SCORE shall be governed by the Administrative Board formed pursuant to Section 5 of this SCORE Interlocal Agreement. The Administrative Board shall have the authority to:

(1) Recommend action to the legislative bodies of the Member Cities;

(2) Approve the Budget, adopt financial policies and approve expenditures;

(3) Establish policies for investing funds and incurring expenditures of Budget items for the SCORE Facility;

(4) Review and adopt a personnel policy for the SCORE Facility;

(5) Establish a fund, or special funds, as authorized by chapter 39.34 RCW for the operation of the SCORE Facility;

(6) Conduct regular meetings as may be designated by the Administrative Board;

(7) Determine what services shall be offered at the SCORE Facility pursuant to the powers of SCORE and under what terms they shall be offered;

(8) Enter into agreements with third parties for goods and services necessary to fully implement the purposes of this SCORE Interlocal Agreement;

(9) Establish rates for services provided to members, subscribers or participating agencies;

(10) Direct and supervise the activities of the Operations Board and the Facility Director;

(11) Enter into an agreement with a public corporation or otherwise to incur debt;

(12) Make purchases or contract for services necessary to fully implement the purposes of this SCORE Interlocal Agreement;

(13) Enter into agreements with and receive and distribute funds from any federal, state or local agencies;

(14) Receive and account for all funds allocated to the SCORE Facility from its members;

(15) Purchase, take, receive, lease, take by gift, or otherwise acquire, own, hold, improve, use and otherwise deal in and with real or personal property, or any interest therein, in the name of the SCORE Facility;

(16) Sell, convey, mortgage, pledge, lease, exchange, transfer and otherwise dispose of property and assets;

(17) Sue and be sued, complain and defend, in all courts of competent jurisdiction in its name;

(18) Make and alter bylaws for the administration and regulation of its affairs;

(19) Enter into contracts with Subscribing Agencies to provide correctional services;

(20) Employ employees as necessary to accomplish the terms of this SCORE Interlocal Agreement;

(21) Establish policies and procedures for adding new parties to this SCORE Interlocal Agreement; and

(22) Engage in any and all other acts necessary to further the goals of this SCORE Interlocal Agreement.

Section 3. Duration of Agreement.

The initial duration of this SCORE Interlocal Agreement (commencing from February 25, 2009, the date of the original interlocal agreement relating to SCORE) shall be for a period of ten (10) years and, thereafter, shall automatically extend for additional five (5) year periods unless terminated as provided in this SCORE Interlocal Agreement. Notwithstanding the foregoing, this SCORE Interlocal Agreement shall not terminate until all Bonds issued by the SCORE Facility Public Development Authority as provided in Section 15 of this SCORE Interlocal Agreement are no longer outstanding.

Section 4. Withdrawal and Termination.

(a) Subject to Section 4(g) below, any Member City may withdraw its membership and terminate its participation in this SCORE Interlocal Agreement by providing written notice and serving that notice on the other Member Cities on or before

December 31 in any one-year. After providing appropriate notice as provided in this Section, that Member City's membership withdrawal shall become effective on the last day of the year following delivery and service of appropriate notice to all other Member Cities.

(b) Subject to Section 3 above, four (4) or more Member Cities may, at any one time, by written notice provided to all Member Cities, call for a termination of SCORE and this SCORE Interlocal Agreement. Upon an affirmative supermajority vote (majority plus one) by the Administrative Board, SCORE shall be directed to terminate business, and a date will be set for final termination, which shall be at least one (1) year from the date of the vote to terminate this SCORE Interlocal Agreement. Upon the final termination date, this SCORE Interlocal Agreement shall be fully terminated.

(c) Subject to Section 4(g) below, in the event any Member City fails to budget for or provide its applicable annual funding requirements for SCORE as provided in Section 15 hereof, the remaining Member Cities may, by majority vote, immediately declare the underfunding City to be terminated from this SCORE Interlocal Agreement and to have forfeited all its rights under this SCORE Interlocal Agreement as provided in Section 4(e). The remaining Member Cities may, at their option, withdraw SCORE's correctional services from that City, or alternatively, enter into a Subscribing Agency agreement with that City under terms and conditions as the remaining Member Cities deem appropriate.

(d) Time is of the essence in giving any termination notice.

(e) If an individual Owner City withdraws its membership in SCORE, the withdrawing City will forfeit any and all rights it may have to SCORE's real or personal property, or any other ownership in SCORE, unless otherwise provided by the Administrative Board.

(f) Upon termination of this SCORE Interlocal Agreement, all property acquired during the life of this SCORE Interlocal Agreement shall be disposed of in the following manner:

(1) All real and personal property acquired pursuant to this SCORE Interlocal Agreement shall be distributed to the Owner Cities based on the Owner Percentages; and

(2) All unexpected funds or reserve funds shall be distributed based on the percentage of average daily population at the SCORE Facility for the last three (3) years prior to the termination date of those Member Cities still existing on the day prior to the termination date.

(g) Notwithstanding any of the other rights, duties or obligations of any Member City under this Section 4, the withdrawal of any Owner City from this SCORE

Interlocal Agreement shall not discharge or relieve the Owner City that has withdrawn pursuant to Section 4(a) or been terminated pursuant to Section 4(c) of its obligation to pay debt service on Bonds issued by the SCORE Facility Public Development Authority. An Owner City may be relieved of its obligation under this SCORE Interlocal Agreement to make payments with respect to its Capital Contribution if the Administrative Board, by supermajority vote (majority plus one), authorizes such relief based on a finding that such payments are not required to pay debt service on Bonds issued by the SCORE Facility Public Development Authority.

Section 5. Administrative Board.

(a) Formation. An Administrative Board composed of the Designated Representative from each Member City shall govern the affairs of SCORE.

(b) Allocation of Votes. Each Board member shall have an equal vote and voice in all Board decisions.

(c) Voting Requirements. Votes regarding (1) debt; (2) approval of the Budget; (3) employment of the Facility Director; (4) cost allocations made prior to the issuance of Bonds; and (5) approval of labor contracts, shall require an affirmative vote of a supermajority (majority plus one) of the Member Cities, two (2) of which shall have the highest and the second highest average daily population in the SCORE Facility for the 12-month period ending June 30 (or other such date as the Administrative Board shall determine as set forth in its financial policies) of the preceding year.

Votes regarding (1) the conveyance of real property; (2) the addition of additional services pursuant to this SCORE Interlocal Agreement not directly incidental to correctional services (such as providing court services); and (3) matters addressed in Sections 4(b) and (g) and Section 15(d)(2)(iv) of this SCORE Interlocal Agreement, shall require an affirmative vote of a supermajority (majority plus one) of the Member Cities.

(d) Parliamentary Authority. Unless otherwise provided, Robert's Revised Rules of Order (newly revised) shall govern all procedural matters relating to the business of the Administrative Board.

(e) Officers of the Administrative Board. Members of the Administrative Board shall select a Presiding Officer from its members, together with such other officers as a majority of the Administrative Board may determine. Subject to the control of the Administrative Board, the Presiding Officer shall have general supervision, direction and control of the business and affairs of SCORE. On matters decided by the Administrative Board, the signature of the Presiding Officer alone is sufficient to bind SCORE.

(f) Meetings of the Administrative Board. There shall be a minimum of two (2) meetings each year. Unless otherwise designated by the Presiding Officer, the first

meeting shall be held on the second Tuesday of February of each year to review the prior years' service. The second meeting shall be on the second Tuesday of September of each year to consider and adopt a Budget for the following fiscal year. Other meetings may be held upon request of the Presiding Officer or any two members. All meetings shall be open to the public to the extent required by chapter 42.30 RCW.

Prior to January 1, 2020, five (5) members, and from and after January 1, 2020, four (4) members of the Administrative Board must be present at any meeting of the Administrative Board to comprise a quorum, and for the Administrative Board to transact any business. Proxy voting shall not be allowed. Members of the Administrative Board may participate in a meeting through the use of any means of communication by which all members and members of the public participating in such meeting can hear each other during the meeting. Any members of the Administrative Board participating in a meeting by such means is deemed to be present in person at the meeting for all purposes including, but not limited to, establishing a quorum.

(g) Bylaws. The Administrative Board shall be authorized to establish bylaws that govern procedures of the Administrative Board and the SCORE Facility's general operations.

(h) Administrative Board Review. A general or particular authorization or review and concurrence of the Administrative Board by majority vote shall be necessary for all capital expenditures or contracts in excess of $50,000.

Section 6. Operations Board; Finance Committee; Other Committees.

(a) Operations Board. There is established an Operations Board which shall be advisory to the Facility Director, staff and Administrative Board on operational matters of SCORE. The Administrative Board shall establish the specific purpose and duties of the Operations Board.

The Operations Board shall consist of up to nine (9) members selected as provided in this paragraph. One (1) member shall be designated by each of the Member Cities, and up to three (3) at-large members shall be selected, by majority vote, by the Subscribing Agencies to represent the police departments of the Subscribing Agencies. At the time set for election of the at-large members, only the representatives of the Subscribing Agencies, then in attendance, will participate in the election. The Member Cities' Operations Board representatives shall not participate in the at-large member elections. The at-large members shall serve one-year terms, unless otherwise determined by majority vote of the Operations Board. Each member of the Operations Board shall have an equal vote in all Operations Board decisions. The Operations Board shall be authorized to establish bylaws and/or procedures that govern its operations. The Operations Board shall elect a presiding officer from its members and shall determine the time and place of its meetings. All meetings shall be open to the public if and to the extent required by chapter 42.30 RCW.

(b) Finance Committee. There is established a Finance Committee, which shall be advisory to the Facility Director, staff and Administrative Board on finance matters of SCORE. The Administrative Board shall establish the specific purpose and duties of the Finance Committee. The Finance Committee shall consist of the finance directors or managers of each of the Member Cities. Each member of the Finance Committee shall have an equal vote in all Finance Committee decisions. The Finance Committee shall be authorized to establish bylaws and/or procedures that govern its operations. The Finance Committee shall elect a presiding officer from its members and shall determine the time and place of its meetings. All meetings shall be open to the public if and to the extent required by chapter 42.30 RCW.

(c) Standing or Temporary Committees. The Administrative Board may, from time to time, establish permanent and/or temporary committees to assist in its operations and operations of the SCORE Facility.

Section 7. Facility Director.

Day to day operations of SCORE and the SCORE Facility shall be administered by a Facility Director, who shall be appointed by the Administrative Board after receiving the recommendation of the Operations Board. The Administrative Board may accept or reject the Operations Board recommendation. Such Facility Director shall be responsible to the Administrative Board, shall develop the Budget in consultation with the Operations Board and shall take other appropriate means in order to fully implement the purposes of this SCORE Interlocal Agreement. The Facility Director shall administer SCORE and the SCORE Facility in its day-to-day operations consistent with the policies adopted by the Administrative Board. Such Facility Director shall have experience in technical, financial and administrative fields, and such appointment shall be on the basis of merit only.

Section 8. Personnel Policies.

(a) The Operations Board shall from time to time submit proposed personnel policies or proposed amendments to existing personnel policies to the Administrative Board for their approval, rejection or modification. All of such modifications or revisions shall be subject to the final approval of the Administrative Board.

(b) Such personnel policies shall provide for the initial appointment to the SCORE Facility's staff from the personnel presently, permanently appointed or assigned as corrections officers in the Member Cities. Additional employees shall be appointed by the Facility Director upon meeting the qualifications established by the Operations Board and adopted by the Administrative Board. None of such employees shall be commissioned members of any emergency service, but may be eligible for membership under the Public Employees Retirement Systems (PERS), or Public Safety Employees Retirement System (PSERS), as provided by law.

Section 9. Budget, Policies and Operations.

(a) The Facility Director shall distribute a proposed Budget to the Operations Board on or before August 1 of each year, which Budget, including any amendments by the Operations Board thereto, shall then be provided to the Administrative Board no later than September 1 of such year. Thereafter, the Member Cities shall be advised of the programs and objectives as contained in said Budget, and of the required financial participation for the ensuing year.

(b) The Administrative Board shall develop financial policies for SCORE as part of the budgetary process. Such policies may include, but are not limited to, (1) items to be provided for in the Budget, (2) a minimum contribution amount for each Member City to pay for Costs of Maintenance and Operation, (3) the process for allocating unexpended amounts paid by the Member Cities for Costs of Maintenance and Operation and assessing the Member Cities in the event of cost overruns, (4) establishing and maintaining reserve accounts, if any, and (5) the process for adding a new party to this SCORE Interlocal Agreement.

(c) The allocation of prorated financial participation among the Member Cities shall be calculated as provided in Section 15 hereof. Each Member City shall be unconditionally obligated to provide its allocable share of costs as provided in this SCORE Interlocal Agreement.

Section 10. Contracts and Support Services.

(a) The Administrative Board (or the Operations Board or the Facility Director, if so designated by the Administrative Board) shall, as necessary, contract with local governments for the use of space for its operations, auxiliary services including but not limited to records, payroll, accounting, purchasing, and data processing, and for staff prior to the selection of a Facility Director for the SCORE Facility.

(b) The Member Cities hereby agree to furnish legal assistance, from time to time, as approved by the Administrative Board. The Administrative Board may contract with the City Attorney of a Member City, other local government, or independent legal counsel as necessary.

Section 11. Policy and System Evaluation.

The Facility Director shall actively and continually consider and evaluate all means and opportunities toward the enhancement of operations effectiveness for correctional services so as to provide maximum and ultimate benefits to the members of the general public. The Facility Director shall present his or her recommendations to the Operations

Board from time to time. Any substantive change or deviation from established policy shall be subject to the prior approval of the Administrative Board.

Section 12. Additional Services Authorized.

The Administrative Board shall evaluate and determine the propriety of including additional correctional services for local governments, whenever so required, and shall determine the means of providing such services, together with its costs and effects. These additional services may include, but shall not be limited to the following: alternatives to incarceration, inmate transportation systems, and consolidated court services.

Section 13. Inventory and Property.

(a) Equipment and furnishings for the operation of the SCORE Facility shall be acquired by SCORE as provided by law. If any Member City furnishes equipment or furnishings for SCORE's use, title to the same shall remain with the respective local entity unless that equipment is acquired by SCORE.

(b) The Facility Director shall, at the time of preparing the proposed Budget for the ensuing year, submit to the Operations Board a complete inventory together with current valuations of all equipment and furnishings owned by, leased or temporarily assigned to SCORE. In case of dissolution of SCORE, such assigned or loaned items shall be returned to the lending governmental entity and all other items, including real property, or funds derived from the sale thereof, shall be distributed in accordance with Section 4(f) above.

(c) Title to real property purchased or otherwise acquired shall be held in the name of SCORE; provided however, that for valuable consideration received, SCORE may convey ownership of any real property as may be approved by supermajority vote (majority plus one) of the Administrative Board.

Section 14. Local Control.

Each Member City and Subscribing Agency shall retain the responsibility and authority for the operation of its police departments, and for such equipment and services as are required at its place of operation to utilize the SCORE Facility.

Section 15. SCORE Facility Financing and Construction; SCORE Facility Public Development Authority.

(a) SCORE Facility. In order to provide necessary services for the Member Cities and the Subscribing Agencies, SCORE has and/or shall acquire, construct, improve, equip, maintain and operate the SCORE Facility. The SCORE Facility is currently located in the City of Des Moines, Washington.

(b) Contracts for the SCORE Facility. The Administrative Board shall authorize, and the Presiding Officer of the Administrative Board, or his or her approved designee, will execute contracts for the development, improvement and maintenance of the SCORE Facility. These contracts may include, without limitation, contracts for architectural design and engineering, project management services, real estate acquisition, and construction.

(c) SCORE Facility Public Development Authority. In order to finance and refinance costs of acquiring, constructing, improving and equipping the SCORE Facility, the City of Renton has chartered the SCORE Facility Public Development Authority. The purpose of the SCORE Facility Public Development Authority is to issue Bonds to finance and refinance the acquisition, construction, improvement and equipping of the SCORE Facility and for any other SCORE purpose. The Administrative Board shall serve *ex officio* as the Board of Directors of the SCORE Facility Public Development Authority as further provided in the Authority's organizational charter. Upon issuance of Bonds by the SCORE Facility Public Development Authority, Bond proceeds shall be deposited on behalf of SCORE and used for the purposes set forth herein. SCORE shall be obligated to make payments to the SCORE Facility Public Development Authority at the time and in the amounts required to pay principal of and interest on the Bonds and any administrative costs of the SCORE Facility Public Development Authority.

(d) SCORE Facility Financing.

(1) *Capital Contributions*. Each Owner City shall be obligated to pay an amount equal to its Capital Contribution without regard to the payment or lack thereof by any other Owner City. No Owner City shall be obligated to pay the Capital Contribution of any other Owner City, and each Owner City shall be obligated to budget for and pay its Capital Contribution. The obligation of each Owner City to pay its Capital Contribution shall be an irrevocable full faith and credit obligation of such Owner City, payable from property taxes levied within the constitutional and statutory authority provided without a vote of the electors of the Owner City on all of the taxable property within the Owner City and other sources of revenues available therefor. Each Owner City has or will set aside and include in its calculation of outstanding nonvoted general obligation indebtedness an amount equal to the principal component of its Capital Contribution for so long as Bonds remain outstanding, unless relieved of such payment in accordance with Section 4(g). Each Owner City's obligation to pay the Capital Contribution shall not be contingent on the receipt of any revenues from other sources, including but not limited to Subscribing Agencies or any Member Cities.

An Owner City may prepay its Capital Contribution in a manner that is consistent with the authorizing documents for the Bonds; provided, however, that any such prepayment of one or more Owner Cities shall not affect the Capital Contribution of the

remaining Owner Cities. Any Owner City that elects to prepay its Capital Contribution shall be responsible for paying all costs associated with such prepayment.

(2) *Costs of Maintenance and Operation*. Subject to the terms of the financial policies established by the Administrative Board, each Member City shall be obligated to pay its allocable portion of Costs of Maintenance and Operation of the SCORE Facility, including any debt issued to finance such costs, as determined in this subsection.

(i) Until the end of the first calendar year of operations of the SCORE Facility (estimated to be December 31, 2012), the allocable portion that each Member City shall be obligated to pay of Costs of Maintenance and Operation in such year shall be equal to the Member City's 2007 average daily population in all correctional facilities (as provided in the SCORE financial policies) multiplied by the Costs of Maintenance and Operation.

(ii) Commencing with the calendar year following the first calendar year of operations, the allocable portion that each Member City shall be obligated to pay of Costs of Maintenance and Operation shall be based on the Member City's average daily population in the SCORE Facility, as supplemented as necessary with the average daily population allocable to the Member Cities in all correctional facilities, for the 12-month period ending June 30 of the preceding year.

(iii) Commencing with the third calendar year of operations, the allocable portion that each Member City shall be obligated to pay of Costs of Maintenance and Operation shall be based on the Member City's average daily population in the SCORE Facility for the 12-month period ending June 30 (or other such date as the Administrative Board shall determine as set forth in its financial policies) of the preceding year.

(iv) Commencing with the calendar year beginning January 1, 2020, the allocable portion that each Member City shall be obligated to pay of Costs of Maintenance and Operation shall either (A) be based on the Member City's average daily population in the SCORE Facility for the 12-month period ending June 30 (or other such date as the Administrative Board shall determine as set forth in its financial policies) of the preceding year, or (B) be based on the methodology approved by an affirmative vote of a supermajority (majority plus one) of the Member Cities.

(e) Billing and Allocation of Revenues. Each Member City shall be billed for its Capital Contribution and its portion of Costs of Maintenance and Operation, as applicable, on a semiannual basis, or more frequently as determined by the Administrative Board, calculated as provided above. Revenues received in a calendar year from

Subscribing Agencies or from sources other than the contributions described above shall be allocated among the Member Cities either as set forth in the SCORE financial policies or as follows: (i) each Member City shall receive a credit against its obligation to pay Costs of Maintenance and Operation based on that Member City's proportional average daily population as calculated as provided above, and (ii) each Owner City shall receive a credit against its Capital Contribution based on that Owner City's proportional Owner Percentage.

(f) Host City. Pursuant to RCW 35.21.740, the City of Des Moines, as the Host City, hereby authorizes the City of Renton to operate the SCORE Facility Public Development Authority within the corporate limits of the City of Des Moines in a manner consistent with the terms of this SCORE Interlocal Agreement.

(g) Tax-Exemption. The Member Cities shall not (1) make any use of the proceeds from the sale of Bonds issued on a tax-exempt basis or any other money or obligations of the SCORE Facility Public Development Authority or the Member Cities that may be deemed to be proceeds of such Bonds pursuant to Section 148(a) of the Code that will cause such Bonds to be "arbitrage bonds" within the meaning of said Section and said regulations, or (2) act or fail to act in a manner that will cause such Bonds to be considered obligations not described in Section 103(a) of the Code.

(h) Additional Financing. Notwithstanding anything to the contrary in this SCORE Interlocal Agreement, bonds, notes or other evidences of borrowing may be issued from time to time by the SCORE Facility Public Development Authority or another issuer pursuant a separate agreement between one or more Member Cities and other entities to provide additional financing for the SCORE Facility on terms as agreed upon by the parties thereto.

(i) Special Facility Designation. The SCORE Facility, including all equipment, furnishings, and fixtures is critical to the ability of the Member Cities and the Subscribing Agencies to provide necessary and secure correctional services and assure public safety. Consequently, the SCORE Facility is essential to the preservation of the public health, safety, and welfare. As a result, the SCORE Facility's equipment, furnishings, and fixtures are special facilities subject to unique standards. Accordingly, based on the facts presented in this subsection, it is hereby resolved that the established policy of the Member Cities is that the SCORE Facility constitutes a "special facility" under RCW 39.04.280(1)(b), and all purchases of any kind or nature for the SCORE Facility shall be exempt from competitive bidding requirements as prescribed by Washington State statute but shall be governed by the procurement policy established by the Administrative Board as amended from time to time.

Section 16. Compliance with Continuing Disclosure Requirements.

To the extent necessary to meet the conditions of paragraph (d)(2) of United States Securities and Exchange Commission Rule 15c2-12 (the "Rule"), as applicable to a participating underwriter or remarketing agent for the Bonds, each Owner City will enter into an undertaking in a form acceptable at the time to the participating underwriter or remarketing agent, as the case may be.

Section 17. Miscellaneous.

(a) Interlocal Agreement. The Member Cities agree:

(1) This SCORE Interlocal Agreement is intended to create a separate administrative entity within the meaning of RCW 39.34.030(3) and not a "joint board" within the meaning of RCW 39.34.030(4)(a);

(2) The Designated Representative of each Member City is appointed as the "administrator" within the meaning of RCW 39.34.030(4)(a) responsible for administering the Member City's rights and duties set forth in this SCORE Interlocal Agreement; and

(3) The Parties will file or post this Agreement as required by RCW 39.34.040.

(b) Governing Law. This SCORE Interlocal Agreement shall be governed by and construed in accordance with the laws of the State of Washington. If any dispute arises between the Member Cities under any of the provisions of this SCORE Interlocal Agreement, resolution of that dispute shall be available only through the jurisdiction, venue and rules of the King County Superior Court, King County, Washington.

(c) Non-Waiver of Breach. The failure of any Member City to insist upon strict performance of any provision of this SCORE Interlocal Agreement or to exercise any right based upon a breach thereof or the acceptance of any performance during such breach shall not constitute a waiver of any right under this SCORE Interlocal Agreement.

(d) Compliance with all Laws. SCORE and the Member Cities shall comply with all federal, state and local laws, rules, regulations, resolutions and ordinances applicable to the performance of this SCORE Interlocal Agreement.

(e) Continuation of Performance. In the event that any dispute or conflict arises between the Member Cities while this SCORE Interlocal Agreement is in effect, the Member Cities hereto agree that, notwithstanding such dispute or conflict, they shall continue to make a good faith effort to cooperate and continue work toward successful completion of assigned duties and responsibilities.

Section 18. Severability.

If any part, paragraph, section or provision of this SCORE Interlocal Agreement is adjudged to be invalid by any court of competent jurisdiction such adjudication shall not affect the validity of any remaining section, part or provision of this SCORE Interlocal Agreement.

Section 19. Effective Date; Amend and Replace Original Interlocal Agreement.

This SCORE Interlocal Agreement shall become effective on _____, 2019, the date of defeasance (the "Effective Date") of all of the outstanding 2009 SCORE Bonds. On the Effective Date, this SCORE Interlocal Agreement shall amend and restate, in its entirety, the Amended and Restated SCORE Interlocal Agreement effective October 1, 2009.

Section 20. Federal Way Refunding Bonds; Agreement Between SCORE and Federal Way.

The City of Federal Way ("Federal Way") and SCORE will enter into an agreement (the "SCORE/Federal Way Agreement") to be dated the date of defeasance of all of the outstanding 2009 SCORE Bonds. Pursuant to the SCORE/Federal Way Agreement: (a) Federal Way acknowledges that the parties hereto will enter into this SCORE Interlocal Agreement; (b) until the effective date of its withdrawal from SCORE (December 31, 2019), Federal Way will be considered a "Member City" for purposes of this SCORE Interlocal Agreement, but shall not be considered an "Owner City" and shall not in any way be responsible for paying any share of any Bonds or other debt obligations of SCORE or the SCORE Facility Public Development Authority; (c) Federal Way agrees to issue bonds and to use the proceeds thereof to repay its capital contribution with respect to the 2009 SCORE Bonds (the "Federal Way Refunding Bonds"); and (d) for as long as the Federal Way Refunding Bonds, and any bonds issued to refund such bonds, issued on a tax-exempt basis are outstanding (which as of their date of issuance are scheduled to mature on January 1, 2039), SCORE covenants that it will not provide to nongovernmental persons special legal entitlements to use the SCORE Facility in a manner that will adversely impact the tax-exempt status of any such bonds. SCORE shall monitor the use of the SCORE Facility to ensure that it complies with the terms of the SCORE/Federal Way Agreement for so long as such Federal Way Refunding Bonds, or any bonds issued to refund such bonds, are outstanding. The parties hereto approve SCORE entering into the SCORE/Federal Way Agreement.

Section 21. Termination of Host City Agreement.

Pursuant to Section 5 of the Host City Agreement, the parties hereto agree that the Host City Agreement shall terminate as of the Effective Date of this SCORE Interlocal

Agreement. As of the Effective Date of this SCORE Interlocal Agreement, Des Moines shall be an Owner City of SCORE with the same rights and privileges as the other Owner Cities as provided herein.

Section 22. Execution and Amendment.

This SCORE Interlocal Agreement shall be executed on behalf of each party hereto by its Designated Representative, or other authorized officer, and pursuant to an appropriate motion, resolution or ordinance of such party.

This SCORE Interlocal Agreement may not be effectively amended, changed, modified or altered, except by an instrument in writing duly executed by the Designated Representative, or other authorized officer, of each party hereto and pursuant to an appropriate motion, resolution or ordinance of such party. Notwithstanding the foregoing, so long as the Bonds are outstanding, any such amendment, in the opinion of the SCORE Facility Public Development Authority or its counsel, shall not materially adversely affect the owners of the Bonds or affect the tax-exempt status of the interest paid on the Bonds.

Section 23. Third Party Beneficiaries.

The SCORE Facility Public Development Authority and the holders from time to time of the Bonds shall be third party beneficiaries hereof and the commitments made in Section 15 herein shall be for their further benefit.

Section 24. Hold Harmless.

The parties to this SCORE Interlocal Agreement shall defend, indemnify and save one another harmless from any and all claims arising out of the performance of this SCORE Interlocal Agreement, except to the extent that the harm complained of arises from the sole negligence of one of the participating members. Any loss or liability resulting from the negligent acts errors or omissions of the Administrative Board, Operations Board, Finance Committee, Facility Director and or staff, while acting within the scope of their authority under this SCORE Interlocal Agreement shall be borne by SCORE exclusively.

Section 25. Counterparts

This SCORE Interlocal Agreement may be executed in any number of counterparts, each of whom shall be an original, but those counterparts will constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this SCORE Interlocal Agreement as of the day and year first written above.

[execution pages to follow]

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5455 (Gaub)

Date:
October 1, 2019

Department:
Public Works

Attachments:
Resolution No. 5455
Utilities Easement Agreement

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

Administrative Recommendation:

City Council adopt Resolution No. 5455.

Background Summary:

The City operates and maintains two water storage reservoirs and pumping facilities on property located at 5031 Auburn Way South. Adjacent property to the north is owned by Seventh Day Adventists (SDA). SDA has agreed to allow Motorola Solutions, Inc. to construct, operate and maintain a communications tower for Puget Sound Emergency Radio Network (PSERN) on their property. Their site is located along a portion of Auburn Way South that has steep slopes; therefore, access to their site is proposed to use the access that currently serves the City's water property and two additional single family homes. Motorola Solutions has obtained access rights from the other property owners along the access road and has requested an easement for access to the tower property through the City's water property.

Public Works staff support Motorola's request for access through the reservoir property based on conditions that are included in the easement agreement. These include a requirement that Motorola does not enter the City's fenced area and that Motorola relocate the existing City access gate and fence and construct an access to their site outside the City's fenced area. In addition, the City is requiring that Motorola be responsible for maintenance of the access road. The proposed easement agreement also contains provision for emergency access for the tower site.

Resolution No. 5455 will authorize the Mayor to execute the Easement Agreement.

Reviewed by Council Committees:

Councilmember:

Staff: Gaub

Meeting Date: October 7, 2019

Item Number: RES.A

RESOLUTION NO. 5455

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO ENTER INTO AN EASEMENT AGREEMENT WITH MOTOROLA SOLUTIONS, INC.

WHEREAS, the City owns property at 5031 Auburn Way South, which is the location for city water storage reservoirs and pumping facilities; and

WHEREAS, Motorola Solutions, Inc. desires to construct and operate a communications tower for Puget Sound Emergency Radio Network (PSERN) on adjacent property to the north; and

WHEREAS, the only access to the property to the north is through the City property; and

WHEREAS, Motorola Solutions, Inc. has requested access and utilities easements through the City property.

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

Section 1. The Mayor is authorized to execute an easement agreement between the City and Motorola Solutions, Inc., which agreement shall be in substantial conformity with the attached "Access and Utilities Easement Agreement," which is incorporated by this references.

Section 2. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. This Resolution will take effect and be in full force on passage and signatures.

Dated and Signed: _____

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney

Return Address:
City of Auburn
City Clerk
25 West Main
Auburn, WA 98001

Above this line reserved for recording information.

ACCESS AND UTILITIES EASEMENT
GRA18-0019

Reference # (if applicable):	N/A
Grantor:	City of Auburn
Grantee:	Motorola Solutions, Inc.
Legal Description/STR:	SW ¼ S27-T21-R5
Assessor's Tax Parcel ID#:	2721059106

1. Parties. The parties to this Access Easement Agreement (the "Agreement") are the City of Auburn ("Grantor"), and Motorola Solutions, Inc. ("Grantee").

2. Preamble. Grantor is the owner of certain property in King County, Washington, which property is described in deed recorded under recording number 5174401, Records of King County, Washington ("Grantor's Property"). Grantor and Grantee desire to enter into this Agreement for the purpose of creating certain easements to benefit the Grantee's Property, as more particularly described hereinafter.

3. Agreement. In consideration of One Dollar ($1.00), to be paid by Grantee to Grantor, the covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee, intending to be legally bound, hereby agree to the terms and conditions of this Agreement.

4. Access Easement. Grantor hereby grants, transfers and conveys to Grantee a nonexclusive easement (the "Access Easement"), for the benefit of the Grantee's Leased Property, over and across a portion of Grantor's Property (the "Easement Area"), to and from Grantee's Leased Property and SR 164 a public right of way, for the purpose of providing access, ingress and egress to Grantee's Leased Property. The Easement Area is described in Exhibit "A" and depicted in Exhibit "B", attached hereto and by this reference made a part thereof. The easement rights granted hereunder by Grantor to Grantee shall

expressly include, without limitation, the right to free and unencumbered ingress and egress over and across the Easement Area.

As a condition to this grant of easement, Grantee shall install, consistent with Permit # GRA18-0019, a chain link gate within the Easement Area for entry and exit of the Leased Property. This gate shall replace the current gate, which Grantee will remove with as little damage as is reasonably possible and will supply it to Grantor. Furthermore, Grantee will install, consistent with Permit # GRA18-0019, a chain link fence to the South of and matching the current chain link security fence. Grantee shall at all times, and at Grantee's sole cost, keep the installed fence and the access road that lies within the Access Easement maintained and in good repair, compliant with all applicable state, federal and city codes, ordinances, and regulations.

5. Utilities Easement. Grantor hereby grants, transfers and conveys to Grantee a nonexclusive easement (the "Utilities Easement"), for the benefit of Grantee's Leased Property, over and across a portion of Grantor's Property (the "Easement Area"), for the purpose of installing, operating, maintaining and repairing telephone and electric utility lines (the "**Facilities**") to service Grantee's Leased Property. The Easement Area is described as a "30-foot utilities easement" on **Exhibit "A"** and depicted on **Exhibit "B"** attached hereto and made a part hereof. The easement rights granted hereunder by Grantor to Grantee shall expressly include, without limitation, the right to unencumbered ingress and egress over and across Grantor's Property to access the Facilities and the right to use, repair, replace, and maintain all Facilities hereafter placed in the Easement Area. The final location of Utilities Easement to be shown a survey and provided to Grantor.

6. Emergency Access Easement Grantor grants, transfers and conveys to Grantee a nonexclusive easement for the benefit of Grantee's Leased Property, over and across that portion of Grantor's Property that lies immediately adjacent to and West of the Access Easement. The grant of access is limited to access that is minimally and reasonably necessary to achieve the purpose of emergency vehicle access to Grantee's Leased Property during an emergency. As a condition to this grant of easement, and for the purpose of allowing emergency vehicle access while at the same time preserving the security of the Grantor's parcel, Grantee shall install a gate ("Emergency Gate"), at a location determined by the Grantor, to permit emergency vehicle access to Grantee's Leased Property from the Grantor's property. Grantee shall at all times keep the Emergency Gate locked.

At all times, and at Grantee's sole cost, Grantee will keep the Emergency Gate in good condition and repair, compliant with all applicable state, federal and city codes, ordinances, and regulations, and shall perform, at its sole expense, all necessary maintenance and repairs of the Gate. Prior to performing any maintenance or repair work, Grantee shall obtain Grantor's written approval of the work from the City Engineer or the Public Works Director. The work shall be performed in coordination with the Grantor to

preserve security of Grantor's parcel and uninterrupted operation of Grantor's utility. The work shall be conducted in a good and work-manlike manner and in accordance with all applicable state, federal, or city codes, ordinances and regulations. Following any maintenance or repair work, Grantee will promptly restore Grantor's property to the condition existing immediately before such work.

7. Breach and Remedy. If there is any failure of Grantee or their respective successors and assigns, to comply with the obligations set forth in this Agreement, including but not limited to, the performance of the maintenance work, for a period of twenty (20) calendar days after receipt of notice from Grantor, then Grantor may perform the necessary work and bill Grantee and/or seek all remedies available at law or in equity to compel the Grantee to comply with this Agreement, including but not limited to, the payment of any reasonable costs and expenses and all reasonable attorney's fees and costs. In the event Grantee has commenced the curing of such failure and is diligently pursuing such cure, the Grantor shall not perform the necessary maintenance work to cure such failure so long as the Grantee is diligently pursuing the cure.

8. Notices. Any notice sent pursuant to this Agreement shall be in writing and sent by reliable overnight or express courier service with adequate postage prepaid or on account thereof, addressed to the appropriate party. The initial addresses of the parties shall be as set forth below:

To Grantor:
City of Auburn Water Department
25 W Main Street
Auburn, WA 98001

To Grantee:
Motorola Solutions Inc.
Attn: PSERN Project Manager
3131 Elliott Ave. Suite 200
Seattle, WA 98121

Motorola Solutions, Inc.
500 West Monroe, Suite 3700
Chicago, IL 60661
Attn: Global Real Estate Counsel

9. Successors and Assigns. The Access Easement granted herein shall be appurtenant to and shall run with Grantee's Leased Property, and shall be binding upon and inure to the benefit of each party hereto, its successors, assigns, mortgagees, tenants, representatives and invitees.

10. Indemnification. Grantee shall protect, defend, indemnify and hold Grantor harmless from and against any damages, liability, actions, claims, and expenses (including reasonable attorney's fees actually incurred) arising either to property or persons from or related to the exercise of any rights or the discharge of any obligations by or on behalf of

Grantee in connection with its use of the Easement Area and the Emergency Access Easement; provided, however, that Grantor shall not be indemnified for its sole negligence or willful misconduct. If any mechanic's, materialmen's, laborer's or other lien is asserted against the Grantor's property as a result of the activities undertaken on behalf of Grantee, Grantee shall cause such lien to be discharged or released of record within 20 days after notice from Grantor, either by paying the indebtedness which gave rise to such lien or by posting bond or other security as shall be required by law to obtain such release and discharge.

11. Governing Law. This Agreement shall be governed by and enforced in accordance with the laws of the State of Washington.

12. Contractor Insurance. Grantee shall cause its contractors to maintain, at all times during the course of their work in the Easement Area, commercial general liability insurance with limits of not less than One Million Dollars ($1,000,000) naming Grantor as "an Additional Named Insured" and shall provide certificates evidencing such coverage prior to start of construction.

13. Obstruction. Except in accordance with this Agreement, neither party shall in any way block, restrict or impede access and egress to or from said Easement Area and/or in any way block, restrict or impede full use of Grantor's real property.

14. Covenant. The Easements and conditions in this agreement shall be covenants running with the land constituting the Grantor's property as the servient tenement and benefit the Grantee Leased Property as the dominant tenement, and shall inure to and be binding on the successors, heirs and assigns of all parties hereto.

[signature page to follow]

Signed, sealed and delivered on the ___ day of _____, 20__ in the presence of:

_____
Unofficial Witness

_____
Notary Public

My Commission Expires:
_____

[NOTARY SEAL]

[NOTARY STAMP]

"GRANTOR"

City of Auburn

By:_____

_____, position

"GRANTEE":

Signed, sealed and delivered on the ___ day of _____, 20__ in the presence of:

Motorola Solutions, Inc.

_____
Unofficial Witness

By:_____

_____, position

_____
Notary Public

My Commission Expires:

_____

[NOTARY SEAL]

[NOTARY STAMP]

EXHIBIT "A"
ACCESS AND UTILITIES EASEMENT
LEGAL DESCRIPTION

A PORTION OF PROPERTY DESCRIBED IN DEED RECORDED UNDER RECORDING NO. 5174401, RECORDS OF KING COUNTY, WASHINGTON;

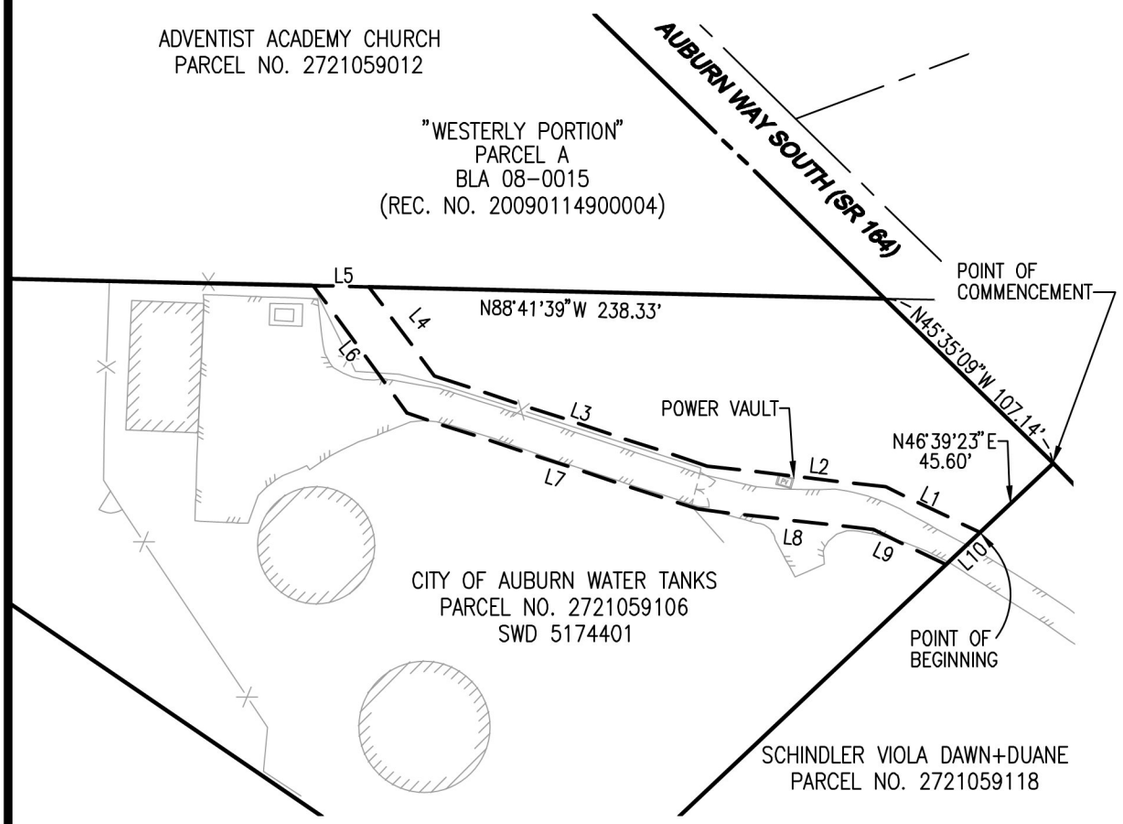
SAID EASEMENT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST EASTERLY CORNER OF THE ABOVE DESCRIBED DEED;
THENCE SOUTH 46°39'23" WEST, A DISTANCE OF 45.60 FEET ALONG THE SOUTHEAST LINE OF SAID DEED TO THE POINT OF BEGINNING;
THENCE LEAVING SAID SOUTHEAST LINE, NORTH 64°17'54" WEST, A DISTANCE OF 47.64 FEET;
THENCE NORTH 83°20'36" WEST, A DISTANCE OF 81.86 FEET;
THENCE NORTH 71°43'40" WEST, A DISTANCE OF 130.88 FEET;
THENCE NORTH 36°17'15" WEST, A DISTANCE OF 50.18 FEET TO THE NORTH LINE OF SAID DEED ALSO BEING THE SOUTH LINE OF PARCEL A, "WESTERLY PORTION," OF CITY OF AUBURN BLA08-0015, RECORDED UNDER RECORDING NO. 20090114900004, RECORDS OF KING COUNTY, WASHINGTON;
THENCE NORTH 88°41'39" WEST, A DISTANCE OF 25.29 FEET ALONG SAID NORTH LINE;
THENCE LEAVING SAID NORTH LINE, SOUTH 36°17'15" EAST, A DISTANCE OF 71.95 FEET;
THENCE SOUTH 71°43'40" EAST, A DISTANCE OF 139.37 FEET;
THENCE SOUTH 83°20'36" EAST, A DISTANCE OF 80.54 FEET;
THENCE SOUTH 64°17'54" EAST, A DISTANCE OF 36.63 FEET TO THE SOUTHEAST LINE OF SAID DEED;
THENCE NORTH 46°39'23" EAST, A DISTANCE OF 21.42 FEET ALONG SAID SOUTHEAST LINE TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 6393 SQ. FT., MORE OR LESS.

THE BASIS OF BEARING FOR THIS DESCRIPTION IS A MONUMENTED LINE FROM CITY OF AUBURN MONUMENT 1114-001 TO CITY OF AUBURN MONUMENT 1215-011, THIS LINE ALSO BEING THE NORTH LINE OF THE PROPERTY DESCRIBED IN DEED RECORDED UNDER RECORDING NO. 5174401, RECORDS OF KING COUNTY, WASHINGTON, AND THE SOUTH LINE OF THE "WESTERLY PORTION" OF PARCEL A OF CITY OF AUBURN BLA08-0015. THE BEARING FOR SAID LINE BEING SOUTH 88°41'39" EAST.





LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	N64°17'54"W	47.64'	L6	S36°17'15"E	71.95'
L2	N83°20'36"W	81.86'	L7	S71°43'40"E	139.37'
L3	N71°43'40"W	130.88	L8	S83°20'36"E	80.54'
L4	N36°17'15"W	50.18'	L9	S64°17'54"E	36.63'
L5	N88°41'39"W	25.29'	L10	N46°39'23"E	21.42'





SCALE: 1" = 80'

80' 0 80' 160'

LDC
THE CIVIL ENGINEERING GROUP
Engineering
Structural
Planning
Survey
20210 142nd Avenue NE
Woodinville, WA 98072
Ph. 425.806.1869
Fx. 425.482.2893
www.LDCcorp.com

PSERN AUBURN

ACCESS AND UTILITY EASEMENT

SW 1/4 OF THE NW 1/4 OF SEC. 27, TWN. 21 N., RNG. 5 E., W.M.
KING COUNTY, WASHINGTON

DRAWN BY:	DATE:	DRAWING FILE NAME:	SCALE:	JOB NUMBER:
NSY	11-27-17	17-414SV ESMT	1"=80'	17-414

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5456 (Tate)

Date:
September 30, 2019

Department:
Community Development

Attachments:
Item 3 - Resolution 5456 vision 2050 statement of support
Item 1 - Draft version 2050 plan
Item 2 - Draft plan policy matrix

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

Administrative Recommendation:

City Council to adopt Resolution No. 5456

Background Summary:

The Puget Sound Regional Council (PSRC) is conducting an update of their long range planning document, updating VISION 2040 to VISION 2050. This update revisits the program identified in the VISION 2040 plan, and makes updates to account for actual growth, changes in our demography and economy, and identifies a path for jurisdictions to contribute to the goals and overall health of Central Puget Sound.

PSRC was established in 1956, and became the region's designated Metropolitan Planning Organization (MPO) which is responsible for regional planning for the distribution of federal and state transportation fund, and also serves as the region's administrator of Washington's Growth Management Act. VISION 2050 started work in 2017, including a State Environmental Protection Act (SEPA) finding of significance for updating from VISION 2040 which was declared in 2018. By Spring 2019 a Supplemental Environmental Impact Statement (SEIS) was issued, evaluating three alternative scenarios with which to center planning, citing a preferred alternative of focusing growth in high capacity transit areas.

Reviewed by Council Committees:

Councilmember: DaCorsi **Staff:** Tate

Meeting Date: October 7, 2019 Item Number: RES.B

RESOLUTION NO. 5456

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SUPPORTING PUGET SOUND REGIONAL COUNCIL'S VISION 2050 DRAFT PLAN AND RELATED TO REGIONAL PLANNING

WHEREAS, RCW 47.80 authorizes regional transportation planning organizations to conduct planning efforts and distribute federal transportation funding; and

WHEREAS, in 1992 the City of Auburn entered into an interlocal agreement authorizing Puget Sound Regional Council (PSRC) to carry out regional planning efforts required under state and federal law; and

WHEREAS, the City of Auburn is represented by its elected officials on PSRC's land use and transportation committees; and

WHEREAS, PSRC prepared a Draft VISION 2050 plan and held a special public comment period from July 19 through September 16 to hear feedback on the Draft VISION 2050 plan and also hosted workshops and open houses across the region, and tabled booths at local events for public comment; and

WHEREAS, on September 9, 2019 a presentation was provided to the Auburn City Council that provided an overview of the key modifications and refinements between Vision 2040 and Vision 2050; and

WHEREAS, PSRC prepared a Supplemental Environmental Impact Statement (SEIS) and issued the document on February 28, 2019 and invited public comment for a period of 60 days.

WHEREAS, any final planning document produced from the VISION 2050 exercise will be in compliance with all applicable state and federal law and requirements;

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

Section 1. Resolution of Intent. The City Council declares its support of the Draft VISION 2050 planning document as presented, and as may be subject to additional refinement and modification through the public engagement process and ongoing transportation and land use committees' work.

Section 2. This Resolution will take effect and be in full force on passage and signatures.

Dated and Signed: _____

CITY OF AUBURN

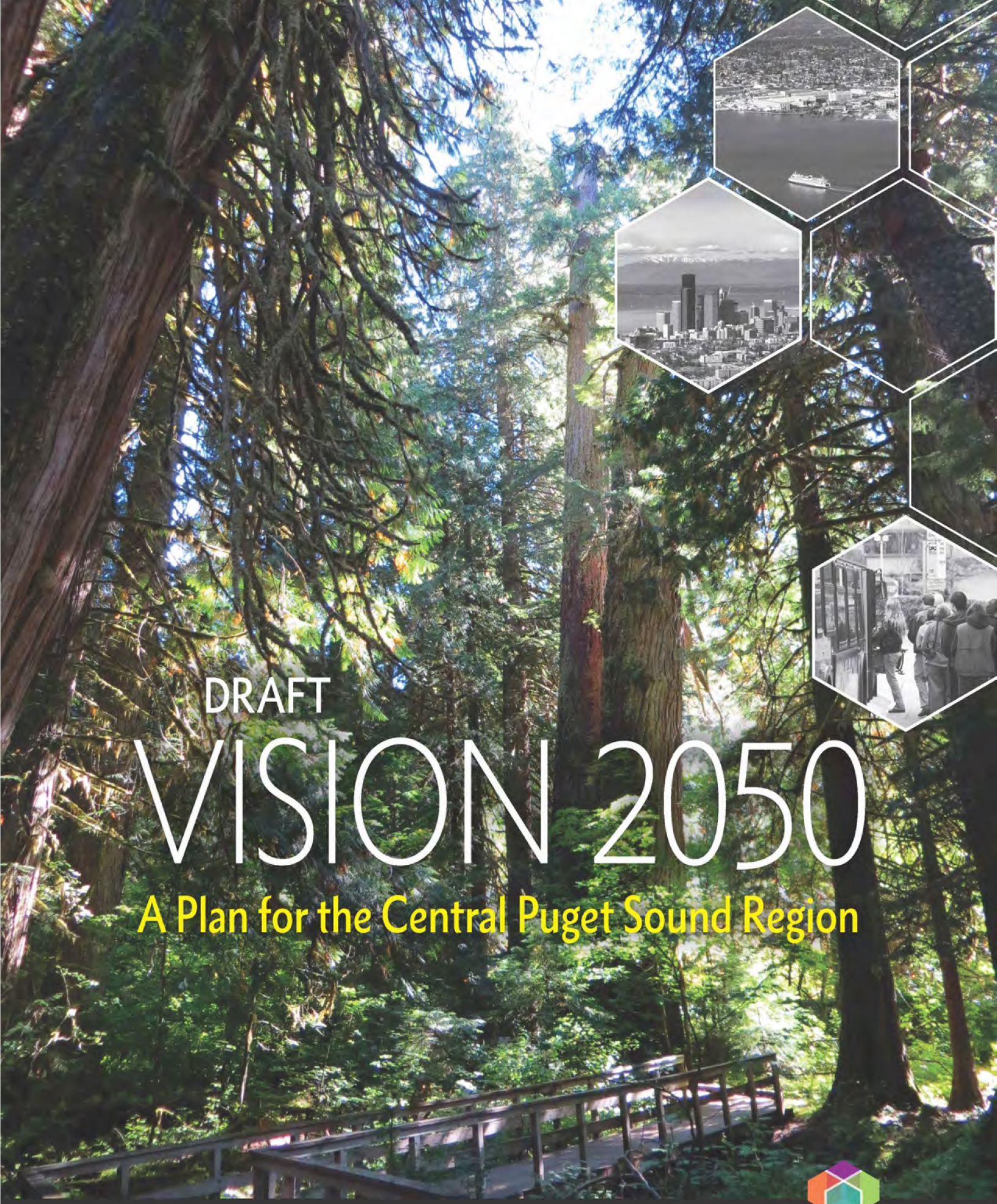
_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney



DRAFT

VISION 2050

A Plan for the Central Puget Sound Region

JULY 2019

Puget Sound Regional Council

Puget Sound Regional Council



MEMBERSHIP

Counties - King County - Kitsap County - Pierce County - Snohomish County

Cities and Tribes - Algona - Arlington - Auburn - Bainbridge Island - Beaux Arts Village - Bellevue - Black Diamond - Bonney Lake - Bothell - Bremerton - Buckley - Burien - Clyde Hill - Covington - Darrington - Des Moines - DuPont - Duvall - Eatonville - Edgewood - Edmonds - Enumclaw - Everett - Federal Way - Fife - Fircrest - Gig Harbor - Granite Falls - Hunts Point - Issaquah - Kenmore - Kent - Kirkland - Lake Forest Park - Lake Stevens - Lakewood - Lynnwood - Maple Valley - Marysville - Medina - Mercer Island - Mill Creek - Milton - Monroe - Mountlake Terrace - Muckleshoot Indian Tribe - Mukilteo - Newcastle - Normandy Park - North Bend - Orting - Pacific - Port Orchard - Poulsbo - Puyallup - Puyallup Tribe of Indians - Redmond - Renton - Roy - Ruston - Sammamish - SeaTac - Seattle - Shoreline - Skykomish - Snohomish - Snoqualmie - Stanwood - Steilacoom - Sultan - Sumner - Tacoma - The Suquamish Tribe - Tukwila - University Place - Wilkeson - Woodinville - Woodway - Yarrow Point

Statutory Members - Port of Bremerton - Port of Everett - Port of Seattle - Port of Tacoma - Washington State Department of Transportation - Washington Transportation Commission

Associate Members - Alderwood Water & Wastewater District - Port of Edmonds - Island County - Puget Sound Partnership - Thurston Regional Planning Council - Tulalip Tribes - University of Washington - Washington State University

Transit Agencies - Community Transit - Everett Transit - Kitsap Transit - Metro King County - Pierce Transit – Sound Transit

Americans with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206-464-6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY Relay 711.

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration, and Washington State Department of Transportation. **Title VI Notice**: PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see https://www.psrc.org/title-vi or call 206-587-4819.

Language Assistance

العربية| Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese

For language assistance, call 206-587-4819.

Additional copies of this document may be obtained by contacting:

Puget Sound Regional Council, Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 | info@psrc.org | www.psrc.org

VISION 2050

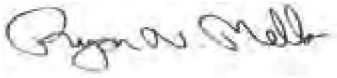
July 19, 2019

By 2050, the central Puget Sound region is expected to add another 1.8 million people, reaching a population of 5.8 million. Accommodating this growth will be challenging. To be successful, we need to work together to ensure the region thrives for the long term. VISION 2050 is the regional plan for guiding how and where growth will occur and enhancing quality of life, a healthy environment, and a strong economy. **We need your feedback to see if this draft plan is on the right track.**

VISION 2050 has an important role under Washington state's Growth Management Act, which requires the most populous counties in the state to plan for growth. The four counties that comprise the central Puget Sound region–King, Pierce, Snohomish, and Kitsap–are required to collaborate to create multicounty planning policies that guide county and local plans. VISION 2050 is an update to VISION 2040, the regional plan adopted in 2008.

Over the last two years, the Puget Sound Regional Council worked closely with local governments, businesses, organizations, and individuals to renew the region's vision for a sustainable, healthy, and prosperous region. We reached out to communities early in the process, through listening sessions and public opinion surveys, and heard that housing affordability and cost of living are top of mind for many, along with transportation challenges, and a desire to see the region working together. We conducted research and analyzed data on different growth alternatives. In compliance with the State Environmental Policy Act, the environmental impacts of different growth alternatives were assessed. We heard support for focusing growth near transit, which results in better transportation and environmental effects than the other alternatives. We valued hearing from you during the plan drafting process.

The region's cities, counties, tribes, agencies, and others have come together to address the region's most urgent issues through this VISION 2050 planning process. **This draft VISION 2050 plan is a guidepost for how the region will work together to tackle these challenges and make the region an even better place to live in the years to come.** Your input on this draft plan is essential to ensuring a bright future for the region. We look forward to hearing from you!



Councilmember Ryan Mello
Chair, Growth Management Policy Board



Councilmember Hank Margeson
Vice-chair, Growth Management Policy Board



Draft VISION 2050

A Plan for the Central Puget Sound Region

Puget Sound Regional Council

July 19, 2019

Puget Sound



Puget Sound is the largest marine estuary in the United States. It connects the region to the Pacific Ocean and joins Washington and British Columbia together as part of the greater Salish Sea. The Snohomish, Puyallup, Green, Duwamish, Cedar, and many other rivers and streams flow through the central Puget Sound region and define distinct river basins that encompass cities, farms, forests, and mountains. It is this unique and remarkable natural environment that has drawn people to Puget Sound and sustained them for thousands of years.





Ancestral Lands of the Coast Salish

Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples, who live around the Salish Sea in what is now Washington State and the Canadian province of British Columbia. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection and legacy of respect for the land and natural resources. These sovereign tribal nations enrich the region through environmental stewardship, cultural heritage, and economic development, and collaborate with local governments to shape the region's future.





Source: Jenn Squally Photography, Puyallup Tribe

A Dynamic Region

From vibrant urban neighborhoods to charming small towns, the region is rich with a diversity of distinct communities that are now home to more than 4 million people. From timber to shipbuilding, aviation to tech, the region's economy continues to innovate, transform, and attract people from across the U.S. and world.



The Puget Sound Regional Council



The region's local governments come together at the Puget Sound Regional Council (PSRC) to make decisions about transportation, growth management, and economic development.

PSRC serves King, Pierce, Snohomish, and Kitsap counties, along with cities and towns, tribal governments, ports, and state and local transportation agencies within the region.

PSRC is the federally designated Metropolitan Planning Organization for the region.

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Figure 1 – Central Puget Sound Region



A Vision for 2050

The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.

In 2050…

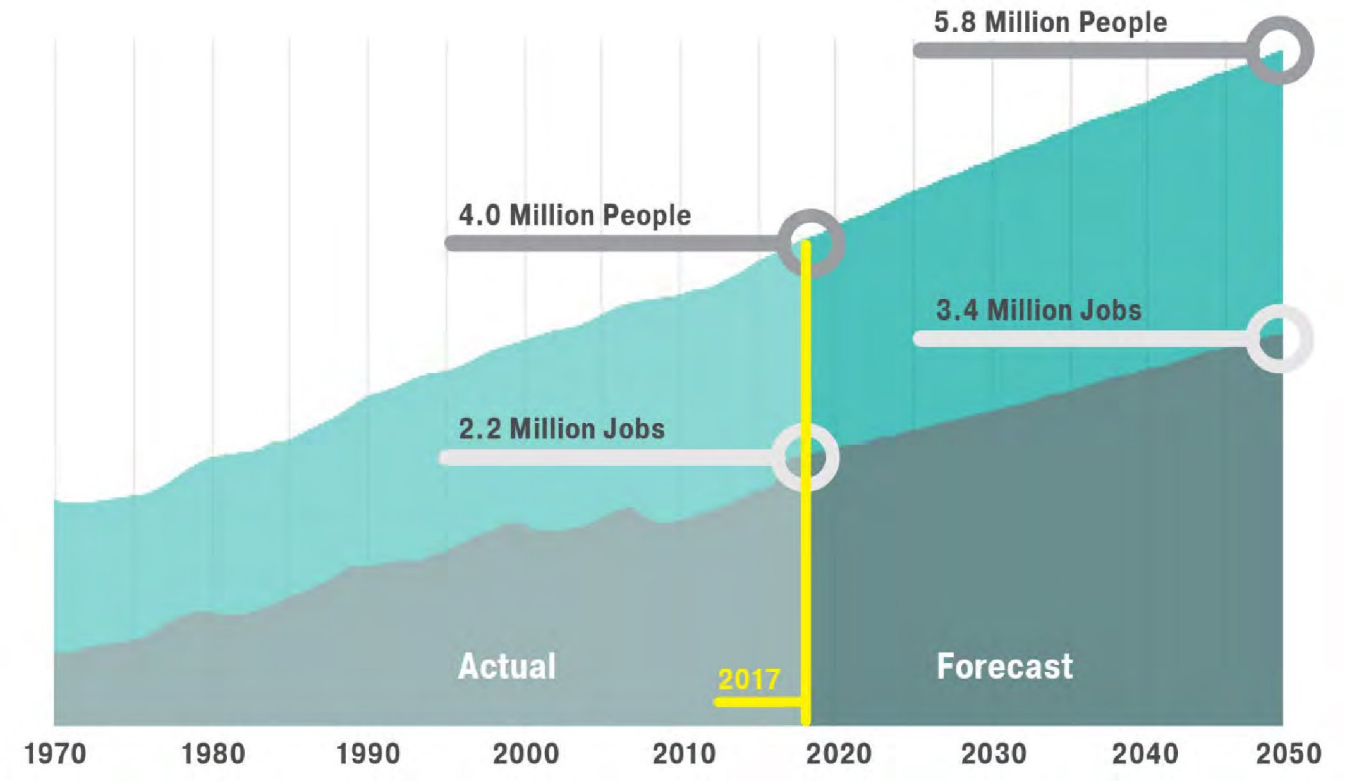
- **Climate.** The region's contribution to climate change has been substantially reduced.
- **Community.** Distinct, unique communities are supported throughout the region.
- **Diversity.** The region's diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.
- **Economy.** Economic opportunities are open to everyone, the region competes globally, and has sustained a high quality of life. Industrial and manufacturing opportunities are maintained.
- **Environment.** The natural environment is restored, protected, and sustained, preserving and enhancing natural functions and wildlife habitats.
- **Equity.** All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.
- **Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.
- **Housing.** A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.
- **Innovation.** The region has a culture of innovation that embraces and responds to change.
- **Mobility and Connectivity.** A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.
- **Natural Resources.** Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.
- **Public Facilities and Services.** Public facilities and services support the region's communities and plans for growth in a coordinated, efficient, and cost-effective manner.
- **Resilience.** The region's communities plan for and are prepared to respond to potential impacts from natural and man-made hazards.
- **Rural Areas.** Rural communities and character are strengthened, enhanced, and sustained.

Toward a Sustainable Future

The combined efforts of individuals, governments, service providers, organizations, and the private sector are needed to achieve the region's vision and desired outcomes. VISION 2050 is the shared regional plan for moving toward a sustainable future. It encourages decision-makers to make wise use of existing resources and planned transit investments while achieving the region's shared vision. VISION 2050 sets forth a pathway that strengthens economic, social, and environmental resiliency, while enhancing the region's ability to cope with adverse trends such as climate change and unmet housing needs. As the region experiences more growth, VISION 2050 seeks to provide housing, mobility options, and services in more sustainable ways. Most importantly, VISION 2050 is a call to action to meet the needs of a growing population while considering the current needs of residents. VISION 2050 recognizes that clean air, health, life expectancy, and access to jobs and good education can vary dramatically by neighborhood. VISION 2050 works to rectify the inequities of the past, especially for communities of color and people with low incomes.

The region is expected to grow by 1.8 million people by 2050, reaching a total population of 5.8 million. An anticipated 1.2 million more jobs are forecast by 2050. The region's population in 2050 will be older and more diverse, with smaller households than today. Planning for this much growth is difficult, and VISION 2050 recognizes that local, state, and federal governments are all challenged to keep up with the needs of a growing and changing population.

Figure 2 – Historic and Forecast Growth



Over the last decade, sprawl has been curtailed and growth has largely occurred within urban areas, helping to preserve healthy and productive farms, forests, and rural lands. City and neighborhood centers are thriving with vibrant new businesses and the addition of thousands of people and jobs. Former low-density suburbs such as Lynnwood and Bothell are becoming vibrant, walkable urban communities that are regional destinations. South Lake Union and Paine Field are now internationally connected employment centers. Downtown Seattle, once a focus just for jobs, is now also a fast-growing residential neighborhood. Tacoma and Bremerton are revitalizing historic downtowns and growing. Yet VISION 2050 recognizes that "business as usual" will not be enough. As a result, VISION 2050 is a call for personal and institutional action to address long-term regional challenges, including racial and social inequality, climate change, housing affordability, and imbalance of jobs and housing around the region.

Planning for 2050

VISION 2050 provides a framework for how and where development occurs and how the region supports efforts to manage growth. The Regional Transportation Plan provides a blueprint for improving and coordinating mobility, providing transportation choices, addressing special needs, moving the region's freight, and supporting the region's economy and environment. The region has committed to unprecedented levels of investment to support the safe and efficient movement of people and goods. A centerpiece of the emerging transportation system is an integrated local and regional high-capacity transit network of light and heavy rail, ferries, and bus rapid transit. PSRC works to distribute over $260 million annually in federal transportation funding to cities, counties, tribes, ports, and transit agencies. The Amazing Place regional economic strategy identifies the leading drivers of the region's economy and the near-term actions for the region to sustain job growth and global competitiveness. The region has added 381,000 jobs since 2010. PSRC's economic development work is in coordination with the economic development offices for each county and local economic development efforts. In addition to developing regional plans, PSRC provides data, forecasts, research, and technical assistance to support local governments.

Washington's Growth Management Act sets the framework for regional and local planning to achieve shared goals. Local plans address land use, transportation, and environmental issues, and cities and counties plan for healthy, vibrant communities. Local investments in infrastructure and public transportation support new growth occurring in connected regional growth and employment centers, expanding access to opportunity to more residents throughout the region. Regional and local economic development plans support continued job growth to sustain a growing population.

VISION 2050 Overview

Within this framework of state, regional, and local efforts, VISION 2050 coordinates actions across jurisdictional boundaries toward a shared vision for the future. Policies and actions in the plan work to…

Increase housing choices and affordability

Housing is a top priority among the region's residents. Despite a strong surge in housing construction, the region continues to experience a housing affordability crisis that requires coordinated efforts to expand housing options and create greater affordability. This won't be easy. Market pressures and strong employment result in rising prices and rents. The region's cities need more housing supply to catch up with demand, but even with more housing options, housing will remain unaffordable to those earning the lowest incomes. Local governments generally do not build housing but do play an important role in shaping the type, location and amount of housing available by establishing zoning, setting density limits, and providing incentives for affordability.

VISION 2050 calls for cities and counties to support the building of more diverse housing types, especially near transit, services, and jobs, to ensure all residents have the opportunity to live in thriving urban places. VISION 2050 also calls for more housing affordable to low- and very low-income households. It recognizes that providing long-term affordable housing for the region's most vulnerable residents requires public intervention through funding, collaboration, and jurisdictional action and cannot be met by market forces alone. PSRC and its partners will develop a comprehensive regional housing strategy, and PSRC will develop tools and resources to assist cities and counties with local housing efforts. Local actions will be critical for the region to make progress in addressing the lack of housing options and affordability.



Provide opportunities for all

VISION 2050 is about the people of the region. However, not all residents have benefited equally from economic success, and long-time residents have been displaced. Inequitable investments in infrastructure and economic development have resulted in some strong communities, while others are severely lacking in access to important building blocks of success.

Historic policies at the local, regional, state, and federal levels have played a role in creating and maintaining racial inequities. Past restrictions on who was considered a citizen, who could vote, who could be involved in decision-making, who could own property, and where people could live have created disparate outcomes across every indicator for success—including health, criminal justice, education, jobs, housing, and household wealth. While discriminatory laws have been overturned, aspects of systemic racism persist and perpetuate inequitable outcomes.

VISION 2050 works to address current and past inequities, particularly among communities of color, people with low incomes, and historically underserved communities. It works to ensure that all people have access to the resources and opportunities to improve their quality of life. Recognizing that growth will put pressure on communities, VISION 2050 also seeks to reduce the risks of displacement of lower-income people and businesses through elevating social and racial equity in regional planning and encouraging integration of equity in local plans. PSRC will collaborate with its members and community partners to develop a regional equity strategy to advance this work and create and maintain tools and resources to better understand how regional and local policies and actions can address inequities.

Sustain a strong economy

The central Puget Sound is a diverse region. VISION 2050 supports economic opportunities in all parts of the region, recognizing different strategies are appropriate to the size, scale, and character of each place. Smaller cities are often important places for commercial, retail, and community services for adjacent rural areas. Farms and forests provide resource-based jobs and valuable products for the economy. The region's metropolitan cities are the economic and cultural hubs of the four counties. Regional manufacturing/industrial centers provide important global connections and living-wage jobs for residents.

VISION 2050 calls for economic growth and opportunity that creates widespread prosperity and living-wage jobs throughout the region. Job creation in all of the region's communities will result in a better balance of jobs and housing. VISION 2050 works to increase job growth, especially in Snohomish, Pierce, and Kitsap counties, to provide greater access to employment. This growth pattern will ensure that people have the opportunity to work, live, and prosper in each community. PSRC will implement Amazing Place, the region's economic strategy, to coordinate economic development efforts, strengthen the region's communities, and support the Regional Growth Strategy.

Significantly reduce greenhouse gas emissions

Climate change is an urgent environmental, economic, and equity threat being addressed at all levels, from the local to an international scale. The region's leaders have committed to taking actions to reduce greenhouse gas emissions and being a model of a more sustainable urban region.

VISION 2050 works to substantially reduce greenhouse gas emissions in support of state, regional and local emissions reduction goals. VISION 2050 guides development to compact, walkable places, with greater access to mobility options, where the need for cars is reduced. Significant reductions can occur through low-carbon fuels and electrifying the region's vehicle fleet. New technologies can make transportation more efficient and enable widespread deployment of vehicle charging infrastructure. Reducing building energy use is supported through conservation, green building, and retrofitting existing buildings. Carbon is sequestered in the region's forests, farm soils, wetlands, estuaries, and urban trees.

PSRC will implement a Four-Part Greenhouse Gas Strategy to reduce greenhouse gas emissions, conduct an analysis of regional emission reduction strategies, and engage in regional resilience planning. In addition to reducing the region's carbon footprint, VISION 2050 calls for climate resilience and adaptation and reducing impacts to vulnerable populations that are at risk of being disproportionately impacted by climate change.

Keep the region moving

People want convenient access to the jobs, amenities, schools, and open spaces that make the region a great place to live. Businesses rely on dependable access to markets, the workforce, and supply chains. VISION 2050 and the Regional Transportation Plan include a comprehensive regional transportation system that supports all modes of travel.

By 2050, more than 2 million people will be connected by the high-capacity transit system, and transit ridership is expected to more than double. The region's light rail, commuter rail, fast ferry, and bus rapid transit lines will expand into one of the country's largest high-capacity transit networks, with an emphasis on connecting centers. Residents will find it easier to get around using a broader mix of transportation choices than just driving alone. VISION 2050 prioritizes transportation investments that support regional growth and manufacturing/ industrial centers and emphasizes completing regional transportation projects planned through 2040. Beyond that, the region must identify the next generation of transportation improvements to further support mobility and consider transformative technologies that will impact transportation patterns and choices.

Restore Puget Sound health

The region has made progress restoring the health of Puget Sound, but significant challenges remain. Orca and salmon populations are struggling, and some shellfish are too contaminated to eat, which jeopardizes the environment and jobs. Contaminated stormwater is the biggest threat to Puget Sound water quality. Excess nutrients, agriculture and lawn runoff, leaky septic tanks, contamination of aquifers, and low stream flows are other concerns.

VISION 2050 supports the work of the Puget Sound Partnership to promote a coordinated approach to watershed planning and restoring the health of Puget Sound. Protection of open space and restoration of existing urban lands through redevelopment and public investment are key strategies for reducing water pollution and restoring streams, rivers, lakes, and Puget Sound. Replacing outdated infrastructure through redevelopment and retrofit projects, and building sustainably through low-impact development, will reduce environmental toxins.

Protect a network of open space

A healthy natural environment is the foundation for the region's high quality of life and thriving economy. In 2018, PSRC developed a Regional Open Space Conservation Plan that includes protection of more than 400,000 acres of the region's farms, forests, natural areas, and aquatic systems that are at risk. The plan identifies a need for 300 miles of regional trails to better connect people to the open space network and for more than 40 new park opportunities to provide equitable, walkable access to urban open space. Everyone should have access to the natural beauty of the region.

VISION 2050 directs PSRC to work with members, resource agencies, and tribes to conserve, restore, and steward the region's open space and natural environment and implement the Regional Open Space Conservation Plan. The region will protect natural areas and enhance the tree canopy through regional, collaborative approaches that leverage local, county, and stakeholder actions. The Regional Growth Strategy is one of VISION 2050's most important environmental strategies, guiding growth to cities and urban areas to reduce development pressures that threaten farms, forests, and natural areas.

Grow in centers and near transit

VISION 2050 focuses greater amounts of growth within regional growth centers and high-capacity transit station areas. In all parts of the region, growth in more compact, walkable, transit-served locations will help reduce environmental impacts, lessen congestion, and improve health outcomes while creating vibrant, attractive neighborhoods where people can live, work, and play.

The Regional Growth Strategy has an ambitious goal of attracting 65% of population growth to the region's growth centers and high-capacity transit station areas, leveraging unprecedented investments to expand public transit throughout the region. Focusing growth in these areas provides people with greater mobility options and increases access to jobs, schools, and services. Connecting people to jobs, services and transit reduces shortens commutes, reduces pollution, and gives people more time to spend with their families. VISION 2050 requires cities to plan for regional centers, and PSRC will work with counties and cities as they set local housing and employment targets that implement the Regional Growth Strategy.

Act collaboratively and support local efforts

The central Puget Sound is one of the fastest growing regions in the country. This rapid rate of change and the intent to create a better, more welcoming, healthier region makes working collaboratively imperative. Achieving the aspirations of VISION 2050 cannot be accomplished through individual efforts alone.

Coordinated planning between cities, counties, agencies, tribes, and military installations is a foundational part of VISION 2050. The plan recognizes that supporting the vision for the future requires continued investment in all of the region's communities and exploration of new funding sources and other fiscal tools to accomplish the vision.

PSRC will assist cities and counties as they update countywide policies, growth targets, and local plans. Success will require continued action at the state level, and PSRC will support legislation that can help develop and implement local and regional plans. PSRC will also monitor the implementation of VISION 2050 and use targets, performance measures, plan review, and funding to work towards successful implementation.

User Guide

VISION 2050, the long-range plan for the central Puget Sound region, fulfills requirements under Washington's Growth Management Act to develop multicounty planning policies. The policies also serve as the region's guidelines and principles required under RCW 47.80. The plan is grounded in the public's commitment to environmental sustainability, social equity, and efficient growth management that maximizes economic strength and mobility. The plan looks ahead to the year 2050, recognizing the significant growth the region expects. VISION 2050 is comprised of three parts:

1. Introduction and Overview
2. Multicounty Planning Policies
3. Implementation

Introduction and Overview – introduces the reader to the region, the vision for the future, desired outcomes, and how VISION 2050 establishes a plan to help the region grow in a more sustainable and socially equitable manner. It serves as both an introduction and a broad summary of VISION 2050.

Multicounty Planning Policies – includes the policies and actions of VISION 2050, as well as the Regional Growth Strategy.

The Regional Growth Strategy promotes a focused regional growth pattern. It builds on current growth management plans and recommits the region to directing future development into the urban growth area, while focusing new housing and jobs in cities and within a limited number of designated regional growth centers. The roles of different communities in implementing the growth strategy are described in the Regional Growth Strategy chapter. This section serves as a guide for counties and cities as they set local growth targets through their countywide processes.

The region's multicounty planning policies are adopted under the state's Growth Management Act. Multicounty planning policies are designed to achieve the Regional Growth Strategy and address regionwide issues within a collaborative framework. Multicounty planning policies are a regional commitment intended to be reflected and supported by regional, county, and local plans. The policies provide direction for more efficient use of public and private investments. Counties and cities look to multicounty planning policies to inform updates to countywide planning policies and local comprehensive plan updates. In addition to multicounty planning policies, each policy chapter contains actions that identify PSRC and local implementation items that contribute to achieving the regional vision and desired outcomes. PSRC and local jurisdictions are expected to address these actions through their planning and work programs.

Implementation – describes the programs and processes that implement VISION 2050. In addition to the topic-specific actions, this section outlines the regional programs, including:

- Data, tools, and local assistance
- Support for and review of local and regional plans
- The Regional Transportation Plan and associated project funding
- The Regional Economic Strategy

PSRC's plan review process ensures that countywide planning policies, local comprehensive plans, subarea plans for regional centers, and transit agency plans are consistent with VISION 2050 and the Growth Management Act. Other regional planning efforts, such as the Regional Transportation Plan and associated funding, along with Amazing Place, the regional economic strategy, are discussed. The Implementation chapter also describes the VISION 2050 amendment process and legal framework. In addition, a glossary and a list of reference materials are available on the VISION 2050 webpage.

Together, these parts of VISION 2050 help guide the region as it experiences significant population and employment growth. VISION 2050 was developed with input from local officials, interest and advocacy groups, and residents. VISION 2050 acknowledges that jurisdictions are increasingly interdependent. Decisions made at a local level regarding land use, transportation, economic development, and the environment are inextricably linked. VISION 2050 promotes continued regional collaboration to ensure sustained success for all of the communities within the central Puget Sound region.


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Multicounty Planning Policies

Multicounty planning policies provide a regional framework for addressing land use, economic development, transportation, public services, and environmental planning and serve three key roles: implement the Regional Growth Strategy, create a common planning framework for local plans, and provide the policy structure for other regional plans.

Regional Growth Strategy Implementation and Mitigation

The multicounty planning policies call for concentrating growth within the region's designated urban growth area and limiting development in natural resource and rural areas. The policies address land use, housing, urban growth area designations, target setting for population and employment, and focusing development in centers. Multicounty planning policies also serve as mitigation to offset potential negative impacts that result from growth in the region.

A Common Planning Framework

Under the Growth Management Act, multicounty planning policies have both practical and substantive effects on city and county comprehensive plans and provide a mechanism for achieving consistency among cities and counties on regional planning matters. They also guide a number of regional processes, including PSRC's local plan and policy review, the evaluation of transportation projects seeking regionally managed funds, and the development of criteria for PSRC programs and projects. These and other processes are described in more detail in the Implementation chapter.

The Growth Management Act and Multicounty Planning Policies

The Growth Management Act requires the adoption of multicounty planning policies (MPPs) for the central Puget Sound region (RCW 36.70A.210 (7)). The Growth Management Hearings Board, which is responsible for hearing and determining compliance under the Growth Management Act, has stated that "the MPPs provide for coordination and consistency among the metropolitan counties sharing common borders and related regional issues as required by RCW 36.70A.100, and, in order to ensure consistency, the directive policies of the MPPs need to have a binding effect." (Summit-Waller Community Association, et al, v Pierce County)

Countywide planning policies complement multicounty policies and provide a more specific level of detail to guide county and local comprehensive planning in each of the four counties. Both multicounty and countywide planning policies address selected issues in a consistent manner, while leaving other issues to local discretion.

Regional Planning Project Guidance

Multicounty planning policies serve as the framework for growth management, economic development, and transportation projects carried out by PSRC and others. Both the Regional Transportation Plan and Amazing Place, the regional economic strategy, are guided by the multicounty planning policies in VISION 2050.

VISION 2050 Policy Structure

The multicounty planning policies are presented in a three-part framework with a goal, policies, and actions.

Figure 3 – Regional Planning Framework



Goals

Goals speak to the desired outcomes for each of the topics covered in VISION 2050 and set the tone for the integrated approach and common framework for the regional policies. Each policy chapter begins with a goal that provides the context for the policies and actions that follow.

Policies

The multicounty planning policies provide overall guidance and direction for planning processes and decision-making at regional and local levels. Given the strong integration across the various policy sections in VISION 2050, the full body of multicounty policies is to be considered in decision-making for various programs, projects, and planning processes. The multicounty policies also serve as planning guidelines and principles required by state law to provide a common framework for regional and local planning, particularly in the area of transportation planning and its relationship to land use (RCW 47.80.026).

Actions

Actions implement the policies and outline responsibilities and tasks for PSRC, local governments, and other partners. Regional-level actions are primarily the responsibility of PSRC. Local-level actions are intended for implementation by counties, cities, and towns. Recognizing the different capacity of various municipalities to work on plan-related provisions, PSRC will make efforts to assist counties, cities, and towns in addressing these actions.



Source: U.S. Navy (photo by Mass Communication Specialist 3rd Class Oscar Quezada)

Regional Collaboration

Goal: *The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.*

Coordinated planning across jurisdictions is a foundation of the Growth Management Act, which recognizes that cities and counties are interdependent and that systems, whether rivers or roads, span across and connect communities. VISION 2050 recognizes the necessity and opportunity for working together to achieve the region's vision for a connected region with a high quality of life and opportunities for all.

The multicounty planning policies in this chapter support coordination and collaboration among cities, counties, tribes, special purpose districts, and other agencies. These policies also address cross-cutting topics that have implications for other policy chapters, such as coordination with tribal nations, recognition of the importance of major military installations, and the need to address health and equity in all of the desired plan outcomes. Lastly, this chapter also provides policy direction for setting funding priorities and addressing the fiscal needs of the region.

Countywide Coordination

The Growth Management Act establishes broad goals to act as the basis for planning at the local, countywide, and regional scales. The law requires consistency between multicounty planning policies (VISION 2050), countywide planning policies, and local comprehensive plans, while recognizing that specific aspects of implementation often occur through local actions.

Figure 4 – Washington State Planning Framework



Under the Growth Management Act, counties are required to work with their respective cities to establish growth targets and adopt countywide planning policies. To support the periodic local comprehensive plan update process, which must next be completed by 2023 or 2024, countywide planning policies and targets are expected to be updated by 2021.

Equity and Health Disparities

While VISION 2050 envisions that growth and change can benefit all residents of the region, it could also exacerbate challenges currently facing historically marginalized communities. These communities include native and indigenous peoples, people of color, immigrants and refugees, people with low incomes, those with disabilities and health conditions, and people with limited-English proficiency. Some of these challenges include unmet housing demand and supply, difficulty in accessing jobs and education, economic and cultural displacement, and inequitable access to opportunity for some residents. Social inequities like this can often lead to poor health outcomes, and these historically disadvantaged communities also experience the greatest health disparities, such as shorter life spans and higher rates of chronic illnesses. Addressing these issues will move the region closer to where being a member of a historically marginalized community does not impact or predict where someone lives, how well they do in school, their net worth, or the likelihood they will be incarcerated.

Equity

All people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Communities of color, historically marginalized communities, and those affected by poverty are engaged in decision-making processes, planning, and policy-making.

Inequitable life outcomes in the central Puget Sound region cannot be attributed to a single factor. Past overtly discriminatory government policies, such as redlining, and existing neutral policies that do not recognize the uneven playing field are some of the factors contributing to present inequities and health disparities. These factors and others require many solutions, some of which may begin to be addressed through VISION 2050 or continued work by PSRC and local jurisdictions.

Coordination with Tribal Nations

The central Puget Sound region is within the traditional ancestral lands of the Coast Salish Tribes. Under treaties signed with the United States in the 1850s, many tribes in the region ceded most of the state of Washington, but in exchange reserved fishing and hunting rights including off-reservation rights to fish in all usual and accustomed fishing grounds and the right to hunt and gather on open and unclaimed lands. Federal courts have interpreted the nature and extent of those retained rights and have ruled that sovereign tribes, along with the state of Washington, have co-management responsibility and authority over fish and wildlife resources.

Each tribe has its own government with its own governing charter or constitution and set of general laws. The federal government currently recognizes nine tribal nations in the region:

- Muckleshoot Indian Tribe
- Nisqually Indian Tribe
- Port Gamble S'Klallam Tribe
- Puyallup Tribe of Indians

- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Indian Tribe
- Suquamish Tribe
- Tulalip Tribes

Like all governments, tribes engage in land use planning and economic development to provide jobs, housing, and services, as well as the infrastructure to support and plan for growth. As sovereign nations, tribes are not required to plan under the Growth Management Act but recognize the importance of coordination and cooperation with all governments to deal with the challenges of population growth and climate change facing the region. With many treaty-protected resources lost or severely impacted, protecting water quality and restoring the habitat of the Salish Sea is of shared critical significance and is possible through meaningful consultation with tribes.

Coordination with Military Installations

Military installations are a vital part of the region, home to thousands of personnel and jobs and a major contributor to the region's economy. These bases vary in size and character, and include base services, industrial uses, airfields, ports, and natural lands. They act as large employment centers for civilians living in nearby jurisdictions and house significant numbers of enlisted personnel.

While military installations are not subject to local, regional, or state plans and regulations, PSRC recognizes the relationship between regional growth patterns and military installations, and the importance of military employment and personnel in all aspects of regional planning. Whether planning for development near military installations or considering transportation projects and programs to serve and support them, it is crucial to involve military officials in regional and local planning efforts.

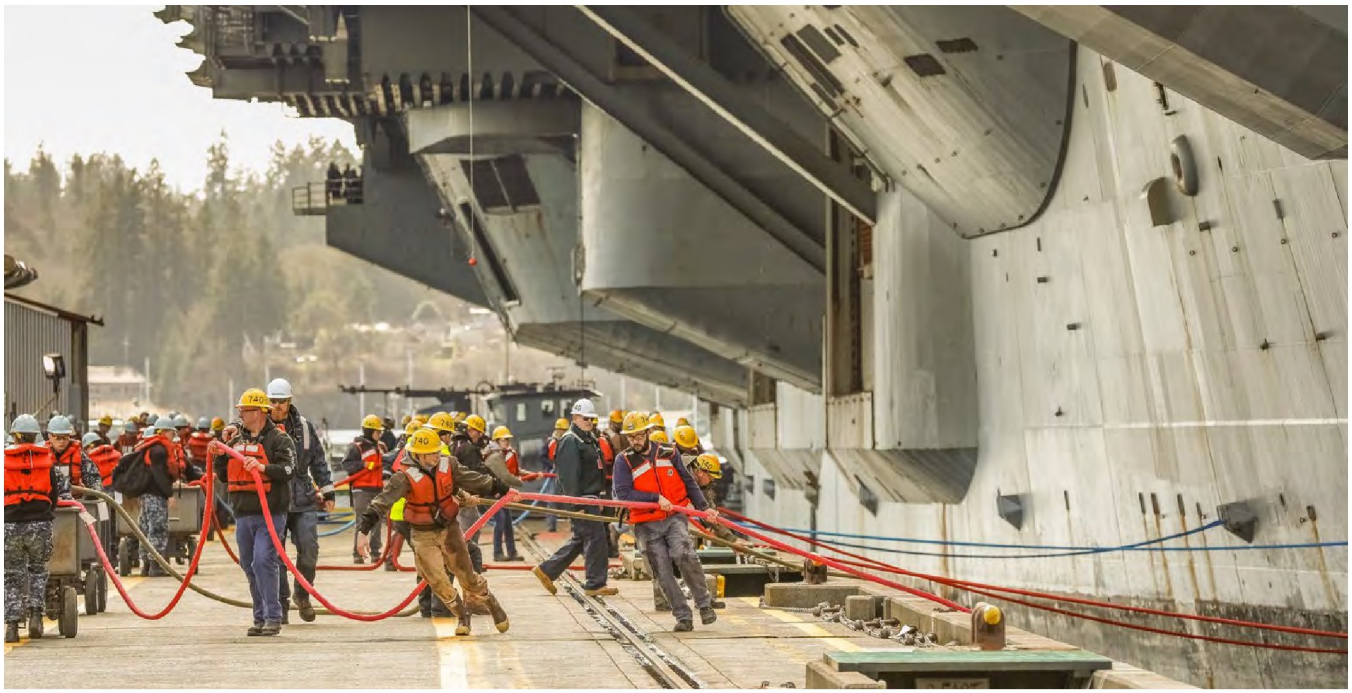
Funding Priorities and Fiscal Challenges

Local jurisdictions, state and county governments, transit agencies, and other service providers are consistently challenged to find the revenues necessary to maintain and operate services and facilities and to fund and develop new facilities to serve growth.

Creating and maintaining sufficient infrastructure to support the Regional Growth Strategy is critically important. This goal is shared by the jurisdictions of the region, who are responsible for transportation project and program implementation. Many of the actions described by multicounty planning policies and actions will require significant financial commitments from all levels of government to provide and maintain services and facilities.

PSRC provides local jurisdictions with access to federal transportation funds from the Federal Highway Administration and the Federal Transit Administration. Consistent with federal rules for project funding, PSRC establishes broad funding priorities in VISION 2050 policies. These policies are implemented through the funding policy framework and merit-based project competitions that provide about $260 million annually. While a significant investment in transportation infrastructure, this funding is a small part of the local, state, transit agency, and federal funding that supports transportation in the region.

The Regional Transportation Plan, adopted in 2018, identifies $200 billion in anticipated transportation investments through the year 2040. While the region has secured significant transportation funding in recent years, forecasts identify major disruptions in traditional revenue streams, including the fuel tax, due to technological advances, electrification, and inflation within the next 20 years that will require a new approach to funding transportation. Counties and cities are challenged to maintain existing facilities under current revenues. The Regional Transportation Plan contains a detailed financial strategy for meeting the region's transportation funding needs and is updated every four years as directed by federal regulations.



Source: U.S. Navy (photo by Thiep Van Nguyen II, PSNS & IMF photographer)

Regional Collaboration Policies

MPP-RC-1

Coordinate planning efforts among jurisdictions, agencies, federally recognized tribes, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.

MPP-RC-2

Improve services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

MPP-RC-3

Make improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.

MPP-RC-4

Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.

MPP-RC-5

Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.

MPP-RC-6

Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers.

MPP-RC-7

Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. County-level and local funding are also appropriate to prioritize to regional centers.

MPP-RC-8

Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.

MPP-RC-9

Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.

MPP-RC-10

Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.

MPP-RC-11

Update countywide planning policies, where necessary, prior to December 31, 2021, to address the multicounty planning policies in VISION 2050.

MPP-RC-12

Monitor implementation of VISION 2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.

Regional Collaboration Actions

Regional Actions

RC-Action-1

Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.

RC-Action-2

Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.

RC-Action-3

Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as:

- Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region's residents, specifically as they relate to people of color and people with low incomes.
- Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities.
- Identifying implementation steps, including how to measure outcomes.

RC-Action-4

Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, and the public. This work program will have the following objectives:

- Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans.
- Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region.
- Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.

Regional and Local Actions

RC-Action-5

Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.

RC-Action-6

Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.



Regional Growth Strategy

Goal: *The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.*

VISION 2050 is a shared strategy for how and where the central Puget Sound region can grow to a forecast of 5.8 million people and 3.4 million jobs by the year 2050. The Regional Growth Strategy considers how the region can distribute the forecasted growth, primarily within the designated urban growth area, and support development near high-capacity transit in the region. The strategy is a description of a preferred pattern of urban growth that has been designed to minimize environmental impacts, support economic prosperity, advance social equity, promote affordable housing choices, improve mobility, and make efficient use of new and existing infrastructure.

VISION 2050 envisions a future where the region:

- Maintains stable urban growth areas.
- Focuses the great majority of new population and employment within urban growth areas.
- Maintains a variety of community types, densities, and sizes.
- Achieves a better balance of jobs and housing across the region.
- Within urban growth areas, focuses growth in cities.
- Within cities, creates and supports centers to serve as concentrations of jobs, housing, services, and other activities.
- Builds transit-oriented development around existing and planned infrastructure.
- Uses existing infrastructure and new investments efficiently.

Under the Growth Management Act, counties, in consultation with cities, are responsible for adopting population and employment growth targets to ensure that each county collectively is accommodating projected population and employment. These population and employment growth targets are a key input to local comprehensive plans. Jurisdictions use growth targets to inform planning for land use, transportation, and capital facilities. The Regional Growth Strategy provides a regional framework for the countywide growth target process by defining expectations for different types of places.

A Framework for Growth

The Growth Management Act identifies three distinct landscapes: urban lands, rural lands, and natural resource lands. The Act makes clear that the long-term sustainability of rural and resource lands is dependent on accommodating development within the designated urban growth area. The designation of the urban growth area also helps channel investments in infrastructure within already built-up areas—especially cities.

How and where growth happens within the urban growth area has differing impacts on regional mobility, environmental outcomes, and community development. In response to the central challenge of climate change and reducing greenhouse gas emissions, VISION 2050 builds on the state Growth Management Act framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions. Compared to past trends, the strategy encourages more population and employment growth in the largest and most transit-served communities in the region. Environmental review for VISION 2050 showed that, compared with a range of alternatives, this growth pattern would have significant benefits for mobility, air quality, environmental stewardship, and healthy communities.

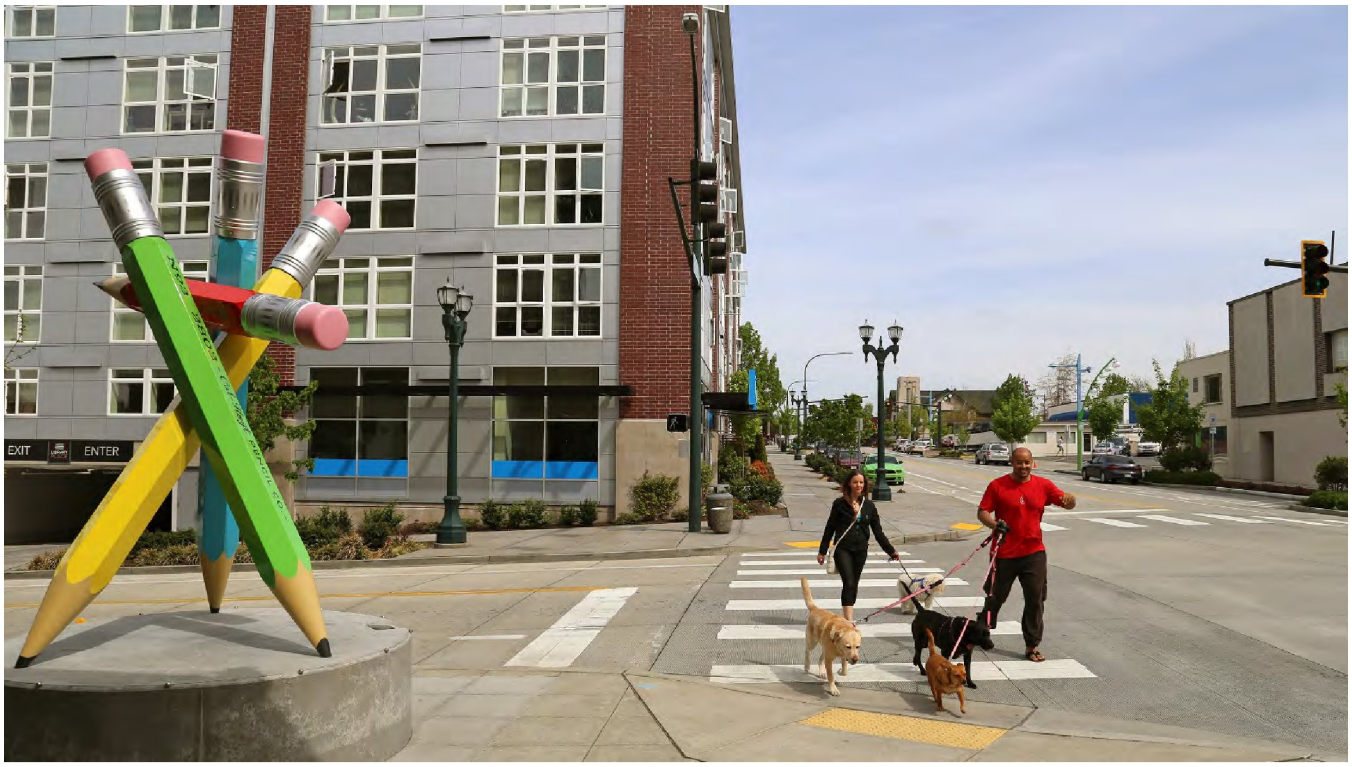
The region's varied rural areas offer a diverse set of natural amenities. Common features include small-scale farms, wooded areas, lakes and streams, and open spaces. Technically, rural lands are those areas that are not designated for urban growth, agriculture, forest, or mineral resources. Rural development can consist of a variety of uses and residential patterns that preserve rural character. The strategy encourages lower rates of growth in rural areas and in outlying communities to preserve rural landscapes and reduce long car trips.

Most of the region's total land area is designated as natural resource lands, state lands, or federal lands. These areas include agricultural lands that have long-term significance for the commercial production of food or other agricultural products, forest lands that have long-term significance for the commercial production of timber, and mineral lands that have long-term significance for the extraction of minerals. The vast majority of this land falls under the forest lands designation, and much of this is protected under federal, state, and local regulations.

Both Major Military Installations and Tribal Lands are recognized in the Regional Growth Strategy because of their unique importance to the region. However, neither type of place is allocated forecasted growth in the strategy because both plan outside of the Growth Management Act. Military installations are governed by the federal government and tribal lands are sovereign Native American nations.

Urban Growth Area

Counties must work with their cities to designate an urban growth area as the primary location for growth and future development. All four counties in the region designated an urban growth area in the mid-1990s. Subsequently, only relatively minor adjustments to the urban growth area have been made. The Regional Growth Strategy was developed with the assumption that, with good planning and efficient land use, existing urban growth area designations can accommodate the population and employment growth expected by 2050. VISION 2050 calls for a stable and sustainable urban growth area into the future, thus any adjustments to the urban growth area in the coming decades should continue to be minor. When adjustments to the urban growth area are considered, it will be important to avoid encroaching on important habitat and natural resource areas. The Growth Management Act, countywide planning policies, and county comprehensive plans include requirements and procedures to amend the urban growth area.



Focusing Growth Near Transit and in Centers

Regional Centers

The emphasis on the development of centers throughout the region is at the heart of VISION 2050's approach to growth management. Regional growth centers are locations characterized by compact, pedestrian-oriented development, with a mix of office, commercial, civic, entertainment, and residential uses. Regional growth centers are envisioned as major focal points of higher-density population and employment, served with efficient multimodal transportation infrastructure and services. The Regional Centers Framework establishes two types of regional growth centers—metro growth centers and urban growth centers—and sets criteria and growth expectations for them. Metro growth centers are the densest and most connected places in the region and are expected to accommodate higher levels of growth.

Mixed-use centers of different sizes and scales—including large designated regional growth centers, countywide centers, local downtowns, and other local centers—are envisioned for all of the region's cities. Concentrating growth in mixed-use centers of different scales allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impacts of urban growth.

The region also contains manufacturing/industrial centers. These are existing employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. Manufacturing/industrial centers are intended to continue to accommodate a significant amount of regional employment. The Regional Centers Framework establishes two types of regional manufacturing/industrial centers—industrial employment centers and industrial growth centers—and establishes different criteria and growth expectations for these centers. Unlike regional growth centers, these areas are not appropriate for residential growth.

Access to High-Capacity Transit

The central Puget Sound region is investing heavily in its high-capacity transit system, greatly expanding light rail, bus rapid transit, and passenger ferry service. Since the initial Regional Growth Strategy in VISION 2040 was adopted, the region's voters approved two major Sound Transit ballot measures, and other transit agencies have significantly expanded planning for high-capacity transit. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities. Rail, ferry, and bus rapid transit station areas are ideal for increased density, new residences, and businesses—referred to as transit-oriented development. Allowing for greater employment and population growth within walking distance to high-capacity transit promotes the use of the region's transit systems and reduces the number of trips that require a personal vehicle. VISION 2050 includes a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and within walking distance of high-capacity transit.

Housing, Displacement, and Jobs-Housing Balance

Planning for a balanced distribution of affordable housing choices and jobs is critical to the success of the Regional Growth Strategy. Skyrocketing housing prices have displaced residents, particularly in major cities and near job centers. The displacement risk mapping discussed in the Development Patterns section identifies areas most at risk of economic and physical displacement. VISION 2050 calls for jurisdictions to understand and to mitigate displacement for both people and businesses to the extent feasible. Collectively, cities and counties must provide for a wider variety of housing types and densities to ensure the region can accommodate new growth while minimizing displacement of existing residents.

Uneven economic prosperity has also contributed to long commutes and the need for auto trips to retail and services. The Regional Growth Strategy encourages shifting expected employment growth from King County to Kitsap, Pierce, and Snohomish counties. Jobs-housing balance compares the relative amount of housing and employment in an area, with an aim toward reducing long commute trips. Across the region, the strategy generally plans for improved jobs-housing balance compared to today. Access to good paying jobs outside of King County is important for regional mobility, environmental outcomes, and community development.

Distributing Growth Using Regional Geographies

The Regional Growth Strategy is a cornerstone of VISION 2050, providing specific numeric shares to achieve a development pattern with fewer environmental impacts and a more compact urban form. VISION 2050 provides a framework for the distribution of growth to regional geographies. Geographies are defined by the idea that different types of cities and unincorporated areas will play distinct roles in the region's future based on regional centers, access to high-capacity transit, and future planning.

High-capacity transit includes existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit.

Cities, towns, and neighborhoods of various sizes and character will continue to offer a wide choice of living options. The region's centers framework fits within the regional geographies framework, with centers of different sizes and scales envisioned for all cities.

In the Regional Growth Strategy, the region's landscape has been divided into nine types of geographies based on their size, function, and access to high-capacity transit:

- **Metropolitan Cities** (5 cities) and **Core Cities** (16 cities, including unincorporated Silverdale) include cities that have designated regional growth centers. Most are also connected to the region's high-capacity transit system. These two groups of cities are and will be the most intensely urban places in the region.
- **High Capacity Transit Communities** (32 cities and unincorporated communities) are cities and unincorporated areas that are connected to regional high-capacity transit system. These urban unincorporated areas are also planned for annexation or incorporation.
- **Cities and Towns** (42 cities) are cities and towns with smaller downtown and local centers, which may be served by local transit.
- **Urban Unincorporated Areas** capture a wide variety of urban lands, both lightly and heavily developed. These areas may be served by local transit but are not yet planned for annexation or incorporation and/or high-capacity transit.
- **Rural Areas** and **Natural Resources Lands** describe the different types of unincorporated areas outside the urban growth area and include very low-density housing, working landscapes, and open space.
- **Major Military Installations** serve as hubs for both military and civilian employment and population.
- **Tribal Lands** are sovereign lands that serve as home to the region's native peoples and culture.

These regional geographies provide a flexible framework to distribute the region's forecast growth to groups of places and allow for greater specificity than simply relying on county boundaries. (However, in some instances, an individual jurisdiction may stand alone within a regional geography category.) This framework provides clearer regional expectations about the roles of different types of cities and unincorporated areas in accommodating regional growth.

The Regional Growth Strategy by the Numbers

The Regional Growth Strategy is comprised of two parts. First is a growth concept that builds on the foundation provided in the Growth Management Act, emphasizing the role of the urban growth area, regional growth centers, and areas with access to high-capacity transit in accommodating future population and employment. The second part—the numeric growth allocations by regional geographies—contains specific shares to distribute forecast growth. The regional geographies framework calls for focusing growth into different categories of cities and urban unincorporated areas and recognizes the roles of the region's counties in accommodating population and employment growth.

The Regional Growth Strategy is intended to coordinate growth among the region's cities and towns as they periodically update local housing and employment growth targets and amend their local comprehensive plans. Countywide growth targets are based on population forecasts developed by the state Office of Financial Management and regional employment forecasts from PSRC.

The Regional Growth Strategy calls for different regional geographies to accommodate different shares of population and employment growth—within the region as a whole, as well as within each county. While relative amounts may differ somewhat between counties, the roles of regional geographies within each county are consistent for the region as a whole. Within each county, the relative distribution of growth to individual cities and unincorporated places will be determined through countywide target-setting, taking into account local circumstances.

The primary emphasis of the Regional Growth Strategy is on the shares of growth among regional geographies. The Regional Growth Strategy was developed using the PSRC macroeconomic forecasts for the year 2050 and Office of Financial Management assumptions about the relative shares of growth to each county. These numbers will change marginally in future rounds of regional forecasts, so, when looking at the numbers in the tables that follow, the percentages of regional and county growth may be more useful for local planning than the specific numbers contained in the forecasts.

Figure 5 – Regional Geographies

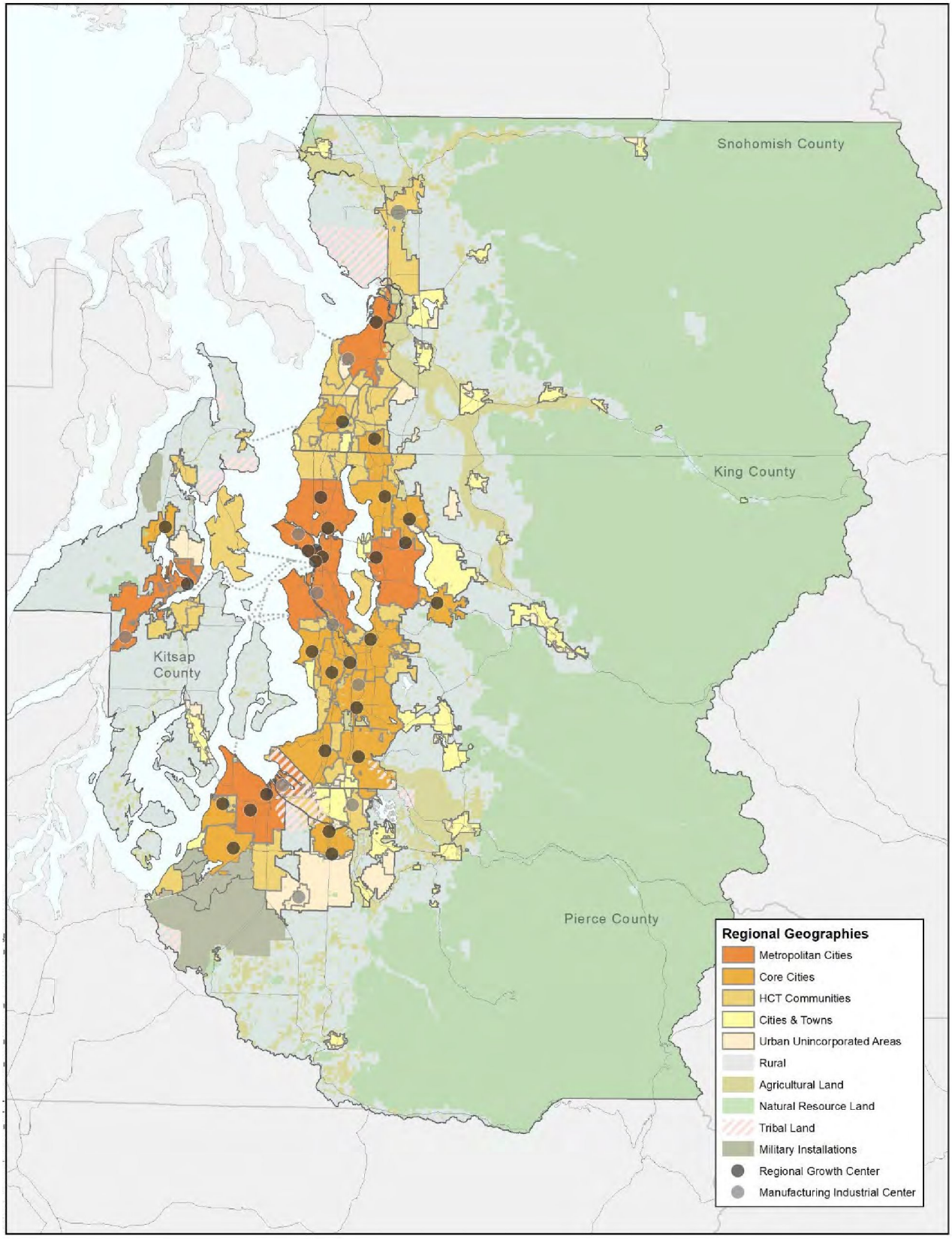
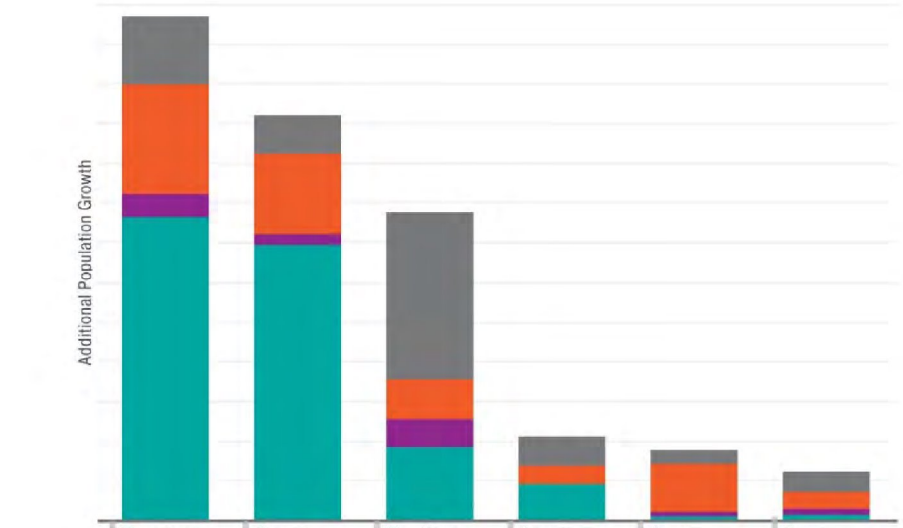


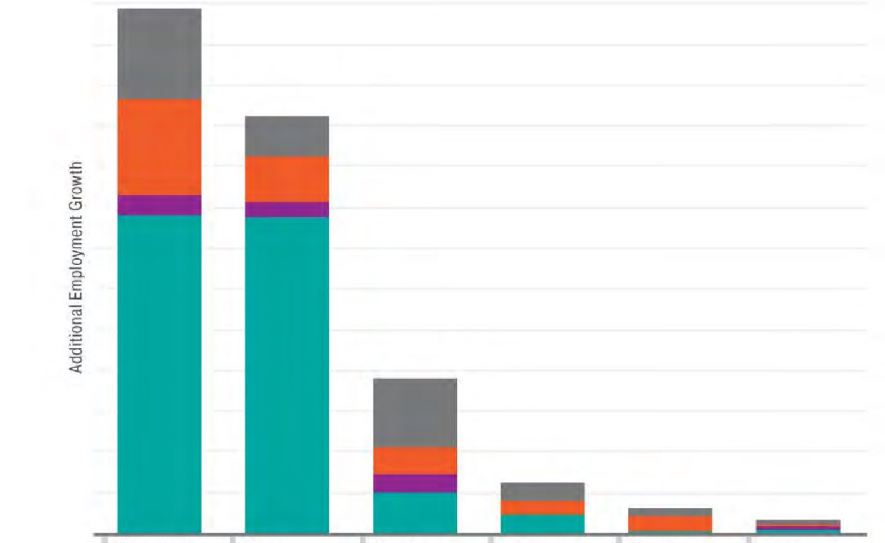
Figure 6 – Population Growth 2017-50, Draft Preferred Alternative



	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural
Snohomish	20% · 87,000	11% · 47,000	50% · 210,000	9% · 37,000	4% · 18,000	6% · 25,000
Pierce	37% · 134,000- 38% · 137,000	23% · 85,000- 28% · 101,000	10% · 35,000- 14% · 52,000	7% · 25,000	11%- · 41,000- 16% · 60,000	3% · 11,000- 6% · 22,000
Kitsap	34% · 33,000	16% · 15,000	36% · 34,000	0% · 0	6% · 6,000	8% · 8,000
King	44% · 381,000	40% · 346,000	11% · 92,000	5% · 44,000	0% · 4,000	1% · 6,000
TOTAL	36% · 635,000- · 638,000	28% · 493,000- 29% · 509,000	21% · 371,000- · 388,000	6% · 105,000	4% · 69,000- 5% · 88,000	3% · 50,000- · 61,000

[1] Growth from 2017-50. Ranges provided for Pierce County - additional countywide discussion needed to finalize allocations

Figure 7 – Employment Growth 2017-50, Draft Preferred Alternative



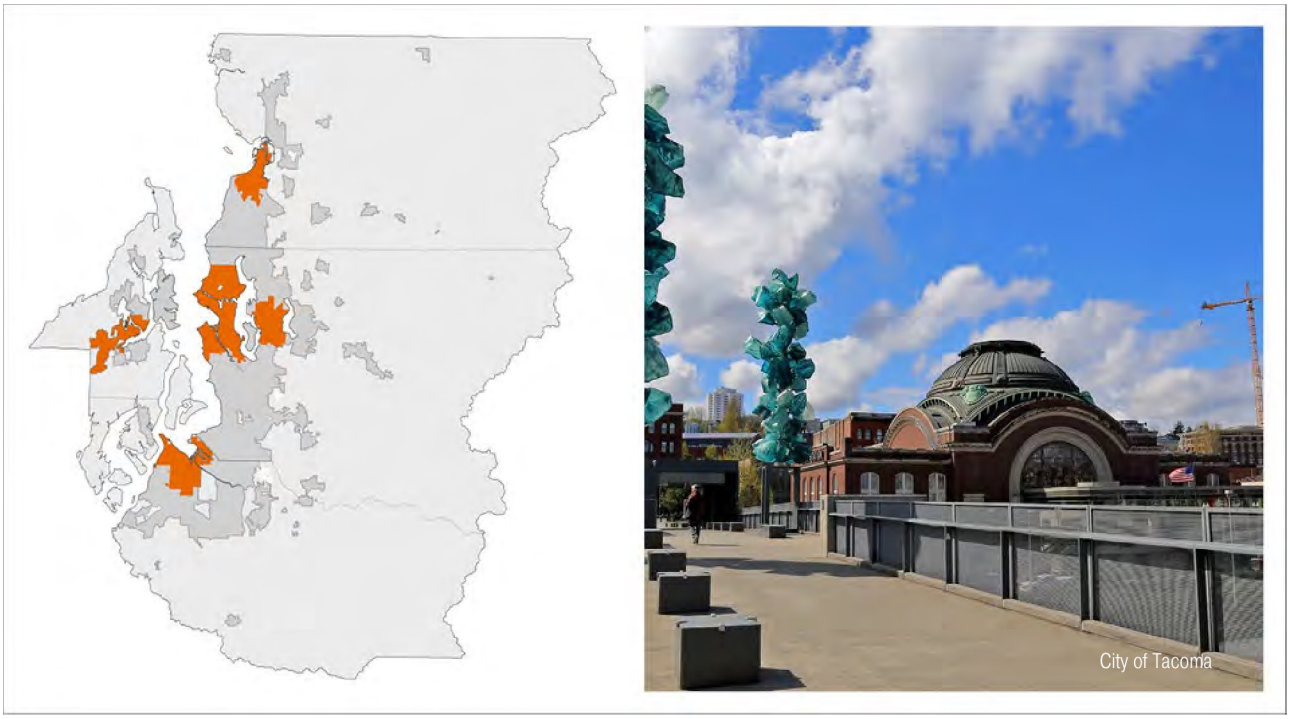
	Metropolitan Cities	Core Cities	High Capacity Transit Communities	Cities & Towns	Urban Unincorporated	Rural
Snohomish	39% · 89,000	17% · 39,000	30% · 68,000	8% · 18,000	3% · 7,000	2% · 4,000
Pierce	48% · 94,000	23% · 44,000	13% · 26,000	6% · 13,000	8% · 15,000	2% · 3,000
Kitsap	35% · 20,000	26% · 15,000	32% · 18,000	0% · 0	2% · 1,000	5% · 3,000
King	46% · 311,000	45% · 310,000	6% · 40,000	3% · 18,000	0% · 1,000	0% · 3,000
TOTAL	44% · 514,000	35% · 408,000	13% · 152,000	4% · 49,000	2% · 24,000	1% · 13,000

Metropolitan Cities

Each of the four counties in the region contains at least one central city that has convenient access to high-capacity transit and serves as a civic, cultural, and economic hub. At least one regional growth center has been designated within each of these Metropolitan Cities to serve as a focal point for accommodating both population and employment growth.

The Regional Growth Strategy calls for the five Metropolitan Cities to accommodate at least 36% of regional population growth and 44% of regional employment growth by the year 2050. It would be consistent with the spirit of the Regional Growth Strategy for the region's Metropolitan Cities to accommodate an even larger share of forecast regional growth in the countywide growth targets, while aiming for a better balance of jobs and housing. Within Metropolitan Cities, jurisdictions should encourage growth near high-capacity transit and within regional growth centers to achieve regional growth goals.

Figure 8 – Metropolitan Cities



Metropolitan Cities (5 cities, 230 square miles): Bellevue, Bremerton & Bremerton Urban Growth Area (UGA), Everett, Seattle, and Tacoma

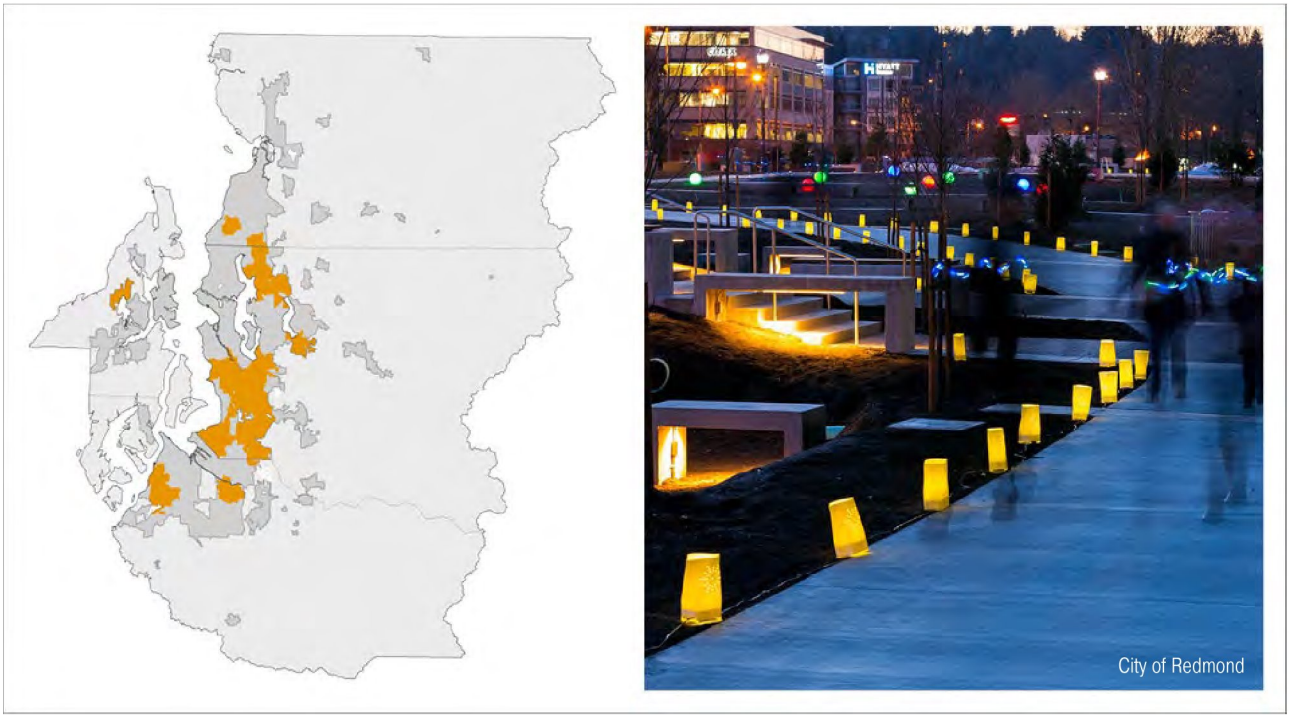
Metropolitan Cities in King and Pierce counties are expected to accommodate larger shares of their respective counties' growth than those in Kitsap and Snohomish counties.

Core Cities

The region contains other major cities called Core Cities with designated regional growth centers intended to accommodate a significant share of future growth. These 16 cities (including the unincorporated community of Silverdale) contain key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. The Regional Growth Strategy envisions a major role for these cities in accommodating growth while providing a significant share of the region's housing.

The Regional Growth Strategy calls for the 16 Core Cities to accommodate 28-29% of the region's population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

Figure 9 – Core Cities



Core Cities (16 cities including Silverdale, 255 square miles): Auburn, Bothell, Burien, Federal Way, Issaquah, Kent, Kirkland, Lakewood, Lynnwood, Puyallup, Redmond, Renton, SeaTac, Silverdale, Tukwila, and University Place

King County's Core Cities are expected to accommodate a much larger share of King County's growth than Core Cities in Kitsap, Pierce and Snohomish counties.

High Capacity Transit Communities

High Capacity Transit Communities include cities connected to existing or planned light rail, commuter rail, ferry, streetcar, and bus rapid transit facilities. High Capacity Transit Communities also includes urban unincorporated areas planned for annexation or incorporation and with existing or planned access to high-capacity transit. As the region's transit system grows, these 32 communities play an increasingly important role as hubs for employment and population growth. Targeting growth within these transit-rich communities helps to support mobility and reduces the number and length of vehicle trips.

The Regional Growth Strategy calls for the 32 High Capacity Transit Communities to accommodate 21% of the region's population growth and 13% of its employment growth by the year 2050.

Figure 10 – High Capacity Transit Communities



High Capacity Transit Communities (32 total, 246 square miles): Arlington, Bainbridge Island, Bothell Municipal Urban Growth Area (MUGA), Des Moines, DuPont, Edmonds, Edmonds MUGA, Everett MUGA, Federal Way Potential Annexation Area (PAA), Fife, Fircrest, Kenmore, Kingston, Lake Forest Park, Larch Way Overlap, Lynnwood MUGA, Marysville, Mercer Island, Mill Creek, Mill Creek MUGA, Mountlake Terrace, Mukilteo, Mukilteo MUGA, Newcastle, North Highline (Seattle PAA), Renton PAA, Port Orchard & Port Orchard UGA, Poulsbo & Poulsbo UGA, Shoreline, Sumner, Tacoma PAA, and Woodinville

High Capacity Transit Communities in Kitsap and Snohomish counties are expected to accommodate a much larger share of their county growth than High Capacity Transit Communities in King and Pierce counties.

Cities and Towns

Cities and Towns include a diverse array of jurisdictions, including places near major cities, small residential towns, and free-standing cities and towns surrounded by rural and resource lands. Cities and Towns provide important housing, jobs, commerce, and services in their downtowns and local centers. The region's 42 Cities and Towns are expected to accommodate relatively less growth than historical trends and remain relatively stable for the long term. Many Cities and Towns are served by local transit options, but these jurisdictions are not connected to the regional high-capacity transit system. Some may not be served by scheduled fixed-route transit or be within a transit service district. Their locally-designated city or town centers provide local job, service, cultural, and housing areas for their communities. These local centers should be identified in local comprehensive plans and become priority areas for future investments and growth at the local level.

Cities inside the contiguous urban growth area will likely receive a larger share of growth due to their proximity to the region's large cities, existing and planned transportation systems, and other supporting infrastructure. Small residential towns have limited potential for accommodating growth and are likely to receive a lesser share of cities and towns growth.

Free-standing cities and towns are separated from the contiguous urban growth area and should serve as hubs for relatively higher-density housing choices and as job and service centers for surrounding rural areas. These cities should be the focal points of rural-based industries and commerce and the location of schools and other institutions serving rural populations. Due to their physical isolation from the rest of the designated urban growth area, they will likely receive a lesser overall share of growth and are not expected to grow as much as cities and towns in the contiguous urban growth area.

The Regional Growth Strategy calls for 42 Cities and Towns to accommodate 6% of the region's population growth and 4% of its employment growth by the year 2050.

Figure 11 – Cities and Towns



Cities and Towns (42 cities, 140 square miles): Algona, Beaux Arts, Black Diamond, Bonney Lake, Brier, Buckley, Carbonado, Carnation, Clyde Hill, Covington, Darrington, Duvall, Eatonville, Edgewood, Enumclaw, Gig Harbor, Gold Bar, Granite Falls, Hunts Point, Index, Lake Stevens, Maple Valley, Medina, Milton, Monroe, Normandy Park, North Bend, Orting, Pacific, Roy, Ruston, Sammamish, Skykomish, Snohomish, Snoqualmie, South Prairie, Stanwood, Steilacoom, Sultan, Wilkeson, Woodway, and Yarrow Point

Cities and Towns are located throughout the region and represent over half of the region's incorporated jurisdictions. Cities and Towns in Snohomish and Pierce counties are expected to accommodate a relatively higher share of their countywide growth compared to King and Kitsap counties.

Urban Unincorporated Areas

Urban Unincorporated Areas are areas within the urban growth area and governed by the county. Urban Unincorporated Areas are quite diverse, with both lightly developed outlying areas and neighborhoods that are much more urban and indistinguishable from surrounding incorporated jurisdictions. Urban Unincorporated Areas may be served by local transit but are either not yet planned for annexation or incorporation and/or not yet planned for high-capacity transit. Urban unincorporated areas that are planned for annexation and served by high-capacity transit are categorized in the High Capacity Transit Communities regional geography.

County buildable lands analyses suggest that urban unincorporated areas have the potential to accommodate significant growth for the long term, and that there will be little need to expand the designated urban growth area or development capacity. The process for adjusting the urban growth area is provided in the Growth Management Act.

VISION 2050 envisions that over time the unincorporated area inside the urban growth area will be fully annexed to or incorporated as cities. Careful planning and phased development of the unincorporated portions of the urban growth area are vital to ensure that these areas assume appropriate urban densities and an urban form that supports the efficient provision of future transit and urban services and facilitates annexation or incorporation. Planning and permitting that is well-coordinated between the counties and adjacent cities will be key to managing the growth of these areas.

The Regional Growth Strategy calls for the Unincorporated Urban Growth Area to accommodate 4-5% of the region's population growth and 2% of the employment growth by the year 2050.

Figure 12 – Urban Unincorporated Areas



Urban Unincorporated Areas (134 square miles) All four counties have designated urban unincorporated areas, many of which are affiliated for annexation with incorporated cities and towns. The unincorporated urban growth areas in Pierce and Kitsap counties have the highest share of anticipated county population and employment growth, followed by King and Snohomish counties.

Rural Areas and Natural Resource Lands

In addition to its focus on urban areas, the Regional Growth Strategy follows Growth Management Act guidance in supporting the long-term use of rural and designated natural resource lands for farming and forestry, recreation, cottage industries, mining, and limited low-density housing supported by rural levels of service. Incorporated cities and towns that are surrounded by or adjacent to rural and resource areas should provide the majority of services and jobs for rural residents, as well as more concentrated and varied housing options. The Regional Growth Strategy includes shares of residential growth in rural areas. It encourages use of tools to reduce the amount of development in rural and resource lands, such as transfer of development rights into urban areas, and seeks to ensure that proposed levels of development are consistent with the character of rural and resource areas.

Rural Areas

Rural Areas are expected to retain important cultural, economic, and rural lifestyle opportunities in the region over the long term. They are not intended to be served with urban services or accommodate a significant amount of residential or employment growth. VISION 2050 calls for reduced rural population growth rates in all counties. Counties are encouraged to plan for even lower growth—where possible—than contained in the Regional Growth Strategy.

Figure 13 – Rural Areas

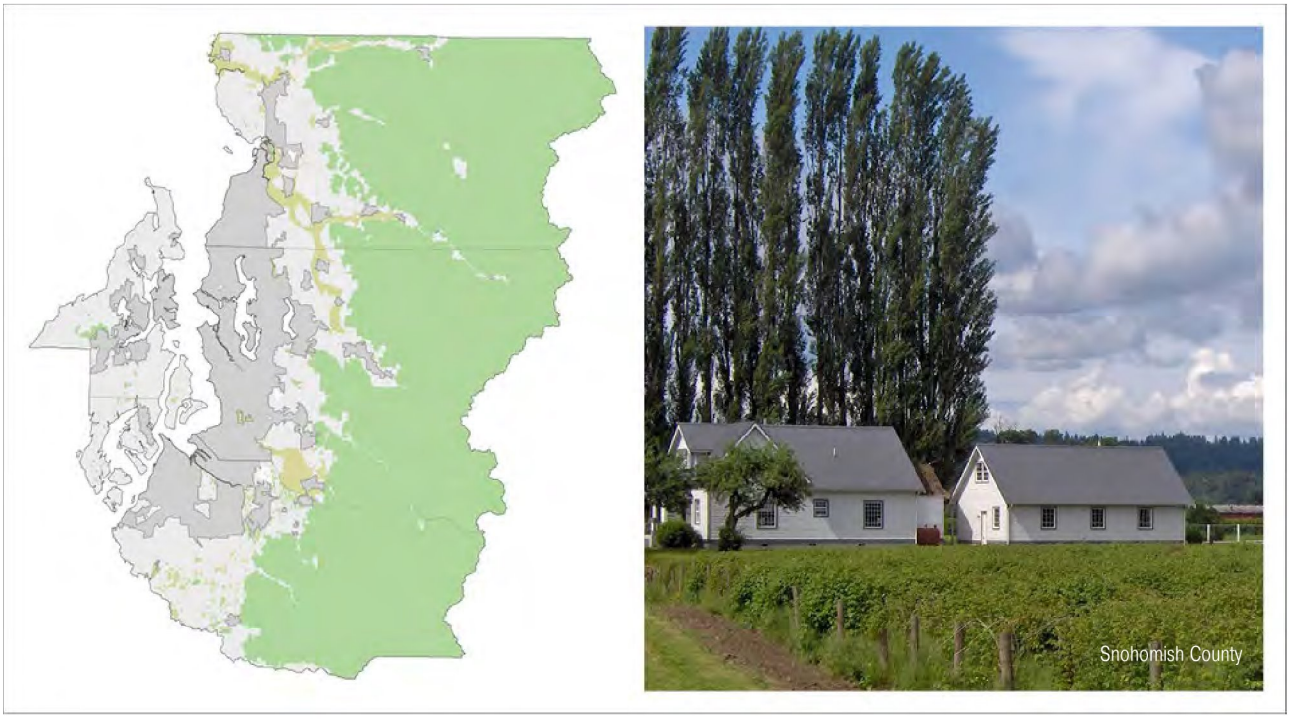


Rural Areas (1,494 square miles): All four counties have designated rural areas, which represents 24% of the region's land area.

Natural Resource Lands

Lands designated as agriculture, forest, and mineral areas are grouped together as Natural Resource Lands. Resource lands will be permanently protected from incompatible residential and employment growth to safeguard them as important economic, cultural, and environmental assets, and to protect the long-term viability of resource-based industries. Even small amounts of residential growth in these areas can seriously interfere with productive natural resource harvest and processing. Fragmentation of large, contiguous acreages through subdivision is also of particular concern. These areas will not accommodate significant future growth, and the Regional Growth Strategy does not distribute population or employment to them. This regional geography includes federal and state protected lands, which, in some cases, may not be formally designated as resource lands by counties under the Growth Management Act.

Figure 14 – Natural Resource Lands



Natural Resource Lands (3,829 square miles): Natural resource lands, representing 61% of the region's land area.

Other Planning Areas

While local governments plan under the Growth Management Act and establish countywide growth targets, there are other areas in the region that are not subject to the state and regional planning framework. Military installations are home to enlisted personnel and civilian jobs but are subject to federal planning requirements. Tribal lands are managed by sovereign tribal nations and are home to many people and jobs. These areas plan differently than local governments, but VISION 2050 recognizes their important roles in the region and their influence on regional growth patterns.

Military Installations

Military installations play an important role in the central Puget Sound region's economy. Washington state has one of the highest concentrations of military personnel claiming residence, with the majority of personnel located at installations in the central Puget Sound region. Nine installations of various sizes are located in the region. Military employment greatly benefits the region's economy and generates billions of dollars in economic impact.

Military bases vary greatly in size, population density and character and often integrate industrial uses, commercial and service uses, and residential development. Installations are not required to plan under the Growth Management Act, and the Regional Growth Strategy does not allocate forecasted regional growth to these areas. However, installations serve as hubs for both employment and population, and it is important to work together on growth planning in and around bases.

Major Military Installations are defined by PSRC as installations with more than 5,000 enlisted and service personnel. This regional geography is designed to promote coordination between the military installation, countywide planning efforts, and neighboring jurisdictions to plan for growth, address regional impacts and enhance multimodal transportation options. Per the Regional Centers Framework, regional expectations for Major Military Installations include:

- Ongoing coordination between the military installation, countywide planning forum, and neighboring jurisdictions regarding planned growth, regional impacts, and implementation of multimodal transportation options.
- Support for multimodal commute planning and mode split goals for the installation.
- Completed Joint Land Use Study or similar coordinated planning effort.

Figure 15 – Major Military Installations



Major Military Installations (4 installations, 122 square miles): Joint Base Lewis-McChord, Naval Base Kitsap-Bangor, Naval Base Kitsap-Bremerton, and Naval Station Everett

There are five smaller installations in the region: Naval Base Kitsap Keyport, Seattle Coast Guard Station, Naval Base Kitsap Jackson Park, Camp Murray, and Naval Base Everett – Smokey Point Support Complex.

Tribal Lands

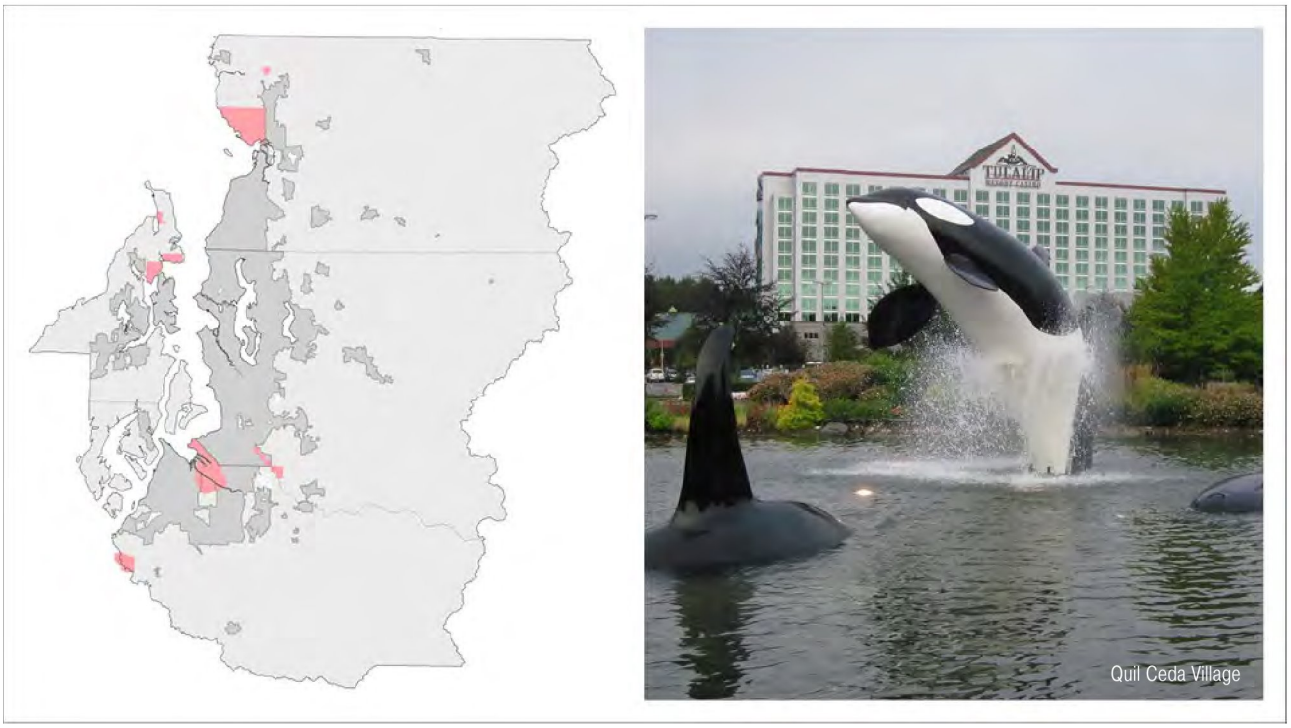
The central Puget Sound region is home to nine sovereign nations recognized by the United States government: the Muckleshoot Indian Tribe, the Port Gamble S'klallam Tribe, the Puyallup Tribe of Indians, the Sauk-Suiattle Tribe, the Snoqualmie Tribe, the Stillaguamish Tribe, the Suquamish Tribe, the Tulalip Tribes, and the Nisqually Tribe.

PSRC acknowledges the importance of the Coast Salish peoples and lands to the region. Tribal lands have immense value as the home of the region's native cultures and traditions. Some tribal lands have also emerged as significant concentrations of jobs, schools, cultural centers, and other activities. Quil Ceda Village, for example, is one of only two federal municipalities in the country, and the Tulalip Tribes is one of the largest employers in Snohomish County.

Characteristics of tribal lands vary widely across the region. Tribal lands can include very large areas, with population and employment activity varying from dispersed to dense. While some are rural or forested, others have concentrated residential and employment uses. Tribal land use can be complex, as tribal governments own land outside of reservations, and some reservation land is under fee-simple private ownership and covered under other regional geographies.

As sovereign nations, each tribe has its own government, constitution or charter, laws and planning processes and are not subject to state planning requirements or the Growth Management Act. Because of this, the Regional Growth Strategy does not include population and employment growth allocations for these sovereign lands. Tribes engage in comprehensive planning similar to other jurisdictions with regular updates addressing elements such as land use, transportation, housing, and utilities. Many tribes have adopted a "seven generation" concept of planning to evaluate whether decisions will benefit generations far into the future. Tribes help to shape regional policy by participating as members of PSRC.

Figure 16 – Tribal Lands



Tribal Lands (9 reservations, 93 square miles): Muckleshoot Indian Reservation, Nisqually Indian Reservation, Port Gamble Indian Reservation, Port Madison Reservation (Suquamish Tribe), Puyallup Indian Reservation, Sauk-Suiattle Indian Reservation, Snoqualmie Indian Reservation, Stillaguamish Indian Reservation, Tulalip Indian Reservation

Guidance for Aligning Growth Targets

Counties and cities work together to establish growth targets for each jurisdiction to accommodate projected growth. These targets set by countywide planning bodies support implementation of the Regional Growth Strategy and VISION 2050 objectives of housing production, better jobs-housing balance, and greater growth near the region's transit investments. Counties and their cities will define new countywide growth targets prior to the next cycle of local comprehensive plan updates. This section addresses principles to guide regional review of countywide growth target allocations and comprehensive plan certification.

- PSRC will provide updated guidance and technical assistance to counties and cities as they develop countywide growth targets and prepare comprehensive plan updates. Guidance will address housing, regional centers, goals for transit-oriented development, support for jobs-housing balance, and other aspects of VISION 2050.
- PSRC will review countywide adoption of growth targets with recognition of good faith efforts to be consistent with the Regional Growth Strategy and VISION 2050 over the long-term. Targets should demonstrate how cities and counties are working towards the outcomes and objectives of the Regional Growth Strategy. In some cases, countywide growth targets may not fully align with the precise shares in the Regional Growth Strategy. For example, there are jurisdictions where high-capacity transit is planned to be built and operational late in the planning period, and higher growth rates may not occur until the last decades of this plan.
- Comprehensive plans for cities and counties are expected to include their adopted countywide growth targets. The Growth Management Act requires counties and cities to, at a minimum, accommodate 20-year projected growth targets.
- PSRC review and certification of local plans is based on actions and measures to implement VISION 2050 and work towards the Regional Growth Strategy, and not simply on whether local planning assumptions match targets. In developing comprehensive plan updates, jurisdictions will be asked to explain how the plan supports VISION 2050 and works to meet the Regional Growth Strategy over the long term.
- In its review of comprehensive plans for certification, PSRC reviews consistency of the plan with adopted countywide growth targets. As VISION 2050 is implemented, PSRC will update the Plan Review Manual to provide additional guidance on planning for growth targets prior to comprehensive plan updates.
- If adjustments to countywide growth targets are needed, they should be coordinated through the countywide process.

Regional Growth Strategy Adjustments to Support Targets

Cities and unincorporated areas are grouped into their respective regional geographies based on designated regional centers, planning for annexation and incorporation, and existing and planned high-capacity transit. PSRC recognizes that some of these qualities may change based on future planning. To reflect these changes, PSRC's Executive Board may make a technical amendment to the Regional Growth Strategy to potentially reclassify cities and unincorporated areas. Technical amendments are limited to those updates needed to support establishing Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.

Regional Growth Strategy Policies

MPP-RGS-1

Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, and local plans.

MPP-RGS-2

Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local growth targets for each designated regional growth center and manufacturing/industrial center.

MPP-RGS-3

Provide flexibility in establishing and modifying countywide growth targets, provided growth targets support the Regional Growth Strategy.

MPP-RGS-4

Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.

MPP-RGS-5

Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.

MPP-RGS-6

Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.

MPP-RGS-7

Attract 65% of the region's residential and 75% of the region's employment growth to high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.

MPP-RGS-8

Focus a significant share of population and employment growth in designated regional growth centers.

MPP-RGS-9

Focus a significant share of employment growth in designated regional manufacturing/industrial centers.

MPP-RGS-10

Encourage growth in designated countywide centers.

MPP-RGS-11

Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.

MPP-RGS-12

Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to avoid the conversion of rural land into commercial uses.

MPP-RGS-13

Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.

Regional Growth Strategy Actions

Regional Actions

RGS-Action-1

Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.

RGS-Action-2

Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.

RGS-Action-3

Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. PSRC will also provide guidance on growth targets for designated regional centers and improving jobs-housing balance, and coordinate with member jurisdictions regarding buildable lands reporting.

Local Action

RGS-Action-4

Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050.



Environment

Goal: *The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.*

The natural environment is the foundation for the region's high quality of life and thriving economy. It provides critical services and goods such as clean water and air, flood protection, building materials, food, recreation, and health benefits. The region's quality of life and environment are considered top assets for retaining and recruiting a talented and skilled workforce.

Recognizing the importance of a healthy natural environment, the region is making significant investments to protect and restore habitat and ecological systems. Cities and tribes are restoring shorelines. Counties are providing long-term protection for farm and forest land. Property owners are installing green infrastructure to clean stormwater runoff. These environmental investments are the result of collaboration between many partners from the public, private, and nonprofit sectors.

However, impacts from current and legacy systems still exist. Habitat is still being lost from conversion of forests, and stormwater from transportation and land use still pollutes the region's water. As a result, threatened and endangered species such as salmon and orca, indicators of the health of Puget Sound, continue to decline. Public health in some areas in the region is impacted by environmental conditions such as proximity to major roadways and lack of access to open space and healthy food. In all areas of planning, racial and social equity must be addressed to ensure healthy places and outcomes for all.

Many federal, state, and local government regulations protect the environment. The Growth Management Act requires that resource lands and critical areas be designated and protected by local governments using best available science (RCW 36.70A.170). Local governments regulate stormwater through compliance with permits issued by the Washington State Department of Ecology. To comply with air quality requirements of the federal and state Clean Air acts, local governments provide transportation choices. Local governments also protect and restore the environment through non-regulatory actions such as providing open space for residents and incentivizing green building.

Land use, transportation, economic development, and human health are interconnected and therefore require integrated planning, regulations, and implementation actions. For example, the region's transit and trail systems can provide access to both jobs and to the region's open spaces, which support rural economies and the health of urban residents. Trees and vegetation provide habitat for pollinators, which in turn support the region's farm economy and food systems.

Although PSRC does not directly regulate or provide funding for environmental issues and projects, PSRC supports local efforts to protect the environment by continuing to play a role in:

- Collecting and sharing data, information, and innovative best practices.
- Addressing challenges and encouraging multi-benefit solutions by facilitating discussions with interested parties.
- Developing regional-scale environmental planning information and policies, such as the Regional Open Space Conservation Plan.



Source: Marcela Gara, Resource Media

Habitat, Open Space, and Environmental Stewardship

Conserving open space can help the region to achieve its goals for climate, habitat, air quality, park access, and Puget Sound recovery. Open space is a collective term for a range of green places, including natural lands, farmlands, working forests, aquatic systems, regional trails, and parks. Open space provides many services such as air, climate, and water quality protection and enhancement, fish and wildlife habitat, food chain support, flood storage, ground water recharge and discharge, carbon sequestration, erosion control, and recreation. Open space in the region has been valued at $11.5 to $25.3 billion a year.

In 2018, PSRC completed the Regional Open Space Conservation Plan, which maps the network of regionally important open space in King, Kitsap, Pierce, and Snohomish counties and identifies priority actions needed to increase access and sustain open spaces for the long term. The regional open space network covers about 3 million acres of public and private land and 339 miles of trails.

Figure 17 – Value of Open Space Services in the Central Puget Sound Region

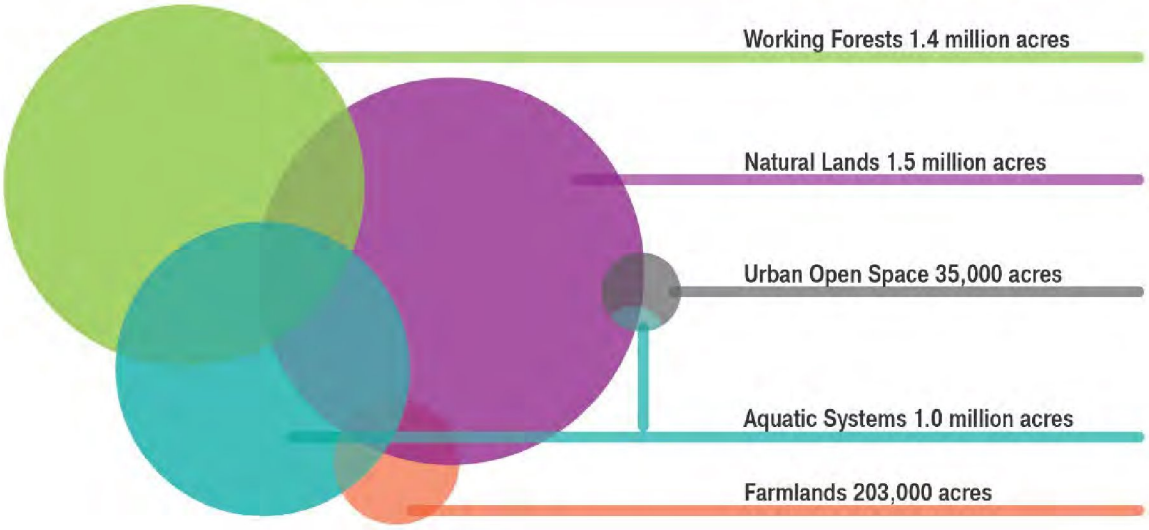
SERVICE	LOW	HIGH
Aesthetic	$2,293,975	$9,509,713
Air	$422,203	$529,187
Food	$12,587	$86,472
Shelter	$73,984	$111,407
Water	$62,605	$1,925,347
Health	$41,168	$50,352
Play	$2,633,343	$4,132,675
Disaster Mitigation	$1,860,499	$4,194,473
Raw Materials	$23,279	$155,093
Waste	$4,034,301	$4,568,983
TOTAL	$11,457,944	$25,263,700

Values in thousands. Source: Earth Economics 2015.

While much of the region's important open space and critical areas have been protected through growth management and local plans, conservation needs remain. Between 2007 and 2012, the region lost almost 12,000 acres of farmland. A strong economy in the region is accelerating growth and development, which puts further pressure on the open space network. The open space plan identifies approximately 463,000 acres of the regional open space network that are most at risk, 47 areas with high-priority urban open space needs, and 300 miles of regional trail needs. The open space plan also stresses the importance of environmental stewardship – the care of land, water, and air by individuals, communities, the private sector, and government agencies – in achieving the region's goals. Tribes in the region, the original stewards of the land, are being looked to for guidance on conserving open space and managing natural resources, from improving forest health with planned burns to increasing salmon populations through stream and floodplain restoration.

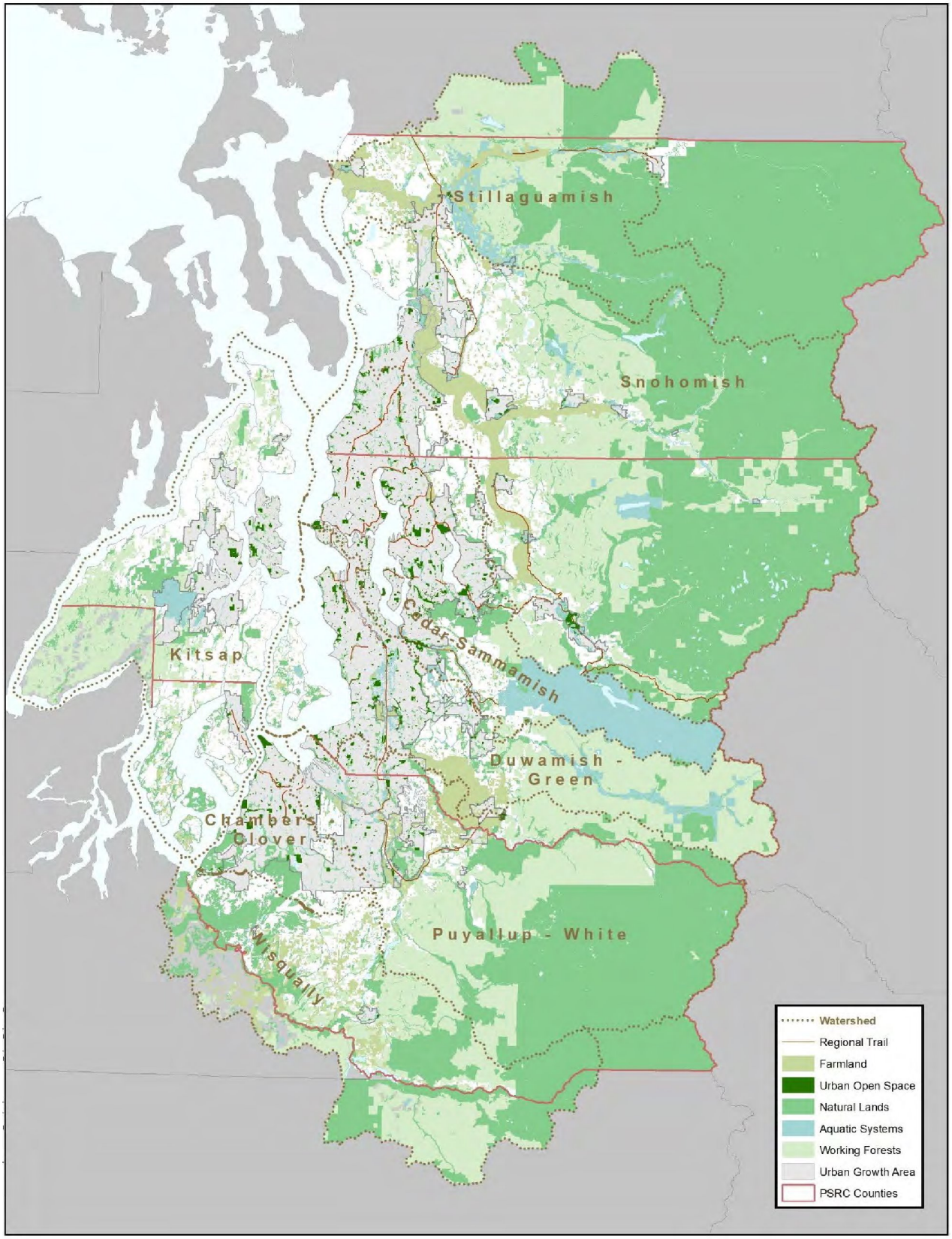
Recognizing that smaller-scale, yet important, open space land exists, the Growth Management Act requires that locally important open space and critical areas be identified and protected (RCW 36.70A.170). This has been accomplished in large part through local governments identifying critical areas and developing regulations to protect them. The Growth Management Act also directs local governments to identify lands that are useful for public purposes and to identify open space corridors within the urban growth area that are useful for recreation, wildlife habitat, trails, and connection of critical areas (RCW 36.70A.160). Further identification of local urban open space corridors is an important step in protecting these areas. Ongoing assessment and coordination of critical areas will also be beneficial.

Figure 18 – Regional Open Space Network Area by Category Including Overlap



Source: PSRC, 2018

Figure 19 – Regional Open Space Network

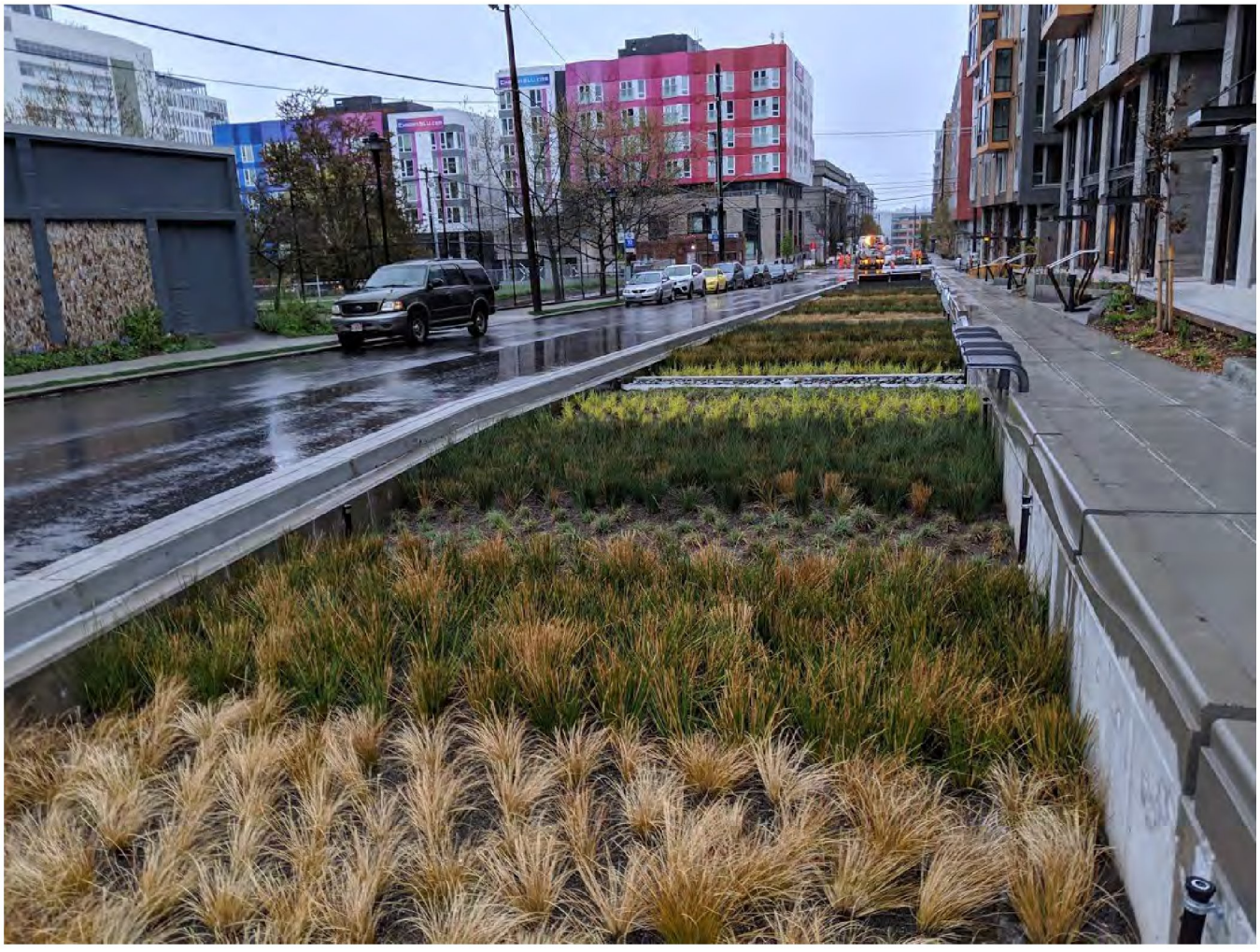


Source: PSRC Regional Open Space Conservation Plan

Puget Sound Recovery

Though beautiful from a distance, Puget Sound is in serious trouble. The region has made progress in restoring the health of Puget Sound, but significant work and challenges remain. With the steep decline of orca and salmon populations, the health of Puget Sound has become a more urgent issue over the last 10 years. These trends, as well as some positive trends for water quality, have been analyzed by the Puget Sound Partnership, the state agency tasked with coordinating Puget Sound recovery. In the Partnership's 2017 State of the Sound report, many indicators, such as acres of floodplain restoration, are showing improvement, but just as many indicators, such as the abundance of key species, are not.

Today, strategies that can help to recover the health of Puget Sound are better understood. Stormwater pollution and changes in the hydrology of runoff patterns are the biggest threats to Puget Sound water quality. Contamination of aquifers, low stream flows and excess nutrients and pollutants from sources such as wastewater treatment plants, agriculture and lawn runoff, leaky septic tanks, and polluted stormwater are other concerns. This is a critical time in the recovery of Puget Sound's health; it will never be as achievable or affordable as it is today.



Source: City of Seattle

Local governments play a critical role in Puget Sound recovery through actions such as protecting and restoring critical habitat, converting hardened shorelines back to more natural conditions, protecting aquifers, and promoting and installing green stormwater. Beyond treating stormwater, green stormwater infrastructure, or low-impact development, can:

- Create mini-parks with trees and plants
- Prevent flooding and erosion damage
- Provide habitat for pollinators
- Improve air quality and provide shade
- Replenish groundwater
- Contribute to health and wellness by adding more green space
- Calm traffic and create safer streets for walking and biking
- Increase sewer capacity

Most of the region is in watersheds that eventually drain to Puget Sound. A watershed consists of all the land and water that drains toward a water body. Watersheds don't follow jurisdictional boundaries and require active collaboration between local governments, tribes, agencies, and other organizations. Planning for watersheds includes watershed assessment, mapping, monitoring of conditions and trends in streams and lakes, water quality assessment, gathering other environmental information, and development of a watershed plan. The concept of watershed planning is continuing to expand to integrate land use, stormwater, parks and recreation, and transportation. Some jurisdictions have developed holistic watershed protection and restoration plans which have helped to inform comprehensive plans and capital facilities plans. Some examples of projects identified in these plans that help to restore Puget Sound health include conserving open space that recharges groundwater, building regional stormwater facilities that clean and absorb polluted runoff, and restoring streams and floodplains that improve habitat and hydrology.

Air Quality

Air pollution contributes to a variety of public health issues such as an increase in respiratory and cardiovascular diseases, heart attacks, cancer, and premature death. Climate change, a closely related issue, is discussed in the following chapter. Populations particularly sensitive to air pollution include youth, the elderly, and people with cardiovascular and lung diseases. People who have lower incomes also face risk from air pollution because they often lack access to healthcare and live near major roadways or other pollution sources.

Significant progress has been made in curbing air pollution over the last several decades. However, fine particles, air toxics, and ground-level ozone continue to be a concern, especially for communities close to highways and industrial areas. Air pollution also obscures many of the most scenic vistas, such as views of the Olympic and Cascade mountain ranges, including Mount Rainier.

Environment Policies

MPP-En-1

Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.

MPP-En-2

Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.

MPP-En-3

Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality and climate change.

MPP-En-4

Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of a healthy environment.

MPP-En-5

Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.

MPP-En-6

Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.

MPP-En-7

Reduce and mitigate noise and light pollution caused by transportation, industries, public facilities, and other sources.

MPP-En-8

Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.

MPP-En-9

Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.

MPP-En-10

Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.

MPP-En-11

Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.

MPP-En-12

Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.

MPP-En-13

Preserve and restore native vegetation and tree canopy, especially where it protects habitat and contributes to overall ecological function.

MPP-En-14

Identify and protect wildlife corridors both inside and outside the urban growth area.

MPP-En-15

Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.

MPP-En-16

Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species.

MPP-En-17

Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound.

MPP-En-18

Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.

MPP-En-19

Reduce the use of toxic pesticides, fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.

MPP-En-20

Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.

MPP-En-21

Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.

MPP-En-22

Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.

Environment Actions

Regional Actions

En-Action-1

Open Space Planning: PSRC will work with member jurisdictions, resource agencies, tribes, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. On a periodic basis, evaluate and update the plan.

En-Action-2

Watershed Planning Support: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.

En-Action-3

Watershed Planning: Counties and cities, together with other jurisdictions in the watershed, will participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound.

Local Action

En-Action-4

Local Open Space Planning: Counties and cities will work to address open space conservation and access needs as identified in the Regional Open Space Conservation Plan in the next periodic update to comprehensive plans.



Climate Change

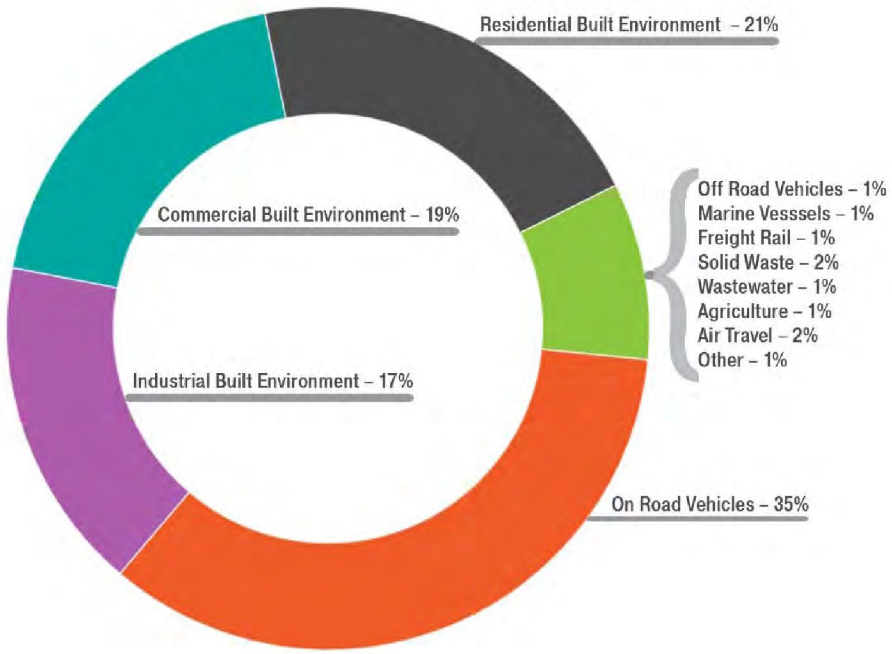
Goal: *The region substantially reduces emissions of greenhouse gases that contribute to climate change and prepares for climate change impacts.*

Climate change is an urgent environmental, economic, and equity threat being addressed at all levels, from the local to an international scale. Caused by an increase in greenhouse gases trapping heat in the atmosphere, climate change is a significant cross-cutting issue throughout VISION 2050.

A 2018 Intergovernmental Panel on Climate Change report found that human activities are estimated to have caused approximately 1.0˚ Celsius of global warming above pre-industrial levels. Global warming is likely to reach 1.5˚ Celsius between 2030 and 2052 if it continues to increase at the current rate. These levels of warming are expected to cause long-term changes to the climate, resulting in risks and impacts such as increasing temperatures, rising sea levels, changes in precipitation and snow pack, increases to size and duration of wildfires, and other effects. While climate change is an urgent global issue, local governments play a crucial role in reducing and adapting to its impacts.

In the Puget Sound region, the largest sources of greenhouse gases come from transportation and the built environment, including residential, commercial, and industrial activities.

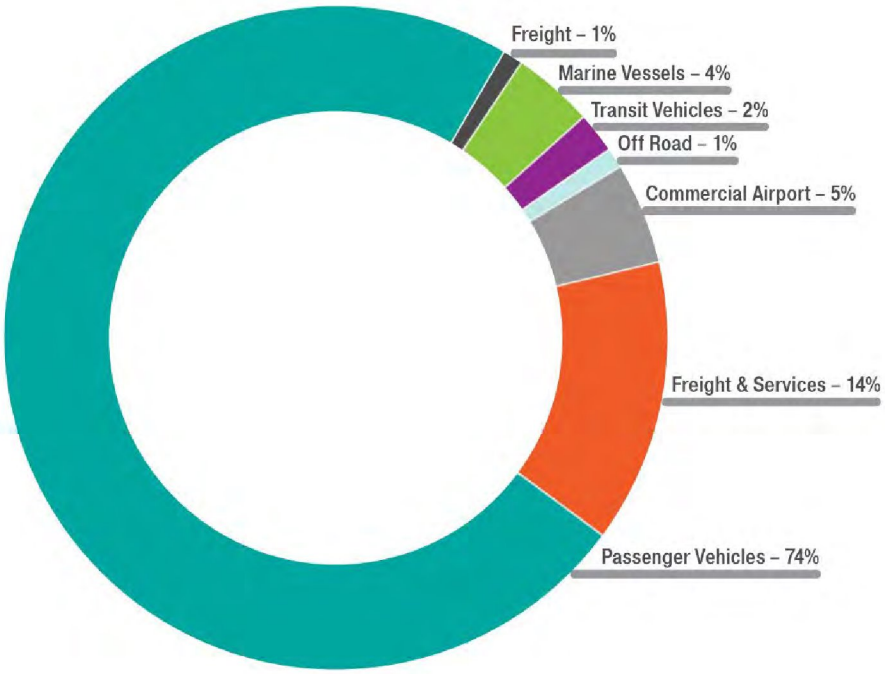
Figure 20 – Sources of Regional Greenhouse Gas Emissions



Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

Within the residential and commercial built environment, electricity consumption represents the largest share of emissions. Within the transportation sector, passenger vehicles represent the largest share (74%), followed by freight and service vehicles (14%).

Figure 21 Sources of Regional Transportation Greenhouse Gas Emissions



Source: Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory

State, Regional, and Local Activities

State

Washington state has long recognized the threat climate change poses to economic well-being, public health, natural resources, and the environment. In 2008 the Washington State Legislature set the following limits on Washington's greenhouse gas emissions:

- By 2020, reduce overall emissions of greenhouse gases in the state to 1990 levels.
- By 2035, reduce overall emissions of greenhouse gases in the state to 25% below 1990 levels.
- By 2050, the state will do its part to reach global climate stabilization levels by reducing overall emissions to 50% below 1990 levels, or 70% below the state's expected emissions that year.

The state has enacted numerous strategies and actions to provide a statewide framework for achieving these limits, including the Clean Air Rule adopted in 2016 which is a “cap and reduce” mechanism for reducing carbon emissions from the state’s largest emitters. The Clean Air Rule was suspended in 2018, pending further court review. Other initiatives and rules have addressed emissions from state agencies, renewable energy targets, clean vehicles, green buildings, and responding to the impacts from climate change.

Region

In February 2017, the board of the Puget Sound Clean Air Agency adopted the following economy-wide greenhouse gas emission reduction targets for the four-county central Puget Sound region:

- By 2030, reduce overall greenhouse gas emissions in the region to 50% below 1990 levels.
- By 2050, reduce overall greenhouse gas emissions in the region to 80% below 1990 levels.

Since transportation is the largest single source of greenhouse gas emissions in the region, the agency identified candidate actions and strategies to reduce transportation-related emissions and support achievement of the targets. These include supporting the policies and strategies included in PSRC's regional plans, as well as accelerating zero-emission vehicle adoption and pursuit of a clean fuel standard, among other strategies.

Local

Many cities, counties, and other organizations in the region have also adopted greenhouse gas emission reduction targets, which vary in breadth and timeframes. For example, King County adopted targets to reduce greenhouse gas emissions 25% by 2020, 50% by 2030, and 80% by 2050, from a 2007 baseline. Tacoma has a goal of reducing emissions 40% from 1990 levels by 2020. Snohomish County's goal is to reduce emissions from county operations 20% from 2000 levels by 2020. Many other jurisdictions are also addressing climate change and the reduction of greenhouse gas emissions. Some examples of actions being taken at the local level include a resolution passed by the Everett City Council to include in their Climate Action Plan a target to run on 100% renewable energy by 2045, and Bainbridge Island's Housing Design Demonstration Project program, which incentivizes green building certifications.

Efforts at all levels of government have been implemented to both mitigate climate change and prepare for its impacts. PSRC supports the efforts of partner agencies and member jurisdictions in their efforts to address climate change and meet their respective goals. This includes VISION 2050 policies and the Four-Part Greenhouse Gas Strategy included in the Regional Transportation Plan.

Four-Part Greenhouse Gas Strategy

PSRC provides planning and policy guidance that can help the region achieve meaningful reductions of greenhouse gas emissions from transportation and land use, as well as supporting efforts to prepare for the impacts from climate change.

VISION 2050's Regional Growth Strategy, multicounty planning policies and actions promote compact growth patterns, low-carbon travel choices, forest and open space protection, and other sustainability strategies that help mitigate greenhouse gas emissions and prepare for the impacts from climate change.



The Regional Transportation Plan is the long-range transportation element of VISION 2050, providing the path for a sustainable, multimodal transportation system to accommodate the needs of a growing population. Subsequent to the adoption of VISION 2040, a Four-Part Greenhouse Gas Strategy was adopted as part of the Regional Transportation Plan consisting of land use, user fees, choices and technology.

The Regional Transportation Plan, which is updated every four years, includes programs and investments that encompass all four of the elements of the strategy. In the last decade many actions have been taken at the federal, state and regional level to advance implementation of the strategy, which is designed to support and complement statewide, regional, and local efforts to achieve meaningful emission reductions.

An analysis of the region's Four-Part Greenhouse Gas Strategy is conducted as part of every plan update. The analysis of the 2018 plan resulted in potential emission reductions from the combined categories within a range of 24% to 75% below 2006 base year levels. This broad range is primarily reflective of the varying degrees of effort within each category, with the lower end of the range encompassing the VISION 2040 growth strategy adopted at the time and the investments and policies in the 2018 Regional Transportation Plan. The higher end of the range of emission reductions reflects aggressive electrification of the transportation system, as well as additional opportunities as described below.

Land Use

Over the last decade, many land use actions, programs, and planning activities have been advanced. Examples include local adoption of growth targets within each county in the region and continued work on transit-oriented development. As part of the VISION 2050 Regional Growth Strategy, growth will be further concentrated around transit stations throughout the region, which will help the region continue to reduce emissions. Additional reductions could be achieved at the local level through changes to development patterns that create attractive, compact, and walkable environments, and that encourage location of new residential and commercial construction close to services and amenities, lessening the need for driving.

User Fees

User fee systems are in place on several facilities in the region, including State Route 167, Interstate 405, State Route 520, the Tacoma Narrows Bridge and the State Route 99 tunnel through downtown Seattle. The Regional Transportation Plan's financial strategy assumes a transition from traditional pricing mechanisms to a user fee system, including selected facility tolls and a road usage charge system, after 2025.

Research suggests that increasing the tolls could result in a change in travel behavior and demand, moving more trips away from single occupant vehicles. VISION 2050 calls for further pursuit of alternative transportation financing mechanisms.

Transportation Choices

Significant investments have been made over the last decade to provide multimodal transportation improvements, including new trails, bus rapid transit and light rail services, and high occupancy vehicle lanes. The Regional Transportation Plan includes a coordinated network of regional and local transit investments, resulting in significant improvements in frequent transit service throughout the region. Improvements are still needed, however, to ensure residents have safe and convenient access to these frequent transit networks, particularly through nonmotorized and high occupancy modes. Local jurisdictions play an important role by including these investments in their capital planning. VISION 2050 further supports the development of an integrated multimodal transportation system that supports all modes and ensures equitable access to goods, services, and amenities.

Technology

Significant federal actions have been taken over the last decade to improve the fuel economy of vehicles and reduce emissions from fuels. These include updated fuel economy standards and improvements to the fuel efficiency of heavy-duty vehicles. Significant strides have also been made in advancing the transition to electric vehicles. Ongoing coordination among a variety of agencies and stakeholders throughout the region is accelerating this transition. A wide array of electric vehicle choices are coming into the market now and into the future. These include not only electric passenger vehicles but will include pickup trucks, delivery vans and electric shuttle vehicles. Manufacturers are introducing heavy duty medium and long-haul trucks and electric transit and school buses to the market, and local transit agencies are committed to increased purchases of electric transit buses. In the maritime sector, the Washington State Ferries has committed to electrification of several ferries operating within the Puget Sound region and the Port of Seattle has made cruise ship cold ironing capability available at the Terminal 91 facility. Further, in a joint effort with the Northwest Seaport Alliance, the Port of Seattle is developing a new cruise and cargo terminal with cold ironing capability for both cargo and cruise operations. Because the electricity available in the Puget Sound region is largely produced from hydro-electric and renewable resources and it will be replacing fossil fuels in each of the sectors identified above, there is high potential for significantly reducing greenhouse gas emissions from transportation in a variety of modes.

Technological improvements to vehicles and fuels have the potential to significantly reduce greenhouse gas emissions. However, a variety of strategies will be required to help achieve this outcome, particularly related to electric vehicles. These include mechanisms to support charging infrastructure in buildings and in public rights of way, expanding education and incentives on electric vehicles, encouraging electric vehicles in private and public fleets, and other local, regional, and state actions.

Other strategies to address climate change, outside the scope of the region's Four-Part Greenhouse Gas Strategy, include sequestering and storing greenhouse gases through additional actions to protect and restore carbon sinks such as forests, soils, wetlands, estuaries, and urban trees. In addition, building energy emissions are being reduced through conservation and green building practices such as incorporating solar panels, using efficient materials, and monitoring and managing energy consumption. In addition, the IPCC special report on strategies to stay below an increase in temperatures of 1.5 degrees Celsius indicates that it is very likely that carbon capture and sequestration technologies will need to be further developed and deployed. VISION 2050 supports acceleration of these varied climate solutions.

Monitoring and Evaluation

The Four-Part Greenhouse Gas Strategy is evaluated and refined every four years as part of the update of the Regional Transportation Plan. During this monitoring cycle, the combined results from VISION 2050 and the planned regional transportation system will be analyzed for the potential to achieve meaningful emission reductions. While both the state limits and the Puget Sound Clean Air Agency targets encompass all sectors of the economy – and PSRC's analysis focuses on the combined effects of land use and on-road transportation – these will be used as benchmarks against which the Regional Transportation Plan analysis will be compared. In addition, PSRC's analysis will be incorporated into the full spectrum of climate strategies to demonstrate impact and progress, an effort also known as a climate wedge analysis. Further, implementation of the Four-Part Greenhouse Gas Strategy will be monitored and reported, including continued improvements and further potential gains.

Climate Change Impacts in the Central Puget Sound Region

In addition to reducing emissions contributing to climate change, the region is actively working towards resilience and preparing for current and future climate change impacts. The University of Washington's Climate Impacts Group published State of Knowledge: Climate Change in Puget Sound in 2015, describing expected impacts from climate change in the Puget Sound region. Changes are expected to temperature, precipitation, sea level, ocean acidification, and natural variability. These changes will affect snowpack, streamflow, landslides, flooding, species and habitat, forests, and agriculture. In addition, impacts from climate change will have many effects on people and communities, including the built environment, human health, and the economy. Communities of color, indigenous people, and people with lower incomes are at higher risk due to greater exposure to hazards and often have fewer resources to respond to those hazards.

Planning for adaptation and resilience will include identifying the local implications of the full range of climate impacts and actions to address these hazards. Examples of actions being taken at the state and local levels include incorporating resilience (to climate, seismic, and other risks) in comprehensive plans and hazard mitigation plans, changing the design of bridges and other capital infrastructure to withstand more extreme weather events, and developing transportation evacuation plans for hospitals in emergency events. VISION 2050 supports planning and action for resilience and adaptation, particularly for vulnerable populations.

Since climate change is a cross-cutting topic across a variety of regional planning issues, VISION 2050 provides guidance in all policy sections of the plan for reducing emissions and protecting the climate. The Regional Growth Strategy, as described in the preceding chapter, is a core element of the Four-Part Greenhouse Gas Strategy and achieving compact growth patterns to reduce the need for single occupant vehicles. Additional policies throughout VISION 2050 also address important climate-related activities, such as protecting forest lands and tree canopy, promoting a multimodal transportation system and encouraging use of alternative modes, advancing electrification of public and private vehicles, increasing energy efficiency and renewable energy sources, and addressing resilience of infrastructure and communities. The primary climate related policies and actions are identified below.

Climate Change Policies

MPP-CC-1

Advance state, regional, and local actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency.

MPP-CC-2

Reduce building energy use through green building and retrofit of existing buildings.

MPP-CC-3

Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the vehicle fleet, and reducing vehicle miles traveled by increasing alternatives to driving alone.

MPP-CC-4

Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.

MPP-CC-5

Pursue the development of energy management technology as part of meeting the region's energy needs.

MPP-CC-6

Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.

MPP-CC-7

Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.

MPP-CC-8

Increase resilience by identifying and addressing the impacts of climate change and natural hazards on water, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.

MPP-CC-9

Identify and address the impacts of climate change on the region's hydrological systems.

Climate Change Actions

Regional Actions

CC-Action-1

Greenhouse Gas Strategy. PSRC will advance the implementation of the region's Greenhouse Gas Strategy, including future versions, to achieve meaningful reductions of emissions throughout the region from transportation, land use, and development. Regular evaluation and monitoring will occur as part of the development of the Regional Transportation Plan every four years.

CC-Action 2

Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partner agencies such as the Puget Sound Climate Preparedness Collaborative.

Local Action

CC-Action-3

Emission Reduction: Cities and counties will incorporate emission reduction policies and activities in their comprehensive planning. Elements include supporting the adopted Regional Growth Strategy, providing multimodal transportation choices, and encouraging a transition to a cleaner transportation system.



Source: City of Seattle

Development Patterns

Goal: *The region creates walkable, compact, and equitable transit-oriented communities that maintain unique local character, while creating and preserving open space and natural areas.*

The region's identity now and in the future is significantly shaped by the development patterns and design of its counties, cities, and neighborhoods. To accommodate growth while maintaining different types of communities, sustainable land use strategies will enhance existing neighborhoods, leverage transportation options, and protect natural resources. Comprehensive plans, subarea plans, functional plans, and development regulations will continue to support compact, pedestrian-oriented development with access to public transportation and work to transform existing communities that lack connectivity and walkable places.

Planning for growth near transit is an example of how land use can enhance communities. The region has made a transformative commitment to invest in a regional high-capacity transit system. These transit investments and growth around them can have a powerful influence on new and existing residents and businesses by fostering opportunity, increasing the attractiveness of transit, and boosting market demand that fuels change and growth.

VISION 2050 addresses a spectrum of land use planning issues, including aligning transportation investments with rates of development, managing growth in rural and resource areas, planning for the transition of unincorporated areas into cities, involving diverse voices in planning, community design, and preserving special land uses. Each of these tools and approaches is important for achieving the Regional Growth Strategy and accommodating new growth while supporting and enhancing existing communities.

Building Urban Communities

The region's existing and planned transit system connects central places throughout the region, providing people access to housing and jobs, and affordable transportation choices. In many cases, transit options connect dense, vibrant urban places that are planned to accommodate more growth. As the transit network expands, suburban communities will also have access to more mobility options, and an opportunity to transform from auto-oriented areas with separated land uses to compact, mixed-use, and walkable neighborhoods. Growth in compact urban communities, especially near transit stations, can lead to a range of substantial social, environmental, and health benefits, including the potential to:

- Promote health by encouraging walking and biking, cutting air pollution, and reducing motor vehicle accidents
- Lower household expenses for transportation
- Reduce municipal infrastructure costs
- Help meet the growing demand for residents and businesses to locate in "walkable communities"
- Curb land consumption, help conserve farms and natural ecosystems, and protect water quality
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment

The Growth Management Act focuses on accommodating growth in urban areas that include housing choices, workplaces, retail, and services, while providing parks, transportation options, and other public amenities. Redevelopment of areas that separate land uses and lack connections like sidewalks and bike lanes is important to achieving healthy communities that can be effectively served by transit. Urban design is important in all communities to provide safe access to schools and parks. It encourages development that supports a community vision and memorable places throughout the region.

A strong identity and connection with place enhances a sense of community belonging, stimulates economic activity, and makes for more livable and vibrant communities. Involving community members in the planning process provides an opportunity to understand community needs and priorities. It helps identify what investments are needed, such as public services, transportation options, or environmental needs.

VISION 2050 acknowledges and works to remedy historic inequities that have kept many low-income residents and people of color from accessing opportunities to improve their quality of life. Greater social and economic opportunity for current and future residents will result in stronger communities and a stronger region. VISION 2050 supports inclusive community involvement to ensure plans and policies identify the needs of diverse communities, protect and enhance cultural resources, and embrace community cohesion in the face of change.

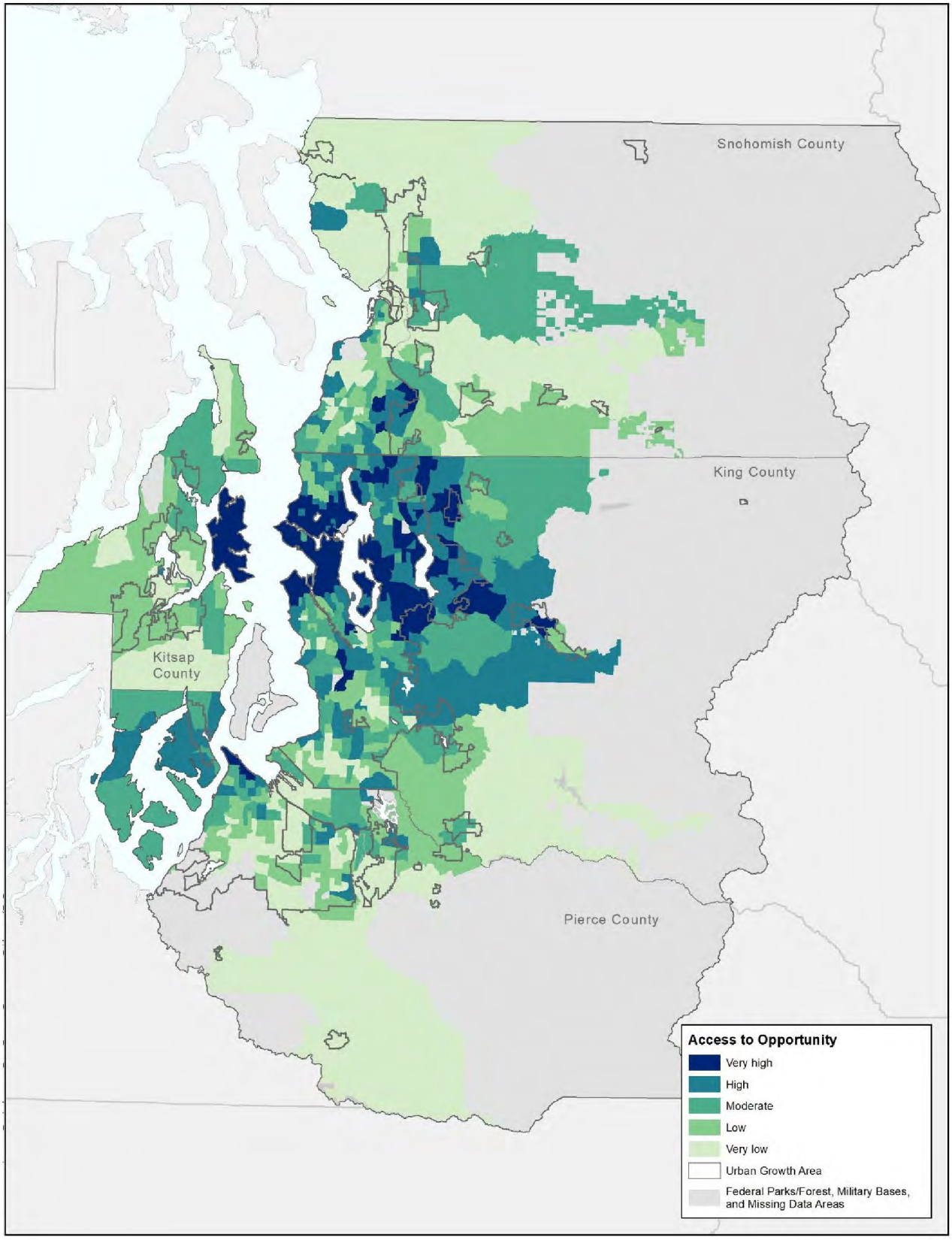
Opportunity Mapping

The Opportunity Mapping Tool assesses the conditions in neighborhoods across the region. Decades of research demonstrates that neighborhood conditions and access to opportunity play a significant role in life outcomes. The premise of opportunity mapping is that all people should have fair access to the critical structures and social infrastructure to succeed in life, and that connecting people to opportunity creates positive, transformative change in communities.

The tool combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The neighborhood indicators are combined to create an overall "opportunity score" for each census tract, and areas are categorized between very low and very high access to opportunity.

The tool can provide information on existing disparities in the region that may be exacerbated as a result of policy and planning decisions. It can provide a lens to evaluate planning and siting decisions. Communities should consider access to opportunity as they plan for the future.

Figure 22 – Opportunity Map



Success of the Regional Growth Strategy depends on accommodating new growth without displacing existing residents and businesses. Current neighborhood conditions can indicate areas where economic, physical, and cultural displacement may be more likely to occur. PSRC developed a tool to assess the risk of displacement and inform regional and local planning.

Displacement Risk

The Displacement Risk Mapping Tool uses a composite of indicators representing five elements of neighborhood displacement risks: socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

The tool compiles census tract data from these five categories of measures to determine level of risk by neighborhood: lower, moderate, and higher. It can be used to better understand how growth may impact existing communities and when steps are needed to help existing residents and businesses remain in their communities.

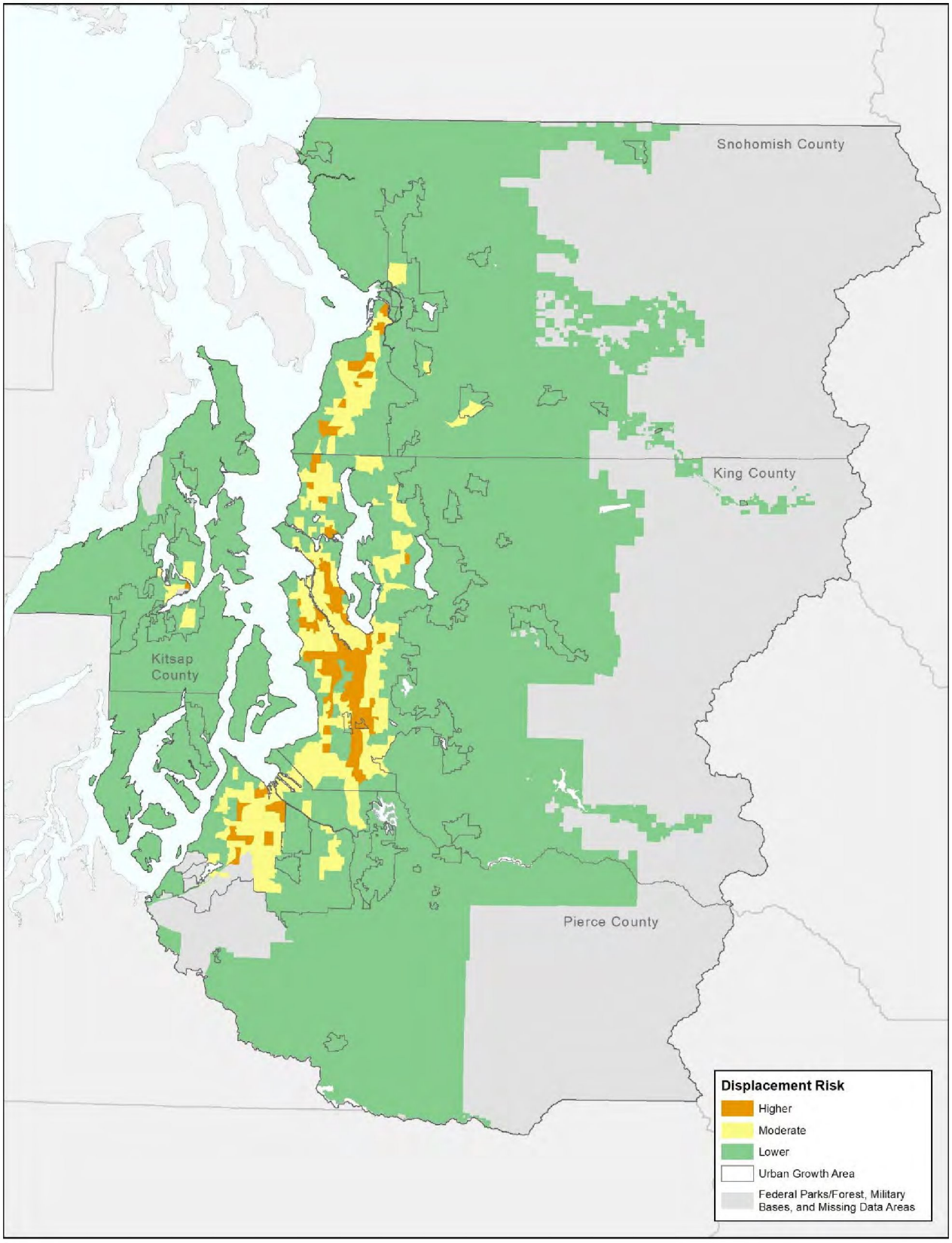
Analysis of the draft Regional Growth Strategy has shown that many areas with current and future high-capacity transit investments have higher displacement risk than other parts of the region. In the coming decades, cities and counties will need to consider displacement risk and support inclusive growth near transit so both existing and future residents are able to benefit from the opportunities these major transit investments can provide.

Supporting Healthy Communities

How residents live, work, and get around affects their physical, social, and mental well-being. Communities that are compact, with jobs, parks, and transit in walking distance, have better health outcomes. As communities grow and redevelop, retrofitting existing urban areas to better support compact walkable development, with sidewalks and bike lanes that connect people to jobs and services, will promote physical activity and make healthier communities more accessible.

Health is more than just the absence of disease. Health risks and outcomes vary by place, race, and income. Disparities increase for people of color and those with low incomes; they face more barriers to affordable, quality housing, health care, and healthy foods. Neighborhoods with higher concentrations of residents with low incomes often suffer from long-term disinvestment and may lack resources to provide sidewalks, parks and open space, quality grocery stores, and other community assets that encourage healthy habits. Local plans should identify and address health disparities to improve health outcomes for all residents.

Figure 23 -- Displacement Risk Map



Centers: Supporting Connections to Opportunity

Regionally designated centers, local centers, and the areas surrounding high-capacity transit stations serve a critical role in the region. These mixed-use centers offer a diverse collection of services, mobility options, housing, and jobs for the region's residents. The region's transit network connects these central places and increases access to services and jobs for residents throughout the region.

Many of these areas are equipped to accommodate greater shares of future population and employment growth – allowing more residents to have access to the range of opportunities available in these central places, including new mobility options as the regional high-capacity transit network expands. These areas also present opportunities for redevelopment and infill. Along major transit routes, redevelopment can occur in the form of transit-oriented development. Mixed-use projects that provide housing, employment, services, and retail can focus around a transit station or hub and serve as an activity node for adjacent neighborhoods. PSRC's Growing Transit Communities Strategy provides guidance for promoting thriving and equitable transit communities. VISION 2050 calls for PSRC to work with transit agencies and local jurisdictions to develop guidance for transit-supportive densities. Additionally, policies support the development of centers in all communities to provide opportunity for all the region's residents to live, work, and play.

Regional Centers

The entire region benefits from central places that are connected by transit. A limited number of regional centers are formally designated by PSRC to accommodate a significant share of the region's growth and development and implement the Regional Growth Strategy. PSRC's Regional Centers Framework has further refined the different types and expectations of regional centers.

As focal points for investment and development, regional growth centers can help promote equitable access to housing, services, healthcare, quality transit service, and employment. The two types of regional growth centers—urban growth centers and metro growth centers—are primary locations of regionally significant businesses and governmental and cultural facilities. Regional growth centers also provide a mixture of housing types and community facilities. Many of the regional growth centers represent opportunities to transform low-density, auto-oriented development into mixed-use, walkable places through redevelopment.

The Regional Centers Framework identifies two types of regional manufacturing/industrial centers—industrial employment and industrial growth centers. These centers preserve lands for living-wage jobs in basic industries and trade and provide areas for employment to grow in the future. Manufacturing/industrial centers provide economic diversity, support national and international trade, generate substantial revenue for local governments, and offer higher-than-average wages. To preserve existing centers of intensive manufacturing and industrial activity, the region should provide necessary infrastructure and services and restrict incompatible land uses in these areas. The Regional Centers Framework calls for strictly limiting commercial uses in manufacturing/industrial centers. These centers are also not appropriate for residential uses.

Countywide Centers, Local Centers, and Transit Station Areas

Countywide growth centers, countywide industrial centers, and local centers serve important roles as central places for activities and services and places where future growth can occur. These local hubs are identified and designated by the region's countywide groups and local jurisdictions. Countywide planning policies and local comprehensive plans describe the local expectations of these places. Countywide centers are expected to accommodate new population and employment growth.

Transit station areas are central hubs within the region's transportation network. They connect residents and workers to jobs and services in the rest of the region and offer access to nearby civic and public spaces. These places, with access to the region's jobs, institutions, and services, are critical focal points for achieving equitable access to opportunity for the region's residents.

VISION 2050 encourages focusing growth in these areas and conducting station area planning to maximize benefits. While many transit station areas serve as ideal locations for growth and development, not all will play a role in accommodating significant new growth. Some high-capacity transit station areas are located in rural areas. These provide important connections to urban areas but are not appropriate for the same level of growth as stations located in the urban growth area. Other stations will be access points to the regional system. Planning at the local level will help to define how local governments can best encourage walkable neighborhoods around these stations.

Additional transit in the region, including frequent and local bus service, also provides valuable connections. Local bus service and other mobility options link residents to the regional high-capacity transit network and to local destinations. Supporting all types of transit service by making it attractive to use and providing safe and convenient options for walking and biking will give more residents affordable and sustainable access to jobs and services in communities throughout the region.

Through the planning process for central places, local jurisdictions may develop a unique vision and a blueprint for regulations, incentives, and investments that successfully attract residential and employment growth consistent with that vision. VISION 2050 envisions that each jurisdiction in the region will take steps to further evolve one or more central places as mixed-use areas of residences, employment, and services. Each center – no matter how large or small – should serve as a focal point of the community and should be easy to access and travel around.

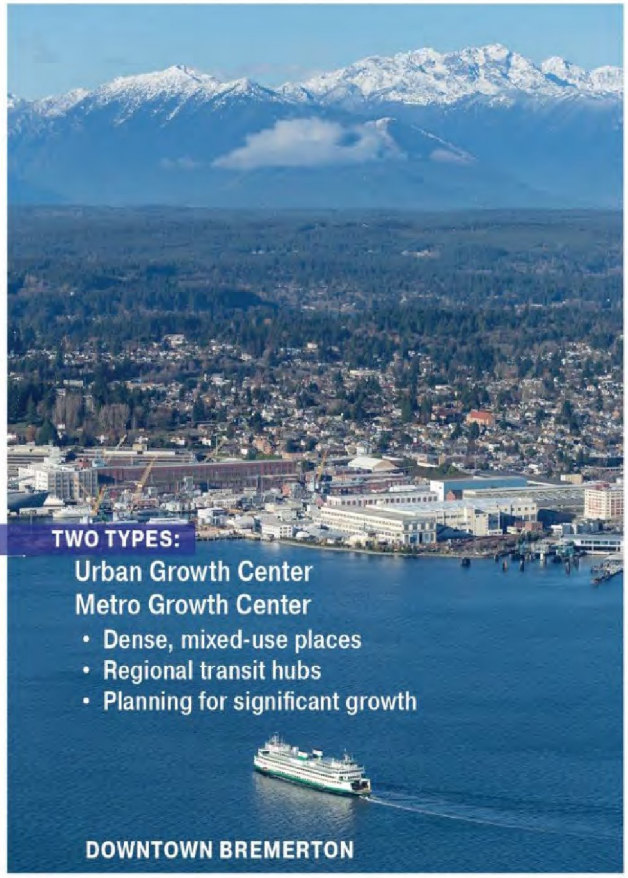
Transit Station Areas

High-capacity transit station areas serve important roles in accommodating growth and can be located within or outside of designated regional growth centers and countywide centers. Station areas are within walking distance (about a half mile) of existing and planned light rail and streetcar stations, commuter rail stations, and ferry terminals and within a quarter mile of existing and planned bus rapid transit stations.

Figure 24 – Types of Centers and Transit Station Areas

Regional Growth Center

Location of compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations.



Manufacturing/Industrial Center

Areas where regionally significant manufacturing and industrial land uses are concentrated and preserved.



Transit Station Area

Places within walking distance to high-capacity transit stations, where compact, mixed-use development patterns can support frequent transit service.

Areas within:
½ mile to light rail, commuter rail, ferry terminals, streetcar

¼ mile to bus rapid transit

Countywide Growth Center

Designated through a countywide process to serve as compact, mixed-use development within a city or unincorporated urban area. These areas are a local planning and investment priority and provide transportation options.

Countywide Industrial Center

Designated through a countywide process to serve as important local industrial areas within a city or unincorporated urban area. These areas are a local planning and investment priority to support industrial sector employment.

Local Center

Locally identified areas that play an important role in the region and help define community character, provide local gathering places, serve as community hubs, and accommodate growth.

Figure 25 – Regional Growth and Manufacturing/Industrial Centers

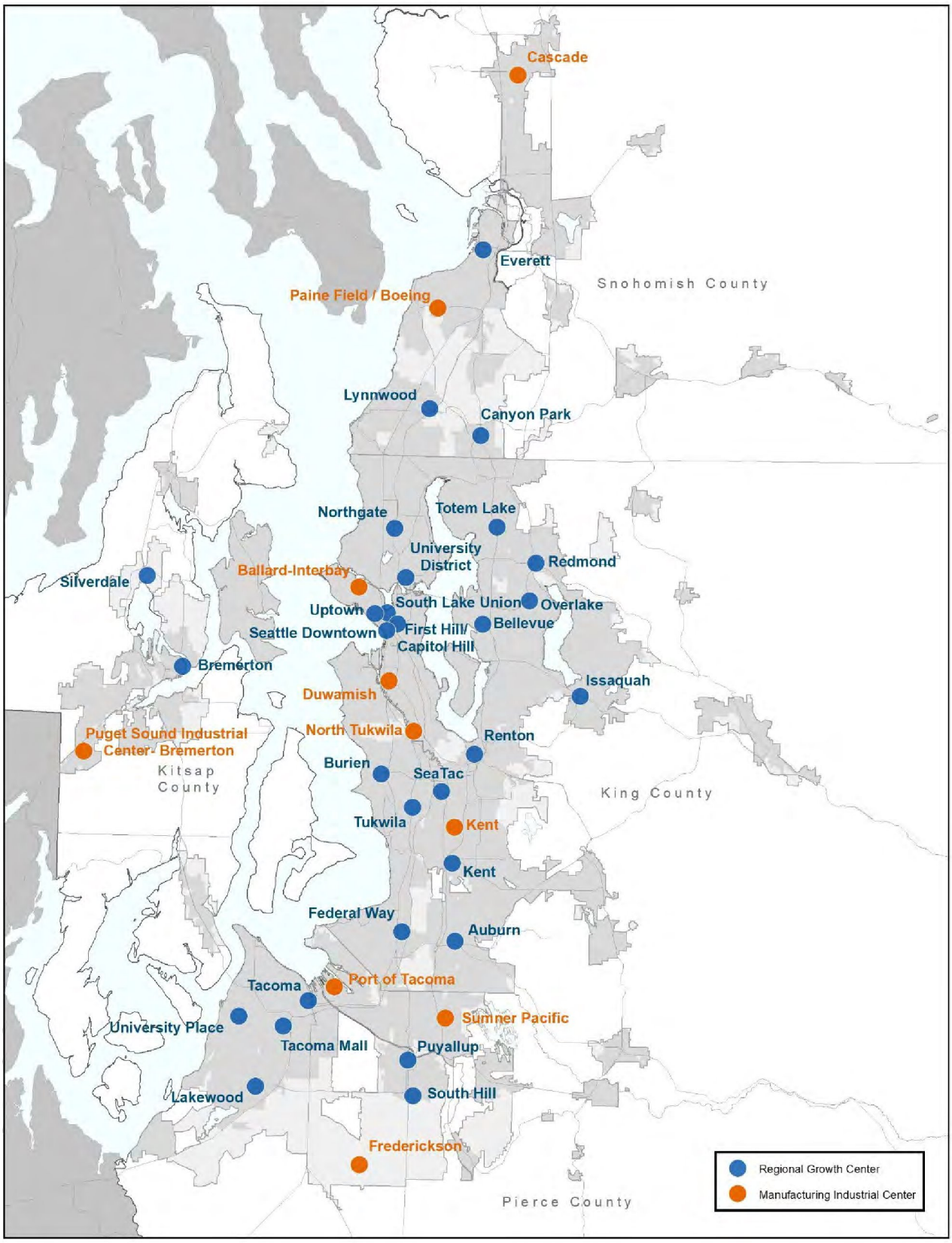
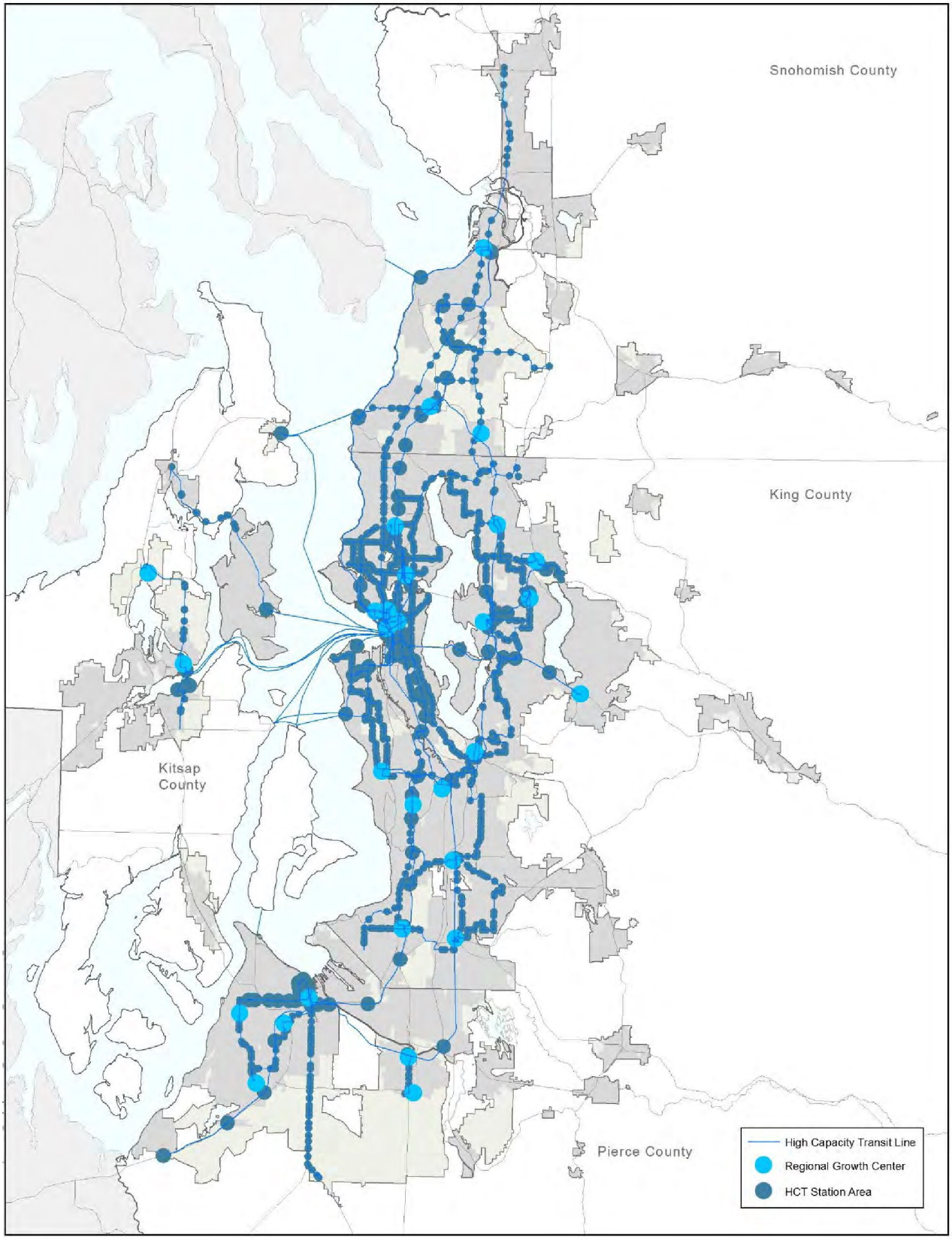


Figure 26 – Regional Growth Centers and High-Capacity Transit Station Areas



Annexation and Incorporation

Every county in the region has unincorporated land within its urban growth areas. The character of these areas ranges from lightly developed communities on the edge of the urban growth area to dense neighborhoods near major employment centers that are indistinguishable from surrounding incorporated jurisdictions. Some urban unincorporated areas will soon have access to high-capacity transit. As the Regional Growth Strategy prioritizes growth near high-capacity transit, these areas are more equipped to accommodate growth than other unincorporated areas without transit access.

The Growth Management Act states urban communities are best served by city governments that provide a complete array of urban services. Counties and cities have adopted policies and jointly planned areas to support the transfer of governance as land is annexed or incorporated. However, annexations and incorporations are complex, time-consuming, and expensive, and several barriers exist. Annexation methods in state law are cumbersome processes that do not guarantee success. All annexation and incorporation methods rely on community support, which can be difficult for cities to facilitate. Long-term cost implications derived from increased service costs and upgrades to infrastructure often deter cities from annexing whole communities.

This regional plan expects that by 2050 all urban area will be annexed into existing cities or incorporated as new cities, but also recognizes the challenges of this goal. PSRC, counties, and cities will continue to work together to address barriers to annexation and incorporation through supporting necessary changes to state annexation laws, opportunities for state and local incentives, and joint planning efforts.

Much of the unincorporated urban growth area has been identified by nearby cities for potential annexation. For large unincorporated communities, incorporation might be more viable. Counties are encouraged to work with residents to identify these areas and plan for their incorporation.



Conserving Traditional Landscapes: Rural Areas and Natural Resource Lands

The region's rural areas have distinct characteristics, just as the urban growth area does. Among the region's rural lands are areas with different ecological functions, parcel sizes, and uses. Rural areas provide opportunities for a lifestyle that makes a distinct contribution to the region's sustainability and economy. By focusing the majority of the region's growth inside the urban growth area, lands with rural character can be maintained for present and future generations.

Washington state law enables development to occur based on regulations in effect at the time that a building permit or land division application was submitted – a practice known as vesting. This can lead to situations where development approved before adoption of comprehensive plans under the Growth Management Act is not consistent with the law's planning goals or more recently adopted local plans. VISION 2050 advances tools and techniques to address the challenges of vesting in rural areas, such as conservation programs, purchase of development rights, transfer of development rights, and lot consolidation.

Rural Town Centers and Corridors Program

Recognizing the importance of rural areas to the region's economy and sustainability efforts, PSRC established the Rural Town Centers and Corridors Program to provide assistance to rural communities. The program uses financial incentives to bring together the interests of rural towns and transportation agencies to plan jointly for improvements in a manner that enhances the rural character of these communities.

The region will continue conserving its natural resource lands by designating, maintaining, and enhancing the farm, forest, and mineral lands that sustain the environment and economy. These lands serve resource-based industries and are sources of food, wood products, sand, gravel, and minerals. These lands also provide ecosystem services, supporting wildlife habitat, open space, and groundwater recharge. Farms and forests can be viewed as renewable natural resources with the potential to produce food and wood fiber on an ongoing basis. The productivity of these lands can be compromised if they are overworked or polluted and is lost when resource lands are converted to other uses.

Beyond land use regulations, counties play a role in supporting the economic viability of agriculture and food production. Maintaining and expanding a healthy market for local food and forest products is essential to long-term preservation of these industries and lands. VISION 2050 seeks to permanently protect the region's key resource lands as places of continued environmental prosperity and economic viability.

Collaborating to Preserve and Enhance Important Uses

Innovative Techniques

A variety of land use tools support implementation of VISION 2050 and the Growth Management Act. The Growth Management Act encourages the use of innovative land use and development techniques, and VISION 2050 calls for counties and cities to encourage sustainable development practices that focus growth within the urban growth area, especially in centers and transit station areas. Local jurisdictions implement many regional policies through local ordinances, zoning codes, and development regulations. Cities and counties have adopted inclusionary zoning requirements, incentives for compact, pedestrian-oriented development, and other tools that enable communities to grow in sustainable, equitable, and healthy ways.

Industrial Lands

Local jurisdictions have been proactive in protecting industrial lands. Recognizing that industrial lands can result in negative impacts, such as noise, glare, increased traffic, and potential safety or health hazards, including exposure to harmful air emissions, cities and counties are concentrating these uses in industrial centers. Local codes limit uses within these industrial areas, which benefits not only the industries located in these areas but also protects the neighboring communities from harmful impacts. VISION 2050 calls for cities and counties to continue preserving industrial lands and limiting incompatible land uses. Encroachment of incompatible land uses around airports, particularly in the critical approach and departure paths, is a significant problem. Washington state law and VISION 2050 both call for the protection of general aviation airports.



Military Installations

Military installations play an important role in the region's economy, and local jurisdictions collaborate with the region's military installations to ensure growth is compatible with military activities and operations. This ensures the welfare, safety, and security of community members and military personnel. Limiting incompatible uses adjacent to military installations can take several forms, from adopting development guidelines that restrict height or land uses to analyzing how transportation impacts from new development affect military transportation routes. Washington state law and VISION 2050 seek continued protection of military installations from encroachment of incompatible land uses and development on adjacent land.

Supporting Growth Through Concurrency

State concurrency requirements underlie a fundamental premise of growth management – namely, that development should occur concurrent with where adequate facilities and infrastructure already exist or are to be provided in the near future. Local governments have a significant amount of flexibility in applying concurrency provisions. Cities, especially those with designated centers, benefit from tailoring their concurrency programs to set level-of-service and impact assessment expectations in the centers or downtown to optimize the use of existing facilities while meeting overall objectives for the urban environment.

Under the Growth Management Act, part of the concurrency requirement is the establishment of level-of-service standards for arterials, transit service, and other facilities. These standards are used to determine whether a proposed development can be served with available facilities, or whether mitigation of some sort may be required. The law requires cities and counties to have a reassessment strategy in the event of a service deficiency or shortfall. Such a strategy allows a jurisdiction to consider: (1) other sources of funding to provide the service, (2) changing the level-of-service standard that was established, and/or (3) reconsidering the land use assumptions.

Washington state law encourages handling transportation-related concurrency problems with solutions such as transit, walking or biking, system efficiencies, and transportation demand management. Improved coordination among the concurrency programs established by neighboring jurisdictions helps to address the cross-jurisdictional impacts of development and facility needs. As the region's centers and compact communities continue to grow and evolve, future mobility solutions will require integrating multimodal forms of transportation into communities, including transit improvements and more complete bicycle and pedestrian facilities. VISION 2050 calls for addressing multimodal transportation options in concurrency programs and tailoring requirements in centers and subareas to support transit.

Development Patterns Policies

MPP-DP-1

Develop high-quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

MPP-DP-2

Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted investments that meet the needs of current and future residents and businesses.

MPP-DP-3

Enhance existing neighborhoods to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.

MPP-DP-4

Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.

MPP-DP-5

Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.

MPP-DP-6

Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.

MPP-DP-7

Conduct inclusive engagement to identify and address the diverse needs of the region's residents.

MPP-DP-8

Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.

MPP-DP-9

Design public buildings and spaces that contribute to a sense of community and a sense of place.

MPP-DP-10

Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.

MPP-DP-11

Design transportation projects and other infrastructure to achieve community development objectives and improve communities.

MPP-DP-12

Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.

MPP-DP-13

Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.

MPP-DP-14

Design communities to provide safe and welcoming environments for walking and bicycling.

MPP-DP-15

Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.

MPP-DP-16

Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

MPP-DP-17

Address existing health disparities and improve health outcomes in all communities.

MPP-DP-18

Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.

MPP-DP-19

Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.

MPP-DP-20

Provide a regional framework for designating and evaluating regional growth centers.

MPP-DP-21

Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

MPP-DP-22

Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.

MPP-DP-23

Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.

MPP-DP-24

Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.

MPP-DP-25

Implement the adopted framework to designate countywide centers to ensure compatibility within the region.

MPP-DP-26

Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.

MPP-DP-27

Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.

MPP-DP-28

Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.

MPP-DP-29

Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.

MPP-DP-30

Promote transit service to and from existing cities in rural areas.

MPP-DP-31

Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

MPP-DP-32

Do not allow urban net densities in rural and resource areas.

MPP-DP-33

Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.

MPP-DP-34

In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.

MPP-DP-35

Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.

MPP-DP-36

Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.

MPP-DP-37

Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

MPP-DP-38

Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

MPP-DP-39

Protect and enhance significant open spaces, natural resources, and critical areas.

MPP-DP-40

Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.

MPP-DP-41

Support the sustainability of designated resource lands. Do not convert these lands to other uses.

MPP-DP-42

Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.

MPP-DP-43

Work to conserve valuable rural and resource lands through techniques, such as conservation programs, transfer of development rights, and the purchase of development rights. Focus growth within the urban growth area, especially cities, to lessen pressures to convert rural and resource areas to residential uses.

MPP-DP-44

Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.

MPP-DP-45

Support and provide incentives to increase the percentage of new development and redevelopment–both public and private–to be built at higher-performing energy and environmental standards.

MPP-DP-46

Streamline development standards and regulations for residential and commercial development, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.

MPP-DP-47

Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.

MPP-DP-48

Protect military lands from encroachment by incompatible uses and development on adjacent land.

MPP-DP-49

Protect industrial lands from encroachment by incompatible uses and development on adjacent land.

MPP-DP-50

Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.

MPP-DP-51

Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.

MPP-DP-52

Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.

Development Patterns Actions

Regional Actions

DP-Action-1

Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.

DP-Action-2

Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land, and identify strategies to preserve industrial lands and businesses in the region.

DP-Action-3

Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.

DP-Action-4

Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit-supportive densities in different types of high-capacity transit station areas.

DP-Action-5

Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.

DP-Action-6

Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.

Local Actions

DP-Action-7

Identification and Clean-Up of Underused Lands: Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.

DP-Action-8

Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.

DP-Action-9

Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.



Housing

Goal: *The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.*

Housing is a basic need for every individual. The central Puget Sound region is expected to grow by an additional 1.8 million residents and 830,000 households by the year 2050. Simply put, the region needs more housing of varied types in all communities. Meeting the housing needs of all households at a range of income levels is integral to creating a region that is livable for all residents, economically prosperous, and environmentally sustainable.

Housing affordability continues to be a major challenge for the region. The housing market has experienced great highs and lows that have benefitted some and created and exacerbated hardship and inequalities for others. Following the precipitous drop in housing prices and foreclosures of the recession, the region's economic upswing and strong job growth in the 2010s have fueled dramatic increases in rents and home prices. Housing costs are a greater burden for many households today than a decade ago, leaving less for other basic needs and amenities. Renters, and renters of color in particular, face a considerable shortage of affordable housing opportunities.

A primary goal of the Growth Management Act is to make housing affordable to "all economic segments of the population," providing a variety of residential densities and housing types and encouraging preservation of existing housing stock. Local governments are required to plan for housing that meets the varied needs of their diverse communities and residents and to ensure they are providing sufficient residential zoned land capacity for housing to accommodate 20-year growth targets.

VISION 2050's housing policies respond to changing demographics and the need to diversify the region's housing supply. They identify coordinated strategies, policies, and actions to ensure that the region's housing needs are met.

A Regional Challenge

The complexity of addressing the full range of housing needs and challenges requires a coordinated regional-local approach. A coordinated, regionwide effort to build and preserve housing accessible to all residents is not just about housing. It is also about building healthy and welcoming communities where all families and people, regardless of income, race, family size or need, are able to live near good schools, transit, employment opportunities, and open space.

Through the Regional Growth Strategy, the region has articulated a preferred pattern of urbanization that will help direct new housing development to the urban growth area and designated growth centers while preserving industrial lands. Focusing housing in urban areas, specifically centers and station areas, supports and leverages the region's ongoing prioritization of infrastructure investment in central urban places. To assist counties and cities, PSRC serves as a forum for setting regional priorities and facilitating coordination among its member jurisdictions and housing interest groups.

Through data, guidance, and technical assistance, PSRC encourages jurisdictions to adopt best housing practices and establish coordinated local housing and affordable housing targets. PSRC supports jurisdictions in their development of effective local housing elements, strategies, and implementation plans. Housing data and information tracking the success of various housing efforts are monitored and reported regionally at PSRC.

The Need for Local Action

Local governments play a critical role in housing, including its production. Local governments possess regulatory control over land use and development. They are key players, both individually and in cooperation with other housing interests, in stimulating various types of development activity.

Local Housing Responsibilities Under the Growth Management Act

Local housing elements should ensure the vitality and character of established residential neighborhoods and include the following components:

1. an inventory and analysis of existing and projected housing needs,
2. goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing,
3. identification of sufficient land for a range of housing types to match community needs, and
4. adequate provisions for the needs of all economic segments of the community.

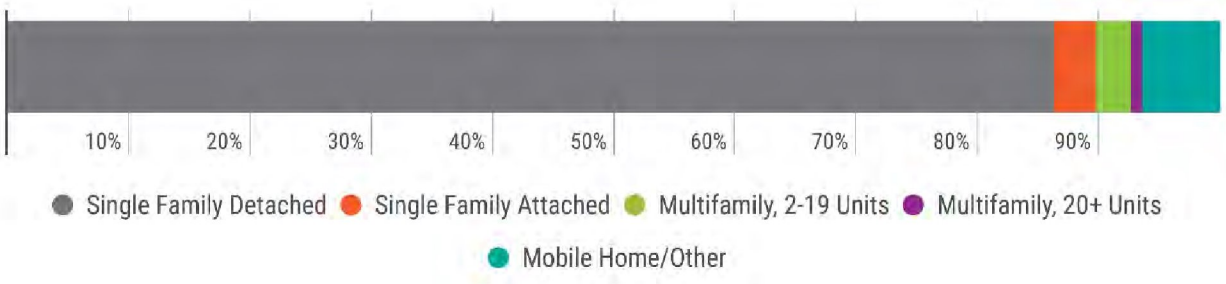
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There are numerous tools and strategies available to local governments to encourage housing diversity and promote affordable housing. Many of these tools can be applied in a manner that is tailored to and respectful of local market conditions, community characteristics, and the vision for growth embodied in local comprehensive plans. Since VISION 2040 was adopted in 2008, housing planning and implementation has advanced through the ongoing work of state, regional, and local agencies and organizations. These efforts have yielded new resources, promoted best practices, established community-based housing strategies, and coordinated efforts across multiple jurisdictions.

Housing Choices to Reflect Changing Demographics

The characteristics of the region's households have been changing over time and will continue to do so. The size of the average household has been decreasing. Fewer people are living in family households with two parents and children. More households are comprised of singles, couples without children, or single-parent families. Many households have two or more workers. The region's population is becoming far more racially and ethnically diverse. As the population ages and new generations enter the housing market, there will be demands and preferences for new and different types of housing. While the region has a changing population with a wide range of housing needs, the vast majority of homes are larger single-family homes.

Figure 27 – Ownership Housing Stock by Housing Type, Central Puget Sound Region



Source: 2017 American Community Survey

Moderate density housing, ranging from duplexes to townhomes to garden apartments, bridge a gap between single-family housing and more intense multifamily and commercial areas and provide opportunities for housing types that are inclusive to people of different ages, life stages, and income ranges. Regional and local tools can help to promote and incentivize the development of more moderate density housing to give people greater housing choices, and produce urban densities that support walkable communities, local retail and commercial services, and efficient public transit.

Affordability

With increasing incomes for some and a surge in demand for housing, the region is experiencing an affordability crisis. Rising housing costs can be particularly devastating for low-income renters, particularly renters of color, many who pay more than 50% of their income on housing. These households are often the most at risk of losing their housing and experiencing homelessness. Many middle- and lower-income households struggle to find housing that fits their income in an increasingly competitive and expensive housing market due, in part, to zoning practices that have prevented the development of more affordable, smaller homes, and apartments. Home ownership may seem like less of a reality for potential first-time buyers as home prices continue to climb. This is especially true for people of color, who have been systematically excluded from home ownership opportunities for decades.

Low- to middle-wage workers – such as teachers, health care professionals, retail workers, administrative personnel, police officers, and firefighters – who are essential to the economic and social vitality of a community, often cannot afford to live in the places where they work. As affordable housing options become scarce, households are forced to move farther from their jobs and communities, resulting in increased traffic congestion and transportation costs and fragmentation of communities. This spatial mismatch also leads to an inability of certain segments of the labor market to fill positions.

Affordable Housing is commonly defined in terms of housing costs as a percentage of household income. Housing is considered unaffordable when a household's monthly housing costs exceed a certain threshold – most commonly 30% of gross income – thereby reducing the budget available for basic necessities.

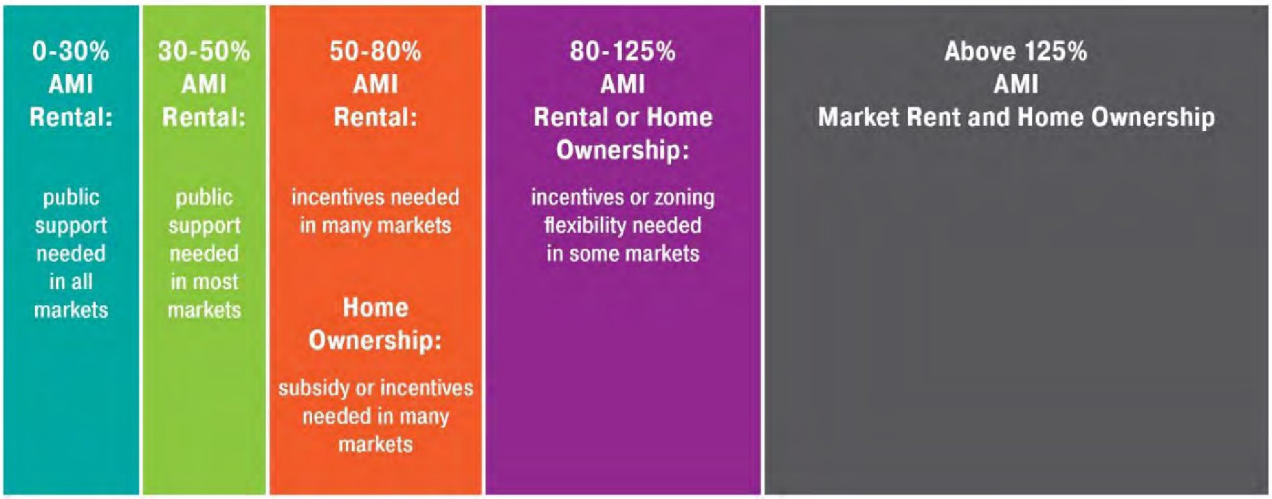
Housing Affordability refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30% of gross income.

Providing housing affordable to households earning different incomes requires different approaches. To craft effective strategies, it is imperative to understand the types and cost of housing needed in a community relative to the supply of housing available to households at each income level. Over one-third of households in the region earn less than 80% area median income (AMI). Ideally, the supply of housing affordable to moderate and low-income households should mirror the number of households at those income levels.

- 18% of households earn 50-80% AMI (Moderate Income)
- 12% of households earn 30-50% AMI (Low Income)
- 13% of households earn less than 30% AMI (Very Low Income)

Providing affordable units for very low-income residents and providing housing options for residents experiencing homelessness cannot be fully addressed by the private market alone. Public intervention is necessary to ensure housing units are affordable to households at the lowest income levels.

Figure 28 – Lower Housing Costs Require Greater Public Intervention



AMI: Area Median Income.

Source: 2016 ACS 1-Year PUMS

Increasing the supply of housing throughout the region and providing a variety of housing types and densities for both renters and owners will help the region meet its housing goals. Special emphasis is placed on providing affordable housing for low-, moderate-, and middle-income households across the region, with a focus on promoting housing opportunities near transit, and appropriate housing for special needs populations. VISION 2050 also encourages more homeownership opportunities for low-income, moderate-income, and middle-income households and acknowledges historic inequities in access to homeownership opportunities for people of color.

Focusing Housing Near Transit Options

Within the central Puget Sound region, jurisdictions are planning for housing and job growth in places designated for higher densities, a mix of land uses, and transportation choices. Communities across the region are realizing these aims by encouraging infill, redevelopment, and more compact development, especially in designated regional growth centers and around transit stations.

The region's continuing expansion of high-capacity transit provides one of the best opportunities to expand accessible housing options to a wider range of incomes. Promoting or requiring affordable housing near high-capacity transit stations and in regional growth centers can help to ensure all residents have opportunities to live in accessible and connected communities. Such housing will be particularly valuable to low-income households, who are the most dependent on transit and are at risk for displacement as housing costs rise.

Displacement and Community Stability

Displacement occurs when housing or neighborhood conditions force residents to move. Displacement can be physical, when building conditions deteriorate or are taken off the market for renovation or demolition, or economic, as costs rise.

Several key factors can drive displacement: proximity to rail stations, proximity to job centers, historic housing stock, and location in a strong real estate market. Displacement is a regional concern as it is inherently linked to shifts in the regional housing and job market. Many of these factors put communities of color and neighborhoods with high concentrations of renters at a higher risk of displacement.

Regional growth centers and communities near transit are home to more people of color and higher concentrations of poverty than the region as a whole. As these central places connected by transit continue to grow and develop, residents and businesses who contribute to these communities should have the option to remain and thrive and take advantage of new amenities and services.



Jobs-Housing Balance

Jobs-housing balance is a planning concept which advocates that housing and employment be close together to reduce the length of commute travel and number of vehicle trips. A lack of housing, especially affordable housing close to job centers, will push demand for affordable homes to more distant areas, increasing commute times and the percentage of household income spent on transportation costs. Housing policies encourage adding housing opportunities to job-rich places. Policies in the Economy chapter promote economic development to bring jobs to all four counties.

Housing Policies

MPP-H-1

Plan for housing supply, forms, and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy.

MPP-H-2

Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.

MPP-H-3

Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

MPP-H-4

Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration, and jurisdictional action.

MPP-H-5

Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.

MPP-H-6

Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.

MPP-H-7

Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.

MPP-H-8

Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.

MPP-H-9

Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region.

MPP-H-10

Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.

MPP-H-11

Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.

MPP-H-12

Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

Housing Actions

Regional Actions

H-Action-1

Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to support the 2023-24 local comprehensive plan update. The housing strategy will provide the framework for regional housing assistance (see H-Action-2, below) and shall include the following components:

- A regional housing needs assessment to identify current and future housing needs to support the regional vision
- Strategies and best practices to promote and/or address: housing supply, the preservation and expansion of market rate and subsidized affordable housing, housing in centers and in proximity to transit, jobs-housing balance, and the development of moderate-density housing options
- Coordination with other regional and local housing efforts

H-Action-2

Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance shall include the following components:

- Guidance for developing local housing targets (including affordable housing targets), model housing policies, and best housing practices
- Technical assistance, including new and strengthened tools, to support local jurisdictions in developing effective housing strategies and programs
- Collection and analysis of regional housing data, including types and uses of housing and effectiveness of zoning, regulations, and incentives to achieve desired outcomes

H-Action-3

State Support and Coordination: PSRC will monitor and support as appropriate members' efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.

Local Actions

H-Action-4

Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.

H-Action-5

Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.


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Economy

Goal: *The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.*

A healthy economy is vital to creating and maintaining a high standard of living and quality of life for residents in the central Puget Sound region. To create stable and lasting prosperity, VISION 2050 focuses on businesses, people, and places. Strong regional growth necessitates continuous coordination to ensure that the region's quality of life remains an economic asset in the future. Success of the region's economy is built on quality of life policies across VISION 2050 that manage the region's growth, invest in transportation, protect the environment, and provide housing options for the region's residents. Economy policies in VISION 2050 build on these policies.

The region's outstanding natural environment is a key element for economic progress. Abundant natural resources, a beautiful setting, and vibrant communities make every industry more competitive in a global economy. Maintaining this advantage depends on a healthy built and natural environment – with clean industries, good jobs with good incomes, managed growth, and lively centers.

A healthy and growing economy provides good jobs and opportunity. It pays for vital public services such as education, social services, criminal justice, transportation, and environmental preservation. It allows the region to support the arts and cultural institutions, maintain parks, and build strong communities. A healthy economy permits residents to provide for their families. It enables the region to care for those who are vulnerable, to protect the environment, and to preserve the quality of life that makes the region such a special place.

However, not all parts of the region have benefitted equally from recent job growth. Jobs in the information, technical, and management sectors pay the highest average wages and saw some of the largest increases in jobs and wages since 2010. Nearly all this job growth in the region has been concentrated in a few urban areas. VISION 2050 calls for a better balance of job creation among the counties to broaden opportunity and create a better jobs-housing balance.

Locally owned businesses, serving cultures and communities in the region, are key assets to the region's economy. Rising real estate costs caused by strong population and job growth are threatening to price out these important businesses. VISION 2050 calls for the preservation of these community economic assets and the mitigation of their displacement.



Roles in Implementation

Sustaining the regional economy requires coordination across the public and private sectors. The region's economic strategy, Amazing Place, is the blueprint for this coordination. Amazing Place is a data-driven regional economic strategy that identifies leading sectors and the ways the region intends to sustain economic development.

The strategy has three goals:

1. Open economic opportunities to everyone
2. Compete globally
3. Sustain a high quality of life

Each goal is supported by specific strategies and initiatives to sustain and grow jobs throughout the region, for all residents. The strategy emphasizes traditional economic development priorities such as transportation, education, international trade, and the region's business climate. Newer emphasis areas include a specific rural strategy, initiatives to grow jobs throughout the region, and advancing social equity and affordable housing.

PSRC supports economic development in local municipalities through technical assistance and economic data, serving as a regional forum, and implementing Amazing Place with regional stakeholders.

Cities and counties work to set the stage for economic development in their communities, including local zoning, housing, and transportation planning and implementation. Local governments provide programs to attract and retain employers, understand the needs of small and large employers, and support marketing of local businesses. Local planning for downtowns, industrial areas, and other types of centers helps businesses benefit from co-location with other businesses and services.

Regional economic success also depends on a large ecosystem of organizations, including an education and workforce development system that goes beyond local and regional boundaries.

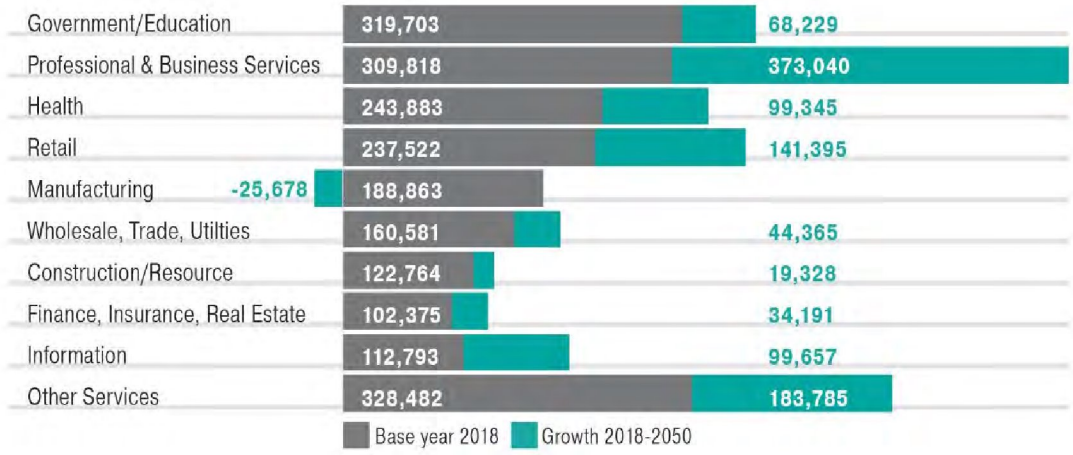
Ultimately, the private sector makes siting decisions for new jobs and investments, choosing which regions to invest in and in which communities to open employment locations. These siting decisions are facilitated at the state, county, and local levels through a network of organizations that assist in the recruitment, retention, and expansion of businesses in the region.



The Region's Economy

The central Puget Sound region is home to a diverse and growing economy. Forecasts show that the region will add 1.2 million jobs by 2050, growing to 3.4 million. Key export-focused industries that make the region unique include aerospace, information and communication technology, maritime, military and defense, life sciences and global health, clean technology, tourism, transportation and logistics, and business services. Washington's economy depends on trade – and the central Puget Sound region is vital to the state's trade activity. It is estimated that more than 40% of jobs in the state are tied to international trade. The region is home to many internationally known and successful companies such as Amazon, Boeing, Costco, Microsoft, Paccar, Starbucks, and Weyerhaeuser, and to the largest philanthropic organization in the world, the Bill & Melinda Gates Foundation. The region's internationally competitive ports and the state's natural resources make information technology, aerospace, and agricultural products major international exports. Military installations and defense companies are major employers in the region, particularly in Pierce and Kitsap counties.

Figure 29 – Central Puget Sound Region Employment and Forecast by Sector



Source: PSRC Macroeconomic Forecast – Wage & Salary Employment Estimates

Thriving Communities for People and Businesses

The region's outstanding quality of life, stunning natural setting, and healthy environment are distinctive attributes that set it apart when compared to most global competitors. These qualities help to attract and retain a highly talented and innovative workforce that drives global innovation.

VISION 2050 recognizes the importance of employment in cities and towns in rural areas and resource-based economic activity. Targeted efforts are needed to support jobs in industries compatible with rural communities, at a size, scale, and type that are compatible with the long-term integrity, productivity, and character of these areas.

The movement of people and goods throughout the region is crucial to the continued success of the economy and for growth of jobs and businesses. VISION 2050 calls for a transportation system that connects the region's centers and supports the economy through the movement of people and freight throughout the region.

Industrial lands, military installations, airports, seaports, and other maritime sites are assets that make significant contributions to the overall economy. Proximity to Pacific Rim countries, deep water ports, major transportation corridors, and low-cost energy are among the unique regional assets supporting these lands. VISION 2050 calls for the protection and preservation of these lands from incompatible use and encroachment.

Economic Opportunity

VISION 2050 underscores investment in all the region's people to create shared prosperity and to sustain a diversity of living-wage jobs. VISION 2050 responds to the changing reality of the global economy by placing people at the center of a prosperous region and promoting equitable access to opportunity for all the region's residents.

The new economy relies on a highly skilled and diverse population to stimulate creative and innovative enterprise, as well as local-serving employment in retail, health care, and other services. Investing in people means ensuring accessible and high-quality education and skills-training programs, fostering economic opportunities across the region.

VISION 2050 calls for supporting our culturally and ethnically diverse communities, including the region's tribes. It seeks to address the unique obstacles and special needs of the region's economically disadvantaged populations, as well as the assets and contributions they bring or have the potential to bring to the region's prosperity.

A Strong Business Climate

Industry clusters are concentrated sets of competing and complementary businesses that create wealth in a region by selling products or services to outside markets, generating income that fuels the rest of the economy.

Numerous factors affect the region's business climate, and the public sector plays a key role through planning and making investments that capitalize on natural and place-based assets. This is consistent with growth management and transportation objectives, and recognizes the important role that the private, public, and nonprofit sectors play in fostering environmental and social sustainability.

Economy Policies

MPP-EC-1

Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted towards businesses that provide living-wage jobs.

MPP-EC-2

Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

MPP-EC-3

Support established and emerging industry clusters that export goods and services and import capital.

MPP-EC-4

Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.

MPP-EC-5

Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.

MPP-EC-6

Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the needs of the regional economy.

MPP-EC-7

Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

MPP-EC-8

Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.

MPP-EC-9

Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living-wage jobs for the region's residents.

MPP-EC-10

Ensure that the region has a high-quality education system that is accessible to all of the region's residents.

MPP-EC-11

Ensure that the region has high-quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

MPP-EC-12

Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.

MPP-EC-13

Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.

MPP-EC-14

Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.

MPP-EC-15

Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including helping the region continue to expand its international economy.

MPP-EC-16

Ensure that economic development sustains and respects the region's environment and encourages development of established and emerging industries, technologies, and services that promote environmental sustainability, especially those addressing climate change and resilience.

MPP-EC-17

Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.

MPP-EC-18

Develop and provide a range of job opportunities throughout the region to create a closer balance between jobs and housing.

MPP-EC-19

Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.

MPP-EC-20

Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.

MPP-EC-21

Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-EC-22

Maximize the use of existing designated manufacturing/industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.

MPP-EC-23

Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Economy Actions

Regional Actions

Ec-Action-1

Regional Economic Strategy: PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region's industries, economic foundations and to implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.

Ec-Action-2

Regional Support for Local Government Economic Development Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to development economic development elements as part of their expected 2023/24 comprehensive plan updates. PSRC will also provide guidance on local planning to address commercial displacement.

Ec-Action-3

Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.

Local Actions

Ec-Action-4

Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction's unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.


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Streetcar
Seattle & SeaTac/Airport
Departs to Seattle & SeaTac/Airport
10 min
20 min
40 min
Capitol Hill Station
11:34 AM
Link
SOUNDTRANSIT

Transportation

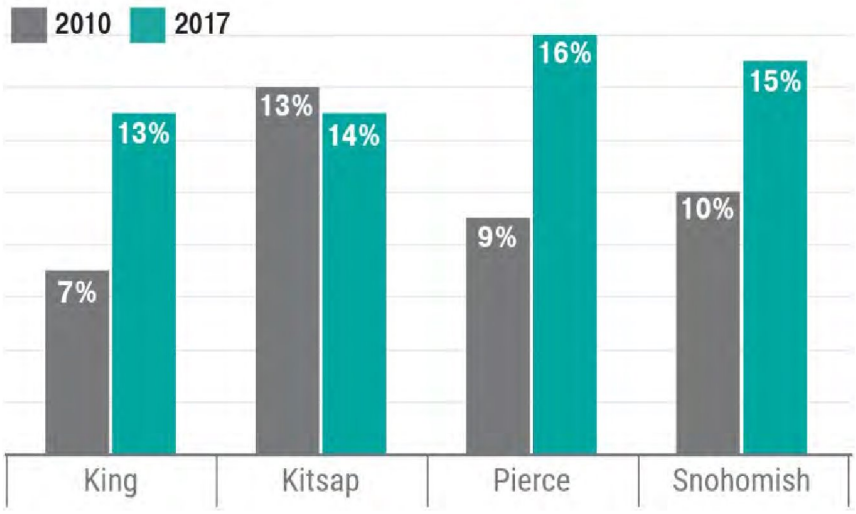
***Goal**: The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.*

VISION 2050 provides a framework for long-range transportation planning in the region. A safe and efficient transportation system is essential to the region's quality of life and serves as the backbone of the economy. As the region continues to grow and the travel needs of people change over time, improving mobility will be a challenging task.

The region is making historic investments in transit that include light rail, heavy rail, bus rapid transit, and ferries. Voters have approved measures authorizing $54 billion to build out the region's light rail network, which will extend from Seattle to Everett, Tacoma, Redmond, and Issaquah. When complete, the region's light rail system will be among the largest in the nation. In addition, 28 new or extended bus rapid transit lines are planned across all four counties through 2040. Passenger only ferry routes are also expanding, with four routes currently operating as of 2019 and new routes being studied for the future. Current transit ridership continues to grow, with the region being one of only four across the country with consistent growth in transit boardings. VISION 2050 incorporates a renewed focus on locating growth near current and future high-capacity transit facilities, with a goal for 65% of the region's population growth and 75% of the region's employment growth to be located in regional growth centers and areas within walking distance of high-capacity transit.

This historic investment in transit, and continued investments across modes, are critical due to the increases in congestion and travel delay seen in the region over the past decade. Since 2010, the region has grown by over 440,000 residents and 381,000 jobs. Delay on the region's freeway corridors has increased more than 50% since 2014, and the average travel time to work continues to steadily increase across all modes, averaging around 30 minutes. Notably, the share of commuters with travel times over 60 minutes has increased steeply and is higher than the share of commuters with travel times less than 10 minutes. This is true in each of the four counties.

Figure 30 – Share of Commuters, Travel Time Greater Than 1 Hour, 2010-2017



Source: 2010-2017 American Community Survey

People want shorter travel times and greater options, yet the costs of providing new transportation capacity continues to increase at rates greater than inflation. At the same time, the future of the fuel tax – the primary source for funding transportation investments – is limited. Advances in vehicle fuel economy, increasing construction costs, and erosion of purchasing power due to inflation have demonstrated the need to find other ways to pay for these investments.

With scores of local and state agencies responsible for implementing separate parts of the overall system, a coordinated regional approach to building and funding the transportation system is critical. If the region is to sustain its high quality of life and continue to support innovation, continued investments are necessary to complete, operate, and maintain the system.

VISION 2050 establishes the long-range regional policy direction for meeting this challenge and provides a basis for the more detailed planning and investment strategies in the Regional Transportation Plan, and at the local level. As the region's designated Metropolitan Planning Organization and state Regional Transportation Planning Organization, PSRC is responsible for developing and maintaining a long-range multimodal transportation plan that provides a regional perspective for transportation that coordinates across jurisdictions and recognizes the critical link between transportation, land use planning, economic development, and the environment.



The Regional Transportation Plan

The Regional Transportation Plan shows how the region intends to catch up and keep pace with expected growth. It identifies how the region's transportation system will be sustained and improved to better connect residents with employment centers, educational opportunities, major military installations, and other destinations such as the region's many recreational and cultural opportunities. It outlines unprecedented investments the region is making to improve highway, transit, rail, ferry, bicycle, and pedestrian systems to support the safe and efficient movement of people and goods. The plan describes how billions of dollars of federal, state, and local transportation funding will make improvements to the region's highway system, local roads, freight mobility, bicycle and pedestrian accessibility, and transit options.

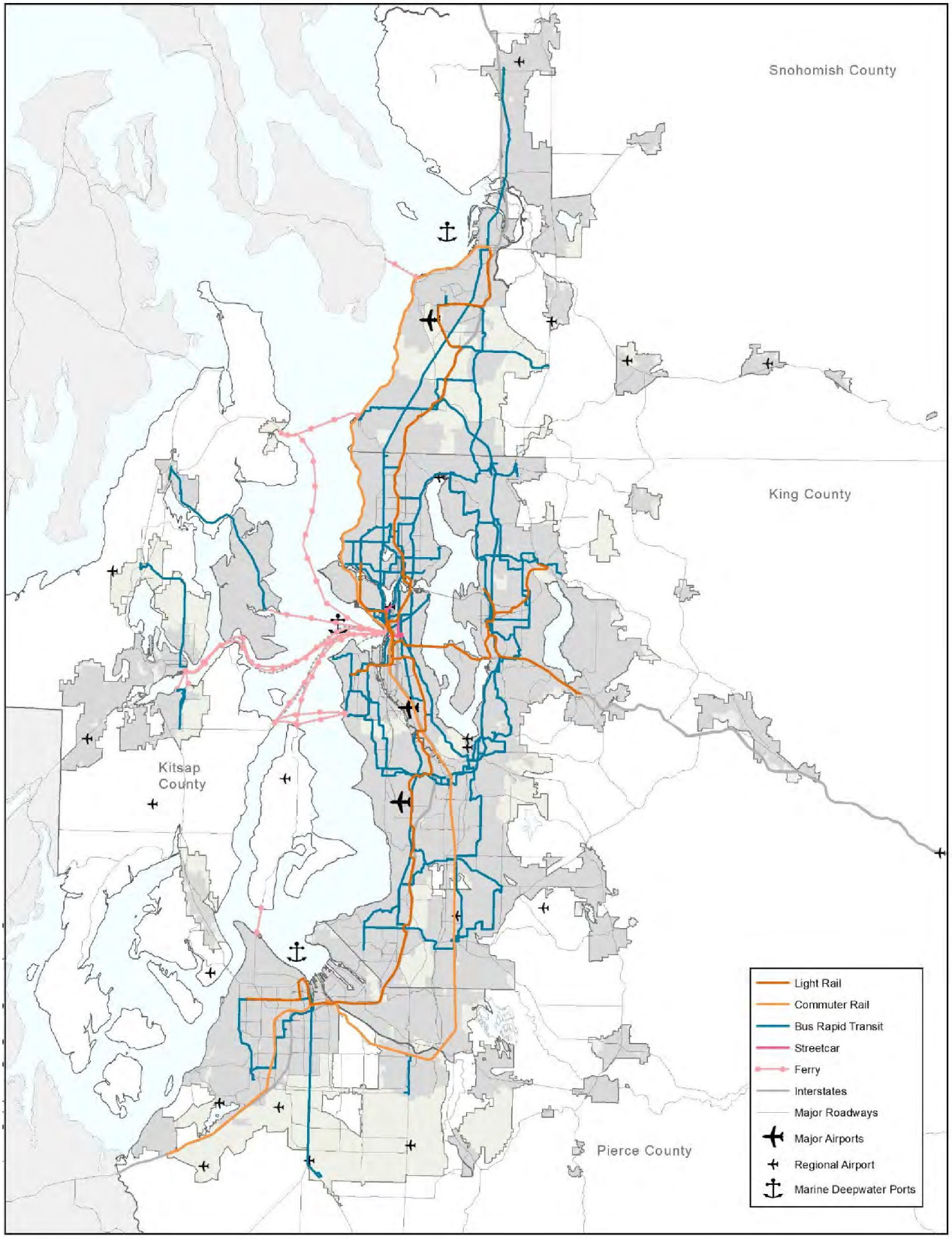
Under federal transportation planning and funding statutes and regulations, PSRC is responsible for programming and maintaining a four-year regional Transportation Improvement Program, and for selecting projects to receive certain funds from the Federal Highway Administration and the Federal Transit Administration, usually on a two-year cycle. The policies guiding the competitive distribution of these funds are based on implementing the priorities identified in VISION 2050 and the Regional Transportation Plan. Specific policies about prioritization of PSRC's federal funds can be found in the Regional Collaboration chapter. While an important source, federal funds managed by PSRC represent a small percentage of total funds invested in transportation projects annually in the region. Other federal, state, and local funds support most transportation investments in the region.

Together, VISION 2050 and the Regional Transportation Plan serve to coordinate transportation planning and project implementation across jurisdictions and at the local level. The 2018 Regional Transportation Plan plans for investments through the year 2040. The 2022 update to the plan will identify the investments necessary to serve an additional decade of growth to 2050.

Under the Growth Management Act, the state, local jurisdictions, and other transportation agencies are responsible for implementing transportation investments. They do so through projects that maintain, improve, and create new roadways, transit service, and pedestrian, bicycle, and freight infrastructure. Working together to consider mobility and access needs both within and beyond the borders of individual jurisdictions is critical to building the efficient, multimodal system described in the Regional Transportation Plan.



Figure 31 – Regional Transportation System Map



Supporting the Regional Growth Strategy

Continued growth of people and jobs will increase pressure on the region's transportation system. The Regional Growth Strategy is built around the concept that additional transportation infrastructure and services will be prioritized for areas expected to accommodate the most growth. This includes investments to support continued growth in local and regional centers and around high-capacity transit station areas. Supporting the Regional Growth Strategy will require a commitment to developing a highly efficient multimodal transportation system throughout the region. VISION 2050 transportation policies guide and coordinate actions to build strong regional and local integration of land use and transportation.

Supporting People

Continued growth in the region increases the need for accessible, affordable, and convenient mobility for all people in the region. Everyone should have equitable access to goods, services, and jobs. Yet with a booming economy and rising housing costs, many of the region's residents find themselves priced out of major employment centers, increasing commute distances and the financial burden of transportation. This hits the region's lowest-income households the hardest. The resulting disconnect between where people live and work has contributed to record levels of freeway congestion, and historic ridership and crowding on transit. These challenges are already imposing costs that are likely to increase in the future without meaningful action to provide more accessible transportation choices and improving the jobs-housing balance.

An equitable transportation system supports broad mobility and connectivity, prioritizes an effective and affordable public transportation network that supports transit-dependent communities, and provides access to core services and amenities, including employment, education, and health and social services. It includes providing access to transportation choices for all, ensuring that travel times to key destinations are reasonable for all people, and requires assessing how the region can better connect places that have low access to opportunity to places that have more opportunity.

Mobility and Accessibility

As the region continues to grow and becomes more congested, transportation investments that improve mobility are key. These include completing a regional high-capacity transit network with seamless connections to local transit systems and creating robust multimodal access to the overall transit network. It also includes continued mobility for freight and goods movement, as well as improvements to bicycle and pedestrian infrastructure, multimodal and passenger-only ferries, aviation and intercity rail systems that connect to other states and countries, and critical highway links. VISION 2050 calls for the development of an integrated multimodal transportation system that supports all of these needs, and ensures access to goods, services, and amenities that will help people and the economy thrive.



Supporting the Economy

The region's economy depends on a robust, resilient transportation system that efficiently connects people to jobs, schools, and services, and moves freight and goods. Nearly all products in the region are transported using a complex system of roads, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and major entry points into North America, the freight system in the Pacific Northwest reaches far beyond the region's boundaries and involves a mix of public and private ownership. The transportation system investments supported by VISION 2050 will help grow the region's economy.

A Sustainable Transportation System

A sustainable transportation system will address the important task of preserving and maintaining existing transportation assets and making the current system work more efficiently and safely. Investments to encourage a shift from driving alone by providing convenient, safe and accessible options are critical to achieving this vision. The region supports investments that work to achieve the state's Target Zero goal of zero deaths and serious injuries on roads and highways by 2030. Priorities also focus on developing a secure and resilient transportation network, being prepared for potential impacts from natural disasters and other catastrophes, and planning for recovery. As traditional sources of revenues supporting transportation become less reliable, the pursuit of alternative transportation financing mechanisms such as roadway pricing and other user fees will be key to developing and managing a sustainable transportation system into the future.

Protecting the Environment

The regional transportation system should be planned and designed to keep the region's air and water healthy, sustain the region's overall environment, assist in coordinated efforts to protect and restore the health of the region's watersheds, and reduce overall greenhouse gas emissions to address climate change. Untreated stormwater from transportation infrastructure has contributed to the degradation of Puget Sound and other water bodies, and inadequate or missing culverts have prevented fish passage to spawning areas. As new transportation infrastructure is developed, there is an opportunity to improve water quality and habitat.

The Regional Transportation Plan sets the region on course to significantly reduce greenhouse gas emissions through a flexible and balanced approach of land use, pricing, choices, and technology. One important element – among many – will be to advance the adoption of electric vehicles across the region and support the necessary infrastructure to achieve this transition. VISION 2050's Climate Change chapter highlights the importance of taking action to reduce greenhouse gas emissions.

Innovation and Disruptive Change

Rapidly developing technological innovations have the potential to disrupt the way we think about transportation systems. These changes range from improvements to existing technologies, including Intelligent Transportation Systems, to shared mobility, improved traveler information tools, and connected or autonomous vehicles. These innovations could have an enormous influence on how and where people live, shop, work, and play, and how the region develops and designs roadways and other transportation infrastructure. The expanding shift towards on-demand mobility services and new technologies supporting those fleets has the potential to change trends in private car ownership and usage, local and regional parking needs, and the use of public right-of-way for pick-up and drop-off zones. However, the rapid pace of change in technology makes it hard to predict when new technologies will mature and become widespread, and what the impacts will be on the system. The region must prepare for these potential disruptions and ensure those changes support the region's communities and vision for the future.

Transportation Policies

MPP-T-1

Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

MPP-T-2

Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3

Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4

Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries.

MPP-T-5

Develop a transportation system that minimizes negative impacts to, and promotes, human health.

MPP-T-6

Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the maintenance, improvement, preservation, and operation of the transportation system.

MPP-T-7

Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.

MPP-T-8

Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-9

Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

MPP-T-10

Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.

MPP-T-11

Design, construct, and operate a safe and convenient transportation system for all users while accommodating the movement of freight and goods, using best practices and context sensitive design strategies.

MPP-T-12

Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-13

Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.

MPP-T-14

Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-15

Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-16

Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-17

Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

MPP-T-18

Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

MPP-T-19

Design transportation programs and projects to support regional growth centers and high-capacity transit station areas.

MPP-T-20

Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-21

Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-22

Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-23

Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-24

Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-25

Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services.

MPP-T-26

Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, efficiency, and mobility, and prepare for continuing growth in freight and goods movement.

MPP-T-27

Coordinate regional planning with rail line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

MPP-T-28

Promote coordinated planning and effective management to optimize the existing aviation system prior to development of new airports. Accommodate anticipated regional growth in aviation while minimizing health and noise impacts in communities.

MPP-T-29

Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.

MPP-T-30

Provide infrastructure sufficient to support widespread electrification of the transportation system.

MPP-T-31

Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

MPP-T-32

Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.

MPP-T-33

Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.

MPP-T-34

Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.

Transportation Actions

Regional Actions

T-Action-1

Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the Active Transportation Plan, regional freight network, aviation planning and other important system components.

T-Action-2

Transportation Technology and Changing Mobility: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.

T-Action-3

Freight Mobility: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.

T-Action-4

Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy - or future versions thereof - to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit-oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.

T-Action-5

Aviation Capacity: PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, and to set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing aviation capacity needs.

Local Action

T-Action-6

VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.


EVERETT
PUBLIC
LIBRARY
2702 Hoyt Avenue

Public Services

***Goal**: The region supports development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.*

Public services are essential to the day-to-day operation of the region, helping make communities safe, healthy, prosperous, and resilient. As the region grows, public services will need to continue to adjust and evolve to meet the region's changing needs.

Public services are provided by local governments, special purpose districts, and private entities. They include drinking water, solid waste management, sewage treatment, stormwater management, energy, telecommunications, emergency services, schools, libraries, law and justice services, health and human services, and community centers.

New or expanded public services and infrastructure are needed to support new development. At the same time, existing infrastructure requires ongoing maintenance and upgrading. Using more efficient designs and technologies can curb some of the need for new infrastructure. A commitment to sustainable infrastructure ensures the least possible strain on the region's resources and the environment, while contributing to healthy and prosperous communities.

Aligning the provision of public services with the Regional Growth Strategy allows services to be provided more efficiently and at lower operating costs. Provide urban services in urban areas reduced travel times, transportation impacts, and makes services more accessible. Locating services in communities also supports local investments in neighborhoods and centers, reinforcing the desired growth pattern and curbing rural growth. This is consistent with the Growth Management Act which allows certain services, such as sanitary sewers, only in the urban growth area – with few exceptions (RCW 36.70A.110 (4)).

All residents in the region should have access to high-quality, affordable public services. Equitable access to these services will require identifying gaps in services and planning for expanded or improved services and facilities, which represent significant investment. As the internet has become an increasingly important resource, the widespread availability of affordable, reliable internet and telecommunications services has become a priority for communities. Inadequate provision of some services such as water, wastewater, and stormwater could become public health, safety, and environmental justice issues. Coordinated planning between PSRC, counties, cities, and service providers will help make public services more affordable, effective, sustainable, and equitable.

Many parts of the region, especially the unincorporated urban growth area, receive a variety of services through special purpose districts. Special purpose district boundaries often overlap with municipal boundaries and the urban growth area boundary. Special purpose districts and local jurisdictions need to coordinate to plan for future capacity, but the lack of uniformity among special purpose districts and local jurisdictions can make coordination challenging. The Growth Management Act states that cities are the preferred providers of urban services (RCW 36.70A.110 (4)).

Special Purpose Districts

Washington state law allows special purpose districts to be created for a variety of services, including sewer, water, drainage, flood control, parks and recreation, fire, libraries, public hospitals, schools, and public transportation. There are more than 330 special purpose districts in the central Puget Sound region. The Growth Management Act requires counties and cities to work together but does not place the same obligation on all special purpose districts.

Sustainable and Resilient Public Services

Many of the resources the region depends on are finite and vulnerable. Continued growth, with more demand for water, energy, wastewater management, and other utilities, can threaten the region's ability to maintain current level of service standards and protect resources.

Resources like water and energy can be managed in a way that conserves them for future generations. Conservation and evolving management practices, such as water reuse, play key roles in efficient use of resources. Improving wastewater treatment and stormwater management is crucial in recovering the health of Puget Sound and surrounding water bodies. Consistent with VISION 2050, public service providers are striving to decrease environmental and community impacts. Many providers are educating the public to be partners in these efforts.

Transitioning to low carbon energy will require retrofitting infrastructure to reduce energy consumption and greenhouse gas emissions. Understanding the impacts that climate change will have on future conditions and infrastructure is an important part of planning for public services.

The central Puget Sound region is vulnerable to natural hazards like earthquakes, landslides, and wildfires, and is also threatened by sea level rise. Community resilience is the ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. Public services play roles in community resilience through siting, designing, building, and operating public services and infrastructure that avoid or withstand hazards and ensure that services can continue or quickly resume after a disaster or emergency. Lack of planning for resilience leads to disproportionate impacts on vulnerable populations, who tend to have greater exposure to hazards and fewer resources to respond.

Capital Facility Siting

Expanding public services to accommodate growth can create challenges in how and where to site new facilities. While capital facilities are essential to communities, commerce, and quality of life, they often affect the environment and adjacent communities. Infrastructure such as sewage treatment plants and power transfer stations become hard to site and must be designed and operated without being nuisances to neighbors. High land costs make it difficult and costly to build new facilities like schools and libraries close to where people live. However, innovative practices such as joint siting and sharing of facilities that provide multiple benefits (such as playgrounds shared by schools and the public, stormwater parks, and collocated services) can reduce costs.

Siting capital facilities to support local and regional growth plans includes investing in capital facilities and amenities to support regional and local centers and siting capital facilities according to the populations they serve. Cultural and civic facilities contribute to creating a sense of community. They best serve their populations when located in central places that people can reach by walking, biking, or using transit. Facilities serving urban populations are more efficient and cost-effective when sited in urban areas, while facilities serving rural populations are more effective when designed at the appropriate scale and located in adjacent towns or communities.

School Siting

School district boundaries have been long established, and some districts that were historically rural have become major suburban education providers. As a result, there are some districts that provide school services to both urban and rural populations, and some that own sites outside the urban growth area intended for future schools. Developing urban-serving schools on these outlying locations often requires expensive programs to transport students and encourages students to drive or be driven to schools.

Schools should be encouraged to become the cornerstones of their communities by locating urban-serving schools in urban settings and designing facilities to better integrate with their urban neighborhoods. Collaborative planning between school districts and local governments on siting urban schools has been successful in identifying locations, problem-solving development challenges, and encouraging walking and biking to schools.

In 2017, the Washington State Legislature amended the Growth Management Act to allow, under certain circumstances, schools serving urban and rural populations outside the urban growth area if certain conditions are met.

Careful consideration of equity can help ensure that the benefits and impacts of capital facilities are shared by communities throughout the region. The historic provision of public services often systematically and disproportionately created worse conditions for people of color and people with low incomes, which lowered access to opportunity and quality of life. To this day, people in these communities may lack access to reliable services and infrastructure, such as sewers, broadband, and parks. Looking to the future, there are opportunities to correct these past inequities and increase access to opportunity for groups who have been historically marginalized. While certain facilities generate unavoidable adverse impacts, they can be mitigated by not siting facilities in a manner that unduly burdens certain communities or population groups.



Manchester Stormwater Park, Kitsap County

Public Services Policies

MPP-PS-1

Protect and enhance the environment and public health and safety when providing services and facilities.

MPP-PS-2

Promote affordability and equitable access of public services to all communities, especially the historically underserved.

MPP-PS-3

Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.

MPP-PS-4

Promote demand management and the conservation of services and facilities prior to developing new facilities.

MPP-PS-5

Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

MPP-PS-6

Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

MPP-PS-7

Obtain urban services from cities or appropriate regional service providers. Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and move towards consolidations that would improve service to the public.

MPP-PS-8

Develop conservation measures to reduce solid waste and increase recycling.

MPP-PS-9

Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.

MPP-PS-10

Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

MPP-PS-11

Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.

MPP-PS-12

Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

MPP-PS-13

Promote the use of renewable energy resources to meet the region's energy needs.

MPP-PS-14

Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

MPP-PS-15

Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.

MPP-PS-16

Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.

MPP-PS-17

Coordinate, design, and plan for public safety services and programs.

MPP-PS-18

Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.

MPP-PS-19

Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.

MPP-PS-20

Consider the potential impacts of climate change and fisheries protection on the region's water supply.

MPP-PS-21

Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.

MPP-PS-22

Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.

MPP-PS-23

Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.

MPP-PS-24

Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.

MPP-PS-25

Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.

MPP-PS-26

Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.

MPP-PS-27

Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.

MPP-PS-28

Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.

MPP-PS-29

Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.

Public Services Actions

Regional Actions

PS-Action-1

Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.

PS-Action-2

Facilities Siting and Design: PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.



Implementation

The collective work of PSRC, counties, cities, and other agencies and organizations is needed to guide the region toward its desired future. PSRC's implementation of VISION 2050 occurs through five primary work programs described in this section:

- Data, tools, and planning guidance
- Policy and plan review
- Regional transportation planning and funding
- Regional economic development planning
- Other regional actions

This chapter also describes how VISION 2050 may be amended periodically to reflect technical or significant changes and provides the legal framework for VISION 2050.

Data, Tools, and Local Assistance

PSRC provides data, analysis, guidance, and technical support to its members. Members participate in a wide variety of workshops and other education and training opportunities to learn about important issues for local jurisdictions, such as establishing growth targets, implementing housing affordability strategies, countywide planning policies, comprehensive plans, center plans, and transit station area plans. Technical assistance is also identified in VISION 2050 actions.

PSRC provides regional and small area forecasts, as well as data and tools for demographic, transportation, housing, land use, environmental, and other research. PSRC staff are available to support local work with data and analysis. The most popular maps and data sets are available on PSRC's website, and members may make custom requests. PSRC also conducts land use, transportation, and mobile source emissions modeling.

Policy and Plan Review

Regional review of local, countywide, and transit agency plans provides the opportunity for coordination and collaboration and helps in understanding how individual plans are working collectively to support the region's objectives.

PSRC's process for the review of countywide, local, and transit agency plans is established by the consistency requirements of the Growth Management Act, as well as state-required guidelines for evaluating comprehensive plans and directives in PSRC's Interlocal Agreement. State law requires regional "guidelines and principles" for regional transportation planning (RCW 47.80.026). The multicounty planning policies in VISION 2050 serve as the region's guidelines and principles. They must address factors such as: concentration of economic activity, residential density, development and urban design that supports high-capacity transit, joint- and mixed-use development, freight movement and port access, development patterns that promote walking and biking, transportation demand management, effective and efficient transportation, access to regional systems, and intermodal connections. Additional information on the legal framework is provided on PSRC's website.

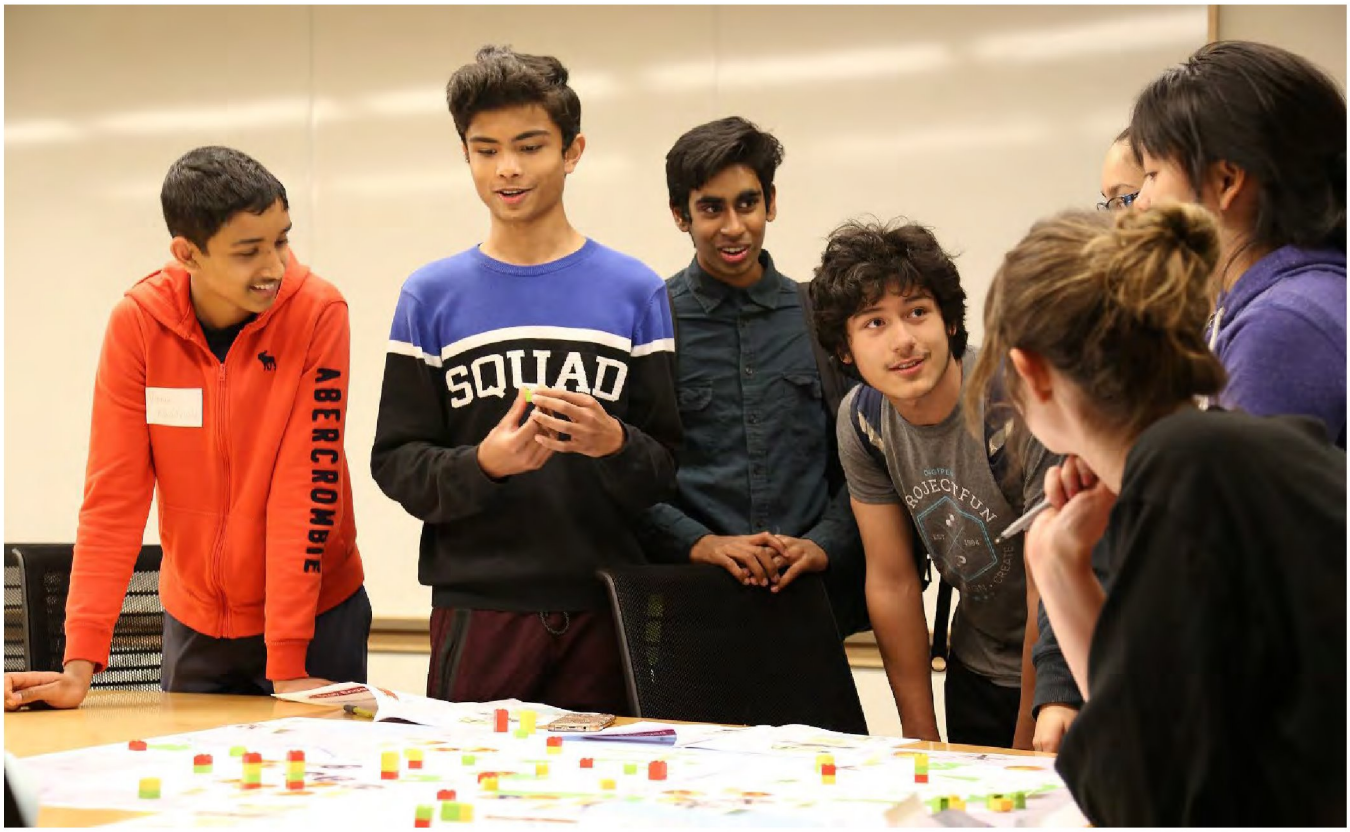
Certification of plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program. Review of local, countywide and transit agency plans is described below and in more detail in PSRC's Plan Review Manual.

Countywide Planning Policies

Countywide planning policies provide a county-level framework for guiding local planning. Countywide planning policies are adopted by each county and its cities through countywide planning councils and local ratification processes. PSRC, as the Regional Transportation Planning Organization, must certify the countywide planning policies for consistency with the Regional Transportation Plan and regional guidelines and principles (RCW 47.80). The Regional Collaboration chapter calls for countywide planning policies to be updated to reflect revised multicounty planning policies by December 31, 2021.

The countywide planning policies generally contain local growth targets that implement the Regional Growth Strategy. By allocating county and regional growth to groups of regional geographies, the Regional Growth Strategy preserves flexibility for counties to work with their cities as they develop specific, jurisdiction-level growth targets that take into account local conditions, such as development capacity and phased opening of high-capacity transit. PSRC provides data and technical assistance to countywide planning organizations to assist in the development of growth targets that are consistent with the Regional Growth Strategy.

PSRC provides early consultation, data and technical assistance, and early review of draft countywide planning policies prior to adoption. Once adopted, PSRC reviews countywide planning policies for certification.



Bellevue Youth Council

Local Comprehensive Plans

Every county, city, and town in the region maintains a comprehensive plan to shape the future of their community. PSRC works with local governments and agencies to ensure that planning is coordinated and meets regional and state requirements consistent with PSRC's adopted Policy and Plan Review Process. PSRC reviews and certifies the transportation-related provisions of local comprehensive plans based on three things:

1. Established regional guidelines and principles
2. The adopted long-range Regional Transportation Plan
3. Transportation planning requirements in the Growth Management Act

PSRC's Plan Review Manual provides details on the plan review and certification process, including guidance and checklists for aligning plans and policies with VISION 2050 and Growth Management Act requirements.

Local comprehensive plans were reviewed under VISION 2040 provisions for the first time in 2014-2016. Strengths and challenges from that review were assessed and documented in a report called Taking Stock 2016. Based on feedback from the Taking Stock assessment, PSRC will update the plan review process and Plan Review Manual to make review of future local plan updates more clear, predictable, and efficient. Earlier communication on expectations for updates and reviews will be key and improving the process for board review of plans will help to make it more predictable.

As jurisdictions develop their comprehensive plan updates, PSRC provides review and feedback in three phases: pre-update consultation, early review of draft plan elements, and review of adopted plans for certification. PSRC will coordinate with countywide groups and hold workshops on the plan review process. Pre-update consultation between jurisdictions and PSRC will help identify new provisions in VISION 2050 and the Growth Management Act. Consistent with the updated Plan Review Manual, the local plan certification checklist will provide clarity on expectations for plan certification.

Subarea Plans for Regional Centers

Jurisdictions that have regionally designated centers – either regional growth centers or regional manufacturing/industrial centers – are required by PSRC to prepare a subarea plan for each center. Subarea plans should satisfy the Growth Management Act (RCW 36.70A.080) and regional requirements for subarea plans. Regional requirements are documented in the Regional Centers Framework, Designation Procedures for New Centers, and regional center plans checklist.

For new regional centers, PSRC's designation procedures require that the jurisdiction adopt a subarea plan prior to designation. The process to certify a subarea plan is similar to the process for certifying comprehensive plans.

Transit Agency Long-Range Plans and Transit Development Plans

To coordinate transit planning with local and regional growth management planning efforts, transit agency long-range plans should demonstrate consistency with the Regional Transportation Plan, be compatible with multicounty planning policies and the countywide planning policies for the county or counties in which the agency provides service, and facilitate coordination with local governments within the agency's service area.

Transit agencies are expected to update their long-range plans on a regular basis to provide necessary revisions to the Regional Transportation Plan's future integrated transit network and to assist in identifying new assumptions for capital needs associated with the future integrated transit network and access to the transit system.

Sound Transit's Regional Transit System Plan

Washington state law requires PSRC to formally certify that the regional transit system plan prepared by the Regional Transit Authority (Sound Transit) is consistent with the Regional Transportation Plan (RCW 81.104). Updates to the regional transit system plan must also address RCW 81.112.350, which directs Sound Transit to implement the regional transit-oriented development strategy developed by PSRC.

Regional Transportation Planning and Project Funding

The Regional Transportation Plan, the region's federally required metropolitan transportation plan, is the functional plan implementing VISION 2050 transportation provisions. The Regional Transportation Plan describes how the region intends to provide transportation choices to support expected growth and identifies investments the region is making to improve transit, highway, rail, ferry, bicycle, and pedestrian systems to support the safe and efficient movement of people and goods. A state and federally required air quality conformity analysis is conducted on the plan, as well as a broader emissions analysis that includes greenhouse gas emissions. Federal transportation planning regulations require metropolitan transportation plans to be updated every four years. The next update of PSRC's Regional Transportation Plan is scheduled for adoption in 2022. It will use the land use and growth assumptions described in in VISION 2050's Regional Growth Strategy.

The Regional Transportation Plan includes a list of regionally significant transportation projects that implement VISION 2050. To be considered for funding, projects must be in or consistent with the Regional Transportation Plan and included in the Regional Transportation Improvement Program, which is a four-year snapshot of current transportation projects underway in the region. These projects are funded with federal, state, and local funds, including the most recent federal grants awarded through PSRC.

In addition to the list of projects, the Regional Transportation Improvement Program also contains the following information:

- The adopted policy framework for the distribution of PSRC's federal funds, which is based on the multicounty planning policies.
- A description of the project selection process for these funds.
- A discussion of the interagency coordination and the public review process.
- The findings of the air quality conformity analysis.

Each project in the Transportation Improvement Program undergoes a comprehensive review by PSRC staff to ensure it meets certain requirements.

Regional Economic Development Planning

The Regional Economic Strategy implements the economic development provisions in VISION 2050. It describes the region's approach to sustained economic vitality and global competitiveness. The Central Puget Sound Economic Development District Board develops the Regional Economic Strategy and identifies actions to implement it. These actions focus on building regional capacity, identifying emerging opportunities, providing data analysis, and collaborating on events that bring together regional economic development interests. Funding for implementation efforts come from a variety of sources such as federal and state grants, local funding, and support from regional partners. The U.S. Economic Development Administration requires the Regional Economic Strategy to be updated every five years.

Other Regional Actions

In addition to PSRC's regular technical assistance, plan review, and transportation and economic development planning programs, VISION 2050 identifies other actions designed to implement the multicounty planning policies and the Regional Growth Strategy. Many of the actions are identified as work items for PSRC; other actions are more appropriate for countywide or subregional groups, counties, cities, or other partners. Some of the regional actions VISION 2050 identifies include:

- **Regional equity strategy**: Develop a regional equity strategy to make racial and social equity central to PSRC's work and support local comprehensive plan updates.
- **Regional housing strategy:** Develop a comprehensive regional housing strategy to support local comprehensive plan updates and provide the framework for regional housing assistance, including a regional housing needs assessment, best practices to promote and address housing affordability issues, and coordination with other housing efforts.
- **Four-Part Greenhouse Gas Strategy:** Advance the implementation of the region's Greenhouse Gas Strategy to meaningfully reduce emissions throughout the region from transportation, land use, and development.
- **Open space planning:** Implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan.

PSRC policy boards and the Executive Board will prioritize VISION 2050 actions in upcoming work programs and budget cycles. PSRC will identify performance measures and regularly monitor them after VISION 2050 is adopted. The plan also identifies actions for PSRC to communicate with the state Legislature on important regional implementation steps for VISION 2050.



Amendments to VISION 2050

VISION 2050, including the Regional Growth Strategy and the multicounty planning policies, may be amended periodically. Technical amendments approved by PSRC's Executive Board may include changes to the regional geography classification of a city or unincorporated community due to designation of new regional growth centers and annexation or incorporation of an unincorporated urban area. Technical amendments are limited to those updates needed to support setting Growth Management Act population and employment targets; other amendments to the Regional Growth Strategy are subject to approval by the General Assembly.

Major amendments or updates to VISION 2050 are anticipated to be completed about every 10 years to incorporate up-to-date information, such as changing demographics documented by the U.S. decennial census, and to support local comprehensive plan updates, countywide growth targets, or the Regional Transportation Plan with updated growth assumptions. Periodic major updates may also be appropriate to recognize and adapt to significant changes, such as following a five-year review and designation period for regional centers. Amendments to VISION 2050, outside of the limited technical amendments listed above, require an action of PSRC's General Assembly, which meets annually.

VISION 2050 Legal Framework

VISION 2050 was developed under the authority and mandates of federal and state statutes and regional agreements.

Growth Management Act

Washington's Growth Management Act provides the framework for planning at all levels in the state, including identifying and protecting critical environmental areas, developing multicounty and countywide planning policies, and crafting local comprehensive plans (RCW 36.70A). Multicounty planning policies (and the related countywide planning policies) provide a common framework for local and regional planning in the central Puget Sound region. At a minimum, multicounty planning policies are to address the urban growth area, contiguous and orderly development, siting capital facilities, transportation, housing, joint planning, and economic development. The multicounty planning policies are included in VISION 2050.

Additional guidance is provided by the portion of state law that authorizes and directs the planning efforts and responsibilities of Regional Transportation Planning Organizations (RCW 47.80). PSRC is designated as the Regional Transportation Planning Organization for King, Kitsap, Pierce, and Snohomish counties. This legislation related to the Growth Management Act calls for Regional Transportation Planning Organizations to develop and carry out a program to certify the transportation-related provisions in local comprehensive plans. It mandates the development of regional guidelines and principles to guide both regional and local transportation planning. These guidelines and principles are to address, at a minimum, the following factors: concentration of economic activity, residential density, urban design that supports high-capacity transit, freight transportation and port access, development patterns that promote pedestrian and nonmotorized transportation, circulation systems, transportation demand management, joint and mixed-use developments, railroad right-of-way corridors, and intermodal connections. Multicounty planning policies serve as PSRC's regional guidelines and principles under RCW 47.80.

PSRC's certification of transportation-related provisions in local comprehensive plans includes determining conformity with state requirements for transportation planning in local plans, consistency with adopted regional guidelines and principles, and consistency with the Regional Transportation Plan (RCW 36.70A.070 and 47.80.026). The legislation also addresses the certification of the countywide planning policies. Certification of plans is a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with projects submitted into the Regional Transportation Improvement Program.

Interlocal Agreement

In 1992, PSRC and its member jurisdictions, including counties, cities, federally recognized tribes, state agencies, ports, and associate members, adopted an interlocal agreement that provides PSRC with the authority to carry out the functions required under state and federal law. With regard to long-range planning, the interlocal agreement calls for PSRC to "maintain VISION as the adopted regional growth management strategy."

Fixing America's Surface Transportation Act

In 2015, Congress enacted the latest authorization for the nationwide transportation program, titled the Fixing America's Surface Transportation Act. This legislation includes requirements for planning by Metropolitan Planning Organizations, including maintaining financially constrained long-range transportation plans for their regions. PSRC is the designated Metropolitan Planning Organization for King, Kitsap, Pierce, and Snohomish counties. Federal requirements and planning factors include supporting the economic vitality of the region, increasing safety and security, improving mobility and accessibility for people and freight, protecting the environment, coordinating transportation and land use, integrating and connecting the transportation system across all modes, emphasizing the preservation of the system as well as promoting efficient management and operations, improving resilience and reliability, and enhancing travel and tourism. These planning factors have been incorporated into VISION 2050's Regional Growth Strategy and multicounty planning policies, which in turn guide the development of the region's functional regional transportation plan.

Public Works and Economic Development Act

The federal Public Works and Economic Development Act (1965), amended as the Public Works and Economic Development Act in 1998, supports long-term economic development in areas experiencing substantial economic distress through the creation, expansion, or retention of permanent jobs that help raise income levels. Economic development funding programs support these goals with financial backing for economic projects that support the construction or rehabilitation of essential public infrastructure and the development of facilities that are necessary to generate private investments. To be eligible for these programs, the region must develop a comprehensive economic development strategy to guide its economic development efforts. To satisfy this requirement, PSRC and the Economic Development District have developed Amazing Place, the region's economic strategy, which serves as the economic functional plan of VISION 2050.

Clean Air Acts

VISION 2050 and its multicounty planning policies were developed in conformity with the guidelines and requirements of the federal Clean Air Act and state Clean Air Act, and their related amendments. These complementary pieces of legislation define a framework for maintaining air quality and human and environmental health through planning, project implementation, and regulation. Under federal and state regulations, PSRC is required to demonstrate that the long-range Regional Transportation Plan and the region's Transportation Improvement Program – which are guided by VISION 2050 – conform to the State Implementation Plan for Air Quality. This conformity requirement is a mechanism for ensuring that transportation activities – plans, programs, and projects – are reviewed and evaluated for their impacts on air quality prior to funding or approval.

Analysis of Fiscal Impact

The Growth Management Act requires that countywide and multicounty planning policies address an analysis of fiscal impact. The Central Puget Sound Hearings Board concluded in City of Snoqualmie v. King County (1993), that "the purpose of the fiscal impact analysis is to realistically assess the fiscal costs and constraints of implementing countywide planning policies and thereby to contribute to the design of an effective strategy to overcome those constraints." The Hearings Board stated that "this task was imposed on cities and counties because they are the units of government directly responsible for creating and implementing the countywide planning policies, as well as the parties most directly affected fiscally by implementation of the countywide planning policies." Within the central Puget Sound region, analysis of fiscal impact is deferred to the respective countywide planning policies for King, Kitsap, Pierce, and Snohomish counties.

Growth Management Policy Board

(as of draft VISION 2050 plan release, July 19, 2019)

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Councilmember Hank Margeson, City of Redmond – *Vice-Chair*

- Patricia Akiyama, Master Builders
- Dave Andersen, Washington State Department of Commerce
- Deputy Mayor Jay Arnold, City of Kirkland
- Councilmember Scott Bader, City of Everett
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- Dr. Anthony Chen, Tacoma-Pierce County Health Department
- Councilmember Tim Curtis, City of Fife
- Councilmember Larry Gossett, King County
- Clayton Graham, Municipal League of King County
- Councilmember John Holman, City of Auburn
- Marty Kooistra, Housing Development Consortium of Seattle-King County
- Councilmember Kathy Lambert, King County
- Peter Mayer, Metro Parks Tacoma
- Robin Mayhew, Washington State Department of Transportation
- Commissioner Paul McIntyre, Alderwood Water & Wastewater District
- Barb Mock, Snohomish County
- Ian Morrison, NAIOP Commercial Real Estate Association
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- Bryce Yadon, Futurewise
- Councilmember Derek Young, Pierce County

Alternates

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- Mark Barkley, Washington State Department of Commerce
- Councilmember Chris Beale, City of Tacoma
- Carson Bowlin, NAIOP Commercial Real Estate Association
- Joe Brady, Metro Parks Tacoma
- Councilmember Traci Buxton, City of Des Moines
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- Mark Gulbranson, Deputy Executive Director
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Draft VISION 2050 Policies and Actions Table

The Growth Management Policy Board used the adopted goals, policies, and actions in VISION 2040 as a starting point for VISION 2050. This table compiles specific revisions and rationale for changes to the multicounty planning policies in the draft VISION 2050 plan and translates between the policy numbering in VISION 2040 and the draft VISION 2050 plan. The table is organized by policy section in the plan.

Draft VISION 2050 Regional Collaboration Policies and Actions

Goal		A collaborative region will successfully plan for a healthy environment, thriving communities, and opportunities for all.	New goal. Prior chapter (General Policies) did not include a goal statement.
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-RC-1	MPP-G-1	Coordinate planning efforts among jurisdictions, agencies, ~~and~~ federally recognized ~~Indian t~~Tribes, and adjacent regions, where there are common borders or related regional issues, to facilitate a common vision.	Coordination - change adds reference to adjacent regions
MPP-RC-2	n/a	Improve services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.	Equity - new policy focuses on advancing social equity
MPP-RC-3	n/a	Make improvement of health outcomes across the region a priority when developing and carrying out regional, countywide, and local plans.	Health - new policy focuses on improving health outcomes
MPP-RC-4	n/a	Coordinate with tribes in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside tribal boundaries.	Tribes - new policy emphasizes the need for coordination between local and regional agencies and tribes
MPP-RC-5	n/a	Consult with military installations in regional and local planning, recognizing the mutual benefits and potential for impacts between growth occurring within and outside installation boundaries.	Military - new policy emphasizes the need for coordination between local and regional agencies and the military
MPP-RC-6	MPP-DP-7, DP-10, T-12	Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers and manufacturing/industrial centers, consistent with the regional vision. Regional funds are prioritized to regional centers. ~~County-level and local funding are also appropriate to prioritize to regional growth centers.~~	Funding - change consolidates existing funding-related policies that address funding for both regional growth centers and manufacturing/industrial centers

Draft VISION 2050 Regional Collaboration Policies and Actions

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-RC-7	MPP-DP-13	Direct subregional funding, especially county-level and local funds, to countywide centers, high-capacity transit areas with a station area plan, and other local centers. ~~centers designated through countywide processes, as well as to town centers, and other activity nodes.~~ County-level and local funding are also appropriate to prioritize to regional centers.	Funding - change updates terminology, incorporates language from DP-7 and DP-10, and includes transit station areas with plans
MPP-RC-8	MPP-H-6	Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.	Funding - relocated policy to consolidate funding-related policies in one section
MPP-RC-9	MPP-G-5	Identify and develop changes to regulatory, pricing, taxing, and expenditure practices, and other fiscal tools within the region to implement the vision.	No change
MPP-RC-10	MPP-G-4	Explore new and existing sources of funding for services and infrastructure, recognizing that such funding is vital if local governments are to achieve the regional vision.	No change
MPP-RC-11	MPP-G-2	Update countywide planning policies, where necessary, prior to December 31, ~~2010~~2021, to address the multicounty planning policies in VISION ~~2040~~2050.	Countywide Planning Policies - change updates date and VISION 2050 reference
MPP-RC-12	MPP-G-3	Monitor implementation of VISION ~~2040~~2050 to evaluate progress in achieving the Regional Growth Strategy, as well as the regional collaboration, environment, climate change, development patterns, housing, economy, transportation, and public services provisions.	Implementation - change updates VISION 2050 reference and reflect new titles
RC-Action-1 (Regional)	n/a	Plan Updates: PSRC will support efforts to update countywide planning policies, local comprehensive plans, and infrastructure and utility plans, including providing updated plan review and certification guidance.	Outreach and coordination - supports implementation of VISION 2050
RC-Action-2 (Regional)	n/a	Monitoring Program: PSRC will track the implementation of VISION 2050 through monitoring and periodic evaluation.	Monitoring - supports ongoing implementation of VISION 2050

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
RC-Action-3 (Regional)	n/a	Regional Equity Strategy: PSRC, in coordination with member governments and community stakeholders, will develop a regional equity strategy intended to make equity central to PSRC's work and to support the 2023/24 local comprehensive plan updates. The strategy could include components such as: • Creating and maintaining tools and resources, including data and outreach, to better understand how regional and local policies and actions affect our region's residents, specifically as they relate to people of color and people with low incomes. • Developing strategies and best practices for centering equity in regional and local planning work, including inclusive community engagement, monitoring, and actions to achieve equitable development outcomes and mitigate displacement of vulnerable communities. • Identifying implementation steps, including how to measure outcomes	Equity - supports development of a regional equity strategy
RC-Action 4 (Regional)	n/a	Outreach: PSRC will develop an outreach program for VISION 2050 that is designed to communicate the goals and policies of VISION 2050 to member jurisdictions, regional stakeholders, and the public. This work program will have the following objectives: •Build awareness of VISION 2050 among local jurisdictions in advance of the development of local comprehensive plans. •Raise awareness of PSRC and the desired outcomes of VISION 2050 to residents across the region. •Collaborate with residents who are historically underrepresented in the planning process to ensure all voices are heard in regional planning.	Outreach - supports continued public outreach for VISION 2050
RC-Action-5 (Regional and Local)	n/a	Funding Sources: PSRC, together with its member jurisdictions, will investigate existing and new funding sources for infrastructure, services, economic development, natural resource planning, and open space, to assist local governments with the implementation of VISION 2050. Explore options to develop incentives and innovative funding mechanisms, particularly in centers and transit station areas. Provide technical assistance to help local jurisdictions use existing and new funding sources.	Funding - supports implementation of VISION 2050
RC-Action-6 (Regional and Local)	n/a	Communicate VISION 2050 to State Agencies and the Legislature: PSRC, together with its member jurisdictions, will relay the goals and objectives of VISION 2050 to state agencies and the Legislature, in order to promote changes in state law and funding to best advance VISION 2050.	State coordination - supports implementation of VISION 2050

Goal		The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.	New goal. Prior chapter (Regional Growth Strategy) did not include a goal statement.
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-RGS-1	n/a	Implement the Regional Growth Strategy through regional policies and programs, countywide planning policies and growth targets, and local plans.	Regional Growth Strategy - new policy addresses implementation
MPP-RGS-2	MPP-DP-3	Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local ~~housing and employment~~ growth targets for each designated regional growth center and manufacturing/industrial center.	Regional Centers Framework - change clarifies expectations for manufacturing/industrial center employment targets
MPP-RGS-3	n/a	Provide flexibility in establishing and modifying countywide growth targets, provided growth targets support the Regional Growth Strategy.	Growth Targets - new policy recognizes local flexibility in implementing the Regional Growth Strategy
MPP-RGS-4	MPP-DP-4	Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.	No change
MPP-RGS-5	MPP-DP-1	~~Provide a regional framework for the designation and adjustment of the urban growth area to e~~Ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.	Urban Growth Area - change removes provision for a regional framework
MPP-RGS-6	MPP-DP-2	Encourage efficient use of urban land by ~~maximizing~~ optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy ~~such as advancing development that achieves zoned density~~.	Regional Growth Strategy - change encourages infill and increasing densities within the urban growth area
MPP-RGS-7	n/a	Attract 65% of the region's residential and 75% of the region's employment growth to high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.	Regional Growth Strategy - new policy addresses growth goals for transit-oriented development
MPP-RGS-8	MPP-DP-5	Focus a significant share of population and employment growth in designated regional growth centers.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-RGS-9	MPP-DP-8	Focus a significant share of employment growth in designated regional manufacturing/industrial centers.	No change
MPP-RGS-10	n/a	Encourage growth in designated countywide centers.	Regional Centers Framework - new policy encourages growth in designated countywide centers
MPP-RGS-11	n/a	Avoid increasing development capacity inconsistent with the Regional Growth Strategy in regional geographies not served by high-capacity transit.	Regional Growth Strategy - new policy focuses development capacity in areas with high-capacity transit
MPP-RGS-12	MPP-DP-16	~~Direct~~ Plan for commercial, retail, and community services that serve rural residents to locate in neighboring cities and existing activity areas to ~~prevent~~ avoid the conversion of rural land into commercial uses.	Rural growth - change clarifies rural planning objectives
MPP-RGS-13	n/a	Manage and reduce rural growth rates over time, consistent with the Regional Growth Strategy, to maintain rural landscapes and lifestyles and protect resource lands and the environment.	Rural growth - new policy addresses managing growth pressures in rural areas
RGS-Action-1 (Regional)	n/a	Urban Growth Area: PSRC will report on urban growth area changes, annexation activity, and countywide coordination practices in each county.	Urban Growth Area - supports regional coordination regarding urban growth area
RGS-Action-2 (Regional)	n/a	Track and Evaluate Growth: PSRC will study, track, and evaluate growth and development occurring in the central Puget Sound region and in high-capacity transit station areas in terms of meeting the goals and objectives of the Regional Growth Strategy.	Regional Growth Strategy - supports monitoring growth patterns
RGS-Action-3 (Regional)	n/a	Growth Targets: PSRC, together with its member jurisdictions, will provide guidance and participate with countywide processes that set or modify local housing and employment targets. PSRC will also provide guidance on growth targets for designated regional centers and improving jobs-housing balance, and coordinate with member jurisdictions regarding buildable lands reporting.	Regional Growth Strategy - directs PSRC to provide guidance to assist local jurisdictions with setting growth targets
RGS-Action-4 (Regional)	n/a	Rural Growth: PSRC, together with its members and stakeholders, will explore opportunities for local, regional and state-wide conservation programs to reduce development pressure in rural and resource areas, to facilitate regional Transfer of Development Rights, and to explore additional techniques to conserve valuable open space areas, including Purchase of Development Rights and open space markets.	Rural Growth - supports conservation programs

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
RGS-Action-5 (Local)	n/a	Regional Growth Strategy: As counties and cities update their comprehensive plans in 2023/24 to accommodate growth targets and implement the Regional Growth Strategy, support a full range of strategies, including zoning and development standards, incentives, infrastructure investments, housing tools, and economic development, to achieve a development pattern that aligns with VISION 2050.	Regional Growth Strategy - supports local implementation

Goal		The region ~~will~~ cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing ~~greenhouse gas emissions and~~ air pollutants~~, and addressing potentialclimate change impacts~~. The ~~region acknowledges that the~~ health of all residents and the economy is connected to the health of the environment. Planning at all levels ~~should~~ considers the impacts of land use, development, and transportation on the ecosystem.	Change to existing goal to remove climate change references (covered in Climate Change chapter) and recognize the link between the environment and a healthy economy
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-En-1	MPP-En-1	Develop regionwide environmental strategies, coordinating among local jurisdictions and countywide planning groups.	No change
MPP-En-2	MPP-En-2	Use integrated and interdisciplinary approaches for environmental planning and assessment at regional, countywide, and local levels.	No change
MPP-En-3	MPP-En-3	Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	No change
MPP-En-4	MPP-En-4	Ensure that all residents of the region, regardless of race, social, or economic status, have clean air, clean water, and other elements of~~live in~~ a healthy environment~~, with minimal exposure to pollution~~.	Equity - change updates terminology and does not condone exposure to pollution
MPP-En-5	MPP-En-5	Locate development in a manner that minimizes impacts to natural features. Promote the use of innovative environmentally sensitive development practices, including design, materials, construction, and on-going maintenance.	No change
MPP-En-6	MPP-En-6	Use the best information available at all levels of planning, especially scientific information, when establishing and implementing environmental standards established by any level of government.	No change
MPP-En-7	MPP-En-7	Reduce and ~~M~~mitigate noise and light pollution caused by ~~traffic~~transportation, industries, public facilities, and other sources.	Environmental Stewardship - change addresses light pollution and recognize public facilities as a source
MPP-En-8	n/a	Reduce impacts to vulnerable populations and areas that have been disproportionately affected by noise, air pollution, or other environmental impacts.	Equity - new policy addresses disproportionate environmental impacts
MPP-En-9	n/a	Enhance urban tree canopy to support community resilience, mitigate urban heat, manage stormwater, conserve energy, improve mental and physical health, and strengthen economic prosperity.	Resilience/Health/Open Space - new policy recognizes value of urban tree canopy

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-En-10	n/a	Support and incentivize environmental stewardship on private and public lands to protect and enhance habitat, water quality, and other ecosystem services.	Environmental Stewardship/Open Space - new policy implements Regional Open Space Conservation Plan recommendation regarding land stewardship
MPP-En-11	MPP-En-9	Designate, protect, and enhance significant open spaces, natural resources, and critical areas through mechanisms, such as the review and comment of countywide planning policies and local plans and provisions.	No change
MPP-En-12	MPP-En-8	Identify, preserve, and enhance significant regional open space networks and linkages across jurisdictional boundaries through implementation and update of the Regional Open Space Conservation Plan.	Open Space - change recognizes and implements the Regional Open Space Conservation Plan
MPP-En-13	MPP-En-12	Preserve and restore native vegetation and tree canopy ~~to protect habitat~~, especially where it protects habitat and contributes to ~~the~~ overall ecological function~~and where invasive species are a significant threat to native ecosystems~~.	Open Space - change implements Regional Open Space Conservation Plan's recommendations to preserve tree canopy
MPP-En-14	MPP-En-11	Identify and protect wildlife corridors both inside and outside the urban growth area.	No change
MPP-En-15	n/a	Provide parks, trails, and open space within walking distance of urban residents. Prioritize historically underserved communities for open space improvements and investments.	Equity/Open Space - new policy focuses on access to open space, especially in underserved communities
MPP-En-16	MPP-En-10	Preserve and enhance habitat to support healthy wildlife and accelerate the recovery of salmon, orca, and other threatened and endangered species~~prevent species from inclusion on the Endangered Species List and to accelerate their removal from the list~~.	Puget Sound Recovery - change specifically names salmon and orca
MPP-En-17	MPP-En-13	Maintain and restore natural hydrological functions and water quality within the region's ecosystems and watersheds to recover the health of Puget Sound~~and, where feasible, restore them to a more natural state~~.	Puget Sound Recovery - change addresses water quality
MPP-En-18	n/a	Reduce stormwater impacts from transportation and development through watershed planning, redevelopment and retrofit projects, and low-impact development.	Puget Sound Recovery - new policy addresses stormwater pollution
MPP-En-19	MPP-En-15	Reduce the use of toxic pesticides, ~~and chemical~~ fertilizers, and other products to the extent feasible and identify alternatives that minimize risks to human health and the environment.	Puget Sound Recovery - change to be consistent with Puget Sound Partnership Action Agenda
MPP-En-20	MPP-En-14	Restore – where appropriate and possible – the region's freshwater and marine shorelines, watersheds, and estuaries to a natural condition for ecological function and value.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-En-21	MPP-En-19	Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	No change
MPP-En-22	MPP-En-17	Meet all federal and state air quality standards and reduce emissions of air toxics and greenhouse gases.~~Maintain or do better than existing standards for carbon monoxide, ozone, and particulates.~~	Air Quality - change to meet regulatory requirements and reduce emissions
	~~MPP-En-16~~	~~Identify and address the impacts of climate change on the region's hydrological systems.~~	Moved to Climate Change chapter (MPP-CC-9)
	~~MPP-En-18~~	~~Reduce levels for air toxics, fine particulates, and greenhouse gases.~~	Air Quality - Combined with MPP-En-22
	~~MPP-En-20~~	~~Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.~~	Moved to Climate Change chapter (MPP-CC-1)
	~~MPP-En-21~~	~~Reduce the rate of building energy use per capita, both in building use and in transportation activities.~~	Moved to Climate Change chapter (MPP-CC-2)
	~~MPP-En-22~~	~~Pursue the development of energy management technology as part of meeting the region's energy needs.~~	Moved to Climate Change chapter (MPP-CC-5)
	~~MPP-En-23~~	~~Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.~~	Moved to Climate Change chapter (MPP-CC-3)
	~~MPP-En-24~~	~~Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.~~	Moved to Climate Change chapter (MPP-CC-4)
	~~MPP-En-25~~	~~Anticipate and address the impacts of climate change on regional water sources.~~	Moved to Climate Change chapter (MPP-CC-8)
En-Action-1 (Regional)	n/a	Open Space Planning: PSRC will work with member jurisdictions, resource agencies, tribes, and interest groups to implement conservation, restoration, stewardship, and other recommendations in the Regional Open Space Conservation Plan. On a periodic basis, evaluate and update the plan.	Regional Open Space Conservation Plan - supports implementation
En-Action-2 (Regional)	n/a	Watershed Planning Support: PSRC and the Puget Sound Partnership will coordinate to support watershed planning to inform land use, transportation, and stormwater planning and projects that improve the health of Puget Sound.	Puget Sound Recovery - supports coordination with Puget Sound Partnership

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
En-Action-3 (Countywide/watershed)	n/a	Watershed Planning: Counties and cities, together with other jurisdictions in the watershed, will participate in watershed planning to integrate land use, transportation, stormwater, and related disciplines across the watershed to improve the health of Puget Sound.	Puget Sound Recovery - supports implementation of Puget Sound Partnership Action Agenda, stormwater federal and state requirements, and Water Resource Inventory Area (WRIA) work
En-Action-4 (Local)	n/a	Local Open Space Planning: Counties and cities will work to address open space conservation and access needs as identified in the Regional Open Space Conservation Plan in the next periodic update to comprehensive plans.	Regional Open Space Conservation Plan - supports local implementation

Goal		The region substantially reduces emissions of greenhouse gases that contribute to climate change and prepares for climate change impacts.	New goal for new chapter
VISION 2050 #	**VISION 2040 #**	**Policy/Action**	**Type/Reason of Change**
MPP-CC-1	MPP-En-20	Advance state, regional, and local actions that substantially reduce greenhouse gas emissions in support of state, regional, and local emissions reduction goals, including targets adopted by the Puget Sound Clean Air Agency. ~~Address the central Puget Sound region's contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases. Jurisdictions and agencies should work to include an analysis of climate change impacts when conducting an environmental review process under the State Environmental Policy Act.~~	Greenhouse Gas Emissions Reductions - change reflects current state context and support for state, regional, and local programs
MPP-CC-2	MPP-En-21	Reduce ~~the rate of~~ building energy use ~~per capita, both in building use and in transportation activities~~ through green building and retrofit of existing buildings.	Climate Change - change focuses on building energy use
MPP-CC-3	MPP-En-23	Reduce greenhouse gases by expanding the use of conservation and alternative energy sources, electrifying the vehicle fleet, and ~~by~~ reducing vehicle miles traveled by increasing alternatives to driving alone.	Climate Change - change emphasizes electrification of vehicle fleet
MPP-CC-4	MPP-En-24	Protect and restore natural resources that sequester and store carbon such as forests, farmland, wetlands, estuaries, and urban tree canopy.~~Take positive actions to reduce carbons, such as increasing the number of trees in urban portions of the region.~~	Climate Change - change clarifies role of natural resources in carbon storage and sequestration
MPP-CC-5	MPP-En-22	Pursue the development of energy management technology as part of meeting the region's energy needs.	No change
MPP-CC-6	n/a	Address impacts to vulnerable populations and areas that have been disproportionately affected by climate change.	Equity - new policy recognizes disproportionate impacts of climate change
MPP-CC-7	n/a	Advance state, regional, and local actions that support resilience and adaptation to climate change impacts.	Regional coordination - new policy supports state, regional, and local actions
MPP-CC-8	MPP-En-25	Increase resilience by identifying~~Anticipate~~ and addressing the impacts of climate change and natural hazards on ~~regional~~ water ~~sources.~~, land, infrastructure, health, and the economy. Prioritize actions to protect the most vulnerable populations.	Equity/Resilience - change adds the concept of resilience and recognizes impacts to vulnerable populations
MPP-CC-9	MPP-En-16	Identify and address the impacts of climate change on the region's hydrological systems.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
CC-Action-1 (Regional)	n/a	Greenhouse Gas Strategy: PSRC will advance the implementation of the region's Greenhouse Gas Strategy, including future versions, to achieve meaningful reductions of emissions throughout the region from transportation, land use, and development. Regular evaluation and monitoring will occur as part of the development of the Regional Transportation Plan every four years.	Climate Change - supports implementation of the adopted Four-Part Greenhouse Gas Strategy
CC-Action-2 (Regional)	n/a	Resilience and Climate Preparedness: PSRC will engage in regional resilience planning and climate preparedness, including development of a regional inventory of climate hazards, assistance to member organizations, and continued research and coordination with partner agencies such as the Puget Sound Climate Preparedness Collaborative.	Resilience - supports regional coordination in resilience planning and climate preparedness
CC-Action-3 (Local)	n/a	Emissions Reduction Actions: Cities and counties will incorporate emission reduction policies and activities in their comprehensive planning. Elements include supporting the adopted Regional Growth Strategy, providing multimodal transportation choices, and encouraging a transition to a cleaner transportation system.	Climate Change - supports local policies and actions for reducing emissions

Goal		The region ~~will focus growth within already urbanized areas to~~ creates walkable, compact, and equitable transit-oriented communities that maintain unique local character, while creating and preserving open space and natural areas. ~~Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.~~	Change to distinguish chapter goal from the Regional Growth Strategy chapter
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-DP-1	MPP-DP-35	Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.	No change
MPP-DP-2	n/a	Reduce disparities in access to opportunity for the region's residents through inclusive community planning and targeted investments that meet the needs of current and future residents and businesses.	Equity - change addresses equitable access to opportunity for all of the region's residents
MPP-DP-3	MPP-DP-14	~~Preserve and~~ Enhance existing neighborhoods ~~and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a~~to provide a high degree of connectivity in the street network to accommodate walking, bicycling, and transit use, and sufficient public spaces.	Urban Design/Connectivity - change to differentiate policy from old MPP-DP-35 (new MPP-DP-1) and focus on health and walkability outside of centers
MPP-DP-4	MPP-DP-15	Support the transformation of key underutilized lands, such as surplus public lands or environmentally contaminated lands ~~as brownfields and greyfields~~, to higher-density, mixed-use areas to complement the development of centers and the enhancement of existing neighborhoods.	Redevelopment - change incorporates surplus public lands and simplifies language
MPP-DP-5	MPP-DP-33	Identify, protect and enhance those elements and characteristics that give the central Puget Sound region its identity, especially the natural visual resources and positive urban form elements.	No change
MPP-DP-6	MPP-DP-34	Preserve significant regional historic, visual, and cultural resources, including public views, landmarks, archaeological sites, historic and cultural landscapes, and areas of special character.	No change
MPP-DP-7	MPP-DP-36	~~Provide a wide range of building and community types to serve the needs of a diverse population.~~Conduct inclusive engagement to identify and address the diverse needs of the region's residents.	Equity - change addresses equitable community planning and outcomes

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-DP-8	MPP-DP-37	Support urban design, historic preservation, and arts to enhance quality of life, improve the natural and human-made environments, promote health and well-being, contribute to a prosperous economy, and increase the region's resiliency in adapting to changes or adverse events.	No change
MPP-DP-9	MPP-DP-38	Design public buildings and spaces that contribute to a sense of community and a sense of place.	No change
MPP-DP-10	MPP-DP-39	Identify and create opportunities to develop parks, civic places and public spaces, especially in or adjacent to centers.	No change
MPP-DP-11	MPP-DP-40	Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	No change
MPP-DP-12	MPP-DP-41	Allow natural boundaries to help determine the routes and placement of infrastructure connections and improvements.	No change
MPP-DP-13	MPP-DP-42	Recognize and work with linear systems that cross jurisdictional boundaries – including natural systems, continuous land use patterns, and transportation and infrastructure systems – in community planning, development, and design.	No change
MPP-DP-14	MPP-DP-43	Design communities to provide ~~an improved~~ safe and welcoming environments for walking and bicycling.	Health - change emphasizes nonmotorized comfort and safety
MPP-DP-15	MPP-DP-44	Incorporate provisions addressing health and well-being into appropriate regional, countywide, and local planning and decision-making processes.	No change
MPP-DP-16	MPP-DP-45	Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.	No change
MPP-DP-17	n/a	Address existing health disparities and improve health outcomes in all communities.	Health - new policy addresses health disparities
MPP-DP-18	MPP-DP-46	Develop and implement design guidelines to encourage construction of healthy buildings and facilities to promote healthy people.	No change
MPP-DP-19	MPP-DP-47	Support agricultural, farmland, and aquatic uses that enhance the food system in the central Puget Sound region and its capacity to produce fresh and minimally processed foods.	No change
MPP-DP-20	MPP-DP-6	Provide a regional framework for designating and evaluating regional growth centers.	No change
MPP-DP-21	n/a	Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.	Regional Growth Strategy - new policy encourages densities to maximize major transit investments

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-DP-22	n/a	Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.	Equity/Displacement - new policy addresses displacement in high-growth areas
MPP-DP-23	MPP-DP-9	Provide a regional framework for designating and evaluating regional manufacturing/industrial centers.	No change
MPP-DP-24	MPP-DP-11	Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers. ~~town centers and activity nodes.~~	Growing Transit Communities/Regional Centers Framework - change updates terminology
MPP-DP-25	MPP-DP-12	~~Establish~~ Implement the adopted ~~a common~~ framework to designate countywide centers ~~among the countywide processes for designating subregional centers~~ to ensure compatibility within the region.	Regional Centers Framework - change to implement adopted framework
MPP-DP-26	MPP-DP-18	Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation. To fulfill the Regional Growth Strategy, while promoting economical administration and services, annexation is preferred over incorporation.	Annexation - change acknowledges financial considerations of annexation
MPP-DP-27	MPP-DP-19	Support joint planning between cities and counties to work cooperatively in planning for urban unincorporated areas to ensure an orderly transition to city governance, including efforts such as: (a) establishing urban development standards, (b) addressing service and infrastructure financing, and (c) transferring permitting authority.	No change
MPP-DP-28	n/a	Support annexation and incorporation in urban unincorporated areas by planning for phased growth of communities to be economically viable, supported by the urban infrastructure, and served by public transit.	Annexation/Incorporation - new policy supports planning in unincorporated urban areas
MPP-DP-29	MPP-DP-20	Support the provision and coordination of urban services to unincorporated urban areas by the adjacent city or, where appropriate, by the county as an interim approach.	No change
MPP-DP-30	MPP-DP-17	Promote transit service to and from existing cities in rural areas.	No change
MPP-DP-31	MPP-DP-21	Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.	No change
MPP-DP-32	MPP-DP-22	Do not allow urban net densities in rural and resource areas.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-DP-33	MPP-DP-23	Avoid new fully contained communities outside of the designated urban growth area because of their potential to create sprawl and undermine state and regional growth management goals.	No change
MPP-DP-34	MPP-DP-24	In the event that a proposal is made for creating a new fully contained community, the county shall make the proposal available to other counties and to the Regional Council for advance review and comment on regional impacts.	No change
MPP-DP-35	MPP-DP-25	Use existing and new tools and strategies to address vested development to ensure that future growth meets existing permitting and development standards and prevents further fragmentation of rural lands.	No change
MPP-DP-36	MPP-DP-26	Ensure that development occurring in rural areas is rural in character and is focused into communities and activity areas.	No change
MPP-DP-37	MPP-DP-27	Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.	No change
MPP-DP-38	MPP-DP-28	Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.	No change
MPP-DP-39	MPP-DP-29	Protect and enhance significant open spaces, natural resources, and critical areas.	No change
MPP-DP-40	MPP-DP-30	Establish best management practices that protect the long-term integrity of the natural environment, adjacent land uses, and the long-term productivity of resource lands.	No change
MPP-DP-41	MPP-DP-31	Support the sustainability of designated resource lands. Do not convert these lands to other uses.	No change
MPP-DP-42	MPP-DP-32	Ensure that resource lands and their related economic activities are not adversely impacted by development on adjacent non-resource lands.	No change
MPP-DP-43	MPP-DP-48	Work to conserve valuable rural and resource lands through techniques, such as conservation programs, ~~Encourage the use of innovative techniques, including the~~ transfer of development rights, and the purchase of development rights~~, and conservation incentives. Use these techniques to~~ Focus growth within the urban growth area, ~~(~~especially cities~~),~~ to lessen pressures to convert rural and resource areas to residential uses ~~more intense urban-type development, while protecting the future economic viability of sending areas and sustaining rural and resource-based uses~~.	Rural Lands - change promotes rural conservation techniques
MPP-DP-44	n/a	Avoid growth in rural areas that cannot be sufficiently served by roads, utilities, and services at rural levels of service.	Rural Lands - new policy regarding rural levels of service

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-DP-45	MPP-DP-49	Support and provide incentives to increase the percentage of new development and redevelopment – both public and private – to be built at higher performing energy and environmental standards.	No change
MPP-DP-46	MPP-DP-50	Streamline development standards and regulations for residential and commercial development, especially in centers and high-capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the regional vision.	Growing Transit Communities - change includes high-capacity transit station areas
MPP-DP-47	MPP-DP-51	Protect the continued operation of general aviation airports from encroachment by incompatible uses and development on adjacent land.	No change
MPP-DP-48	MPP-DP-52	Protect military lands from encroachment by incompatible uses and development on adjacent land.	No change
MPP-DP-49	MPP-DP-53	Protect industrial lands from encroachment by incompatible uses and development on adjacent land.	No change
MPP-DP-50	MPP-DP-54	Develop concurrency programs and methods that fully consider growth targets, service needs, and level-of-service standards. Focus level-of-service standards for transportation on the movement of people and goods instead of only on the movement of vehicles.	No change
MPP-DP-51	MPP-DP-55	Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.	No change
MPP-DP-52	MPP-DP-56	Tailor concurrency programs for centers and other subareas to encourage development that can be supported by transit.	No change
	~~MPP-DP-1~~	~~Provide a regional framework for the designation and adjustment of the urban growth area to ensure long-term stability and sustainability of the urban growth area consistent with the regional vision.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-5)
	~~MPP-DP-2~~	~~Encourage efficient use of urban land by maximizing the development potential of existing urban lands such as advancing development that achieves zoned density.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-6)
	~~MPP-DP-3~~	~~Use consistent countywide targeting processes for allocating population and employment growth consistent with the regional vision, including establishing: (a) local employment targets, (b) local housing targets based on population projections, and (c) local housing and employment targets for each designated regional growth center.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-7)

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
	~~MPP-DP-4~~	~~Accommodate the region's growth first and foremost in the urban growth area. Ensure that development in rural areas is consistent with the regional vision.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-4)
	~~MPP-DP-5~~	~~Focus a significant share of population and employment growth in designated regional growth centers.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-8)
	~~MPP-DP-7~~	~~Give funding priority – both for transportation infrastructure and for economic development – to support designated regional growth centers consistent with the regional vision. Regional funds are prioritized to regional growth centers. County-level and local funding are also appropriate to prioritize to regional growth centers.~~	Moved to Regional Collaboration chapter (MPP-RC-6)
	~~MPP-DP-8~~	~~Focus a significant share of employment growth in designated regional manufacturing/industrial centers.~~	Moved to Regional Growth Strategy chapter (MPP-RGS-9)
	~~MPP-DP-10~~	~~Give funding priority – both for transportation infrastructure and for economic development – to support designated regional manufacturing/industrial centers consistent with the regional vision. Regional funds are prioritized to regional manufacturing/industrial centers. County-level and local funding are also appropriate to prioritize to these regional centers.~~	Moved to Regional Collaboration chapter (MPP-RC-6)
	~~MPP-DP-13~~	~~Direct subregional funding, especially county-level and local funds, to centers designated through countywide processes, as well as to town centers, and other activity nodes.~~	Moved to Regional Collaboration chapter (MPP-RC-7)
	~~MPP-DP-16~~	~~Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.~~	Move to Regional Growth Strategy chapter (MPP-RGS-12)
DP-Action-1 (Regional)	n/a	Implement the Regional Centers Framework: PSRC will study and evaluate existing regional growth centers and manufacturing/industrial centers to assess their designation, distribution, interrelationships, characteristics, transportation efficiency, performance, and social equity. PSRC, together with its member jurisdictions and countywide planning bodies, will work to establish a common network of countywide centers.	Regional Centers Framework - implements adopted framework
DP-Action-2 (Regional)	n/a	Industrial Lands: PSRC will update its inventory of industrial lands, evaluate supply and demand for industrial land, and identify strategies to preserve industrial lands and businesses in the region.	Industrial Lands - supports monitoring and preservation of industrial lands

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
DP-Action-3 (Regional)	n/a	Transit-Oriented Development: PSRC, together with its member jurisdictions, will support member jurisdiction in the implementation of the Growing Transit Communities Strategy and compact, equitable development around high-capacity transit station areas. This action will include highlighting and promoting tools used to support equitable development in high-capacity transit station areas.	Growing Transit Communities Strategy - supports implementation
DP-Action-4 (Regional)	n/a	Densities in Transit Station Areas: PSRC will work in collaboration with transit agencies and local government to develop guidance for transit-supportive densities in different types of high-capacity transit station areas.	Regional Growth Strategy - supports developing guidance on transit-supportive densities
DP-Action-5 (Regional)	n/a	Concurrency Best Practices: PSRC will continue to develop guidance on innovative approaches to multimodal level-of-service standards and regional and local implementation strategies for local multimodal concurrency. PSRC, in coordination with member jurisdictions, will identify approaches in which local concurrency programs fully address growth targets, service needs, and level-of-service standards for state highways. PSRC will communicate to the Legislature the need for state highways to be addressed in local concurrency programs.	Taking Stock 2016 - responds to feedback on providing additional guidance on concurrency best practices
DP-Action-6 (Regional)	n/a	Coordinated Planning in Unincorporated Urban Areas: PSRC will support communication with the state Legislature regarding necessary changes to state laws that hinder progress towards annexation and incorporation and opportunities for state and local incentives, organize forums to highlight annexation, incorporation, and joint planning best practices, and provide other resources that address the barriers to joint planning, annexation, and incorporation.	Annexation - identifies actions to support annexation
DP-Action-7 (Local)	n/a	Identification and Clean-up of Underused Lands: Countywide planning bodies, in cooperation with their cities, will develop strategies for cleaning up brownfield and contaminated sites. Local jurisdictions should identify underused lands (such as environmentally contaminated land and surplus public lands) for future redevelopment or reuse.	Redevelopment - supports coordination for clean-up and redevelopment of surplus and contaminated land

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
DP-Action-8 (Local)	n/a	Center Plans and Station Area Plans: Each city or county with a designated regional center and/or light rail transit station area will develop a subarea plan for the designated regional growth center, station area(s), and/or manufacturing/industrial center. Cities and counties will plan for other forms of high-capacity transit stations, such as bus rapid transit and commuter rail, and countywide and local centers, through local comprehensive plans, subarea plans, neighborhood plans, or other planning tools. Jurisdictions may consider grouping station areas that are located in close proximity.	Centers Framework/Growing Transit Communities - supports local planning for regional centers and high-capacity transit station areas
DP-Action-9 (Local)	n/a	Mode Split Goals for Centers: Each city with a designated regional growth center and/or manufacturing/industrial center will establish mode split goals for these centers and identify strategies to encourage transportation demand management and alternatives to driving alone.	Regional Centers Framework - supports adopting mode split goals in local plans

Goal		The region ~~will~~ preserves, improves, and expands its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region ~~will~~ continues to promote fair and equal access to housing for all people.	Minor change
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-H-1	n/a	Plan for housing supply, forms and densities to meet the region's current and projected needs consistent with the Regional Growth Strategy.	Housing Supply - new policy recognizes housing as a regional issue and acknowledges need for supply consistent with the Regional Growth Strategy
MPP-H-2	MPP-H-1	Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.	No change
MPP-H-3	MPP-H-2	Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.	No change
MPP-H-4	n/a	Address the need for housing affordable to low- and very low-income households, recognizing that these critical needs will require significant public intervention through funding, collaboration and jurisdictional action.	Housing Need - new policy acknowledges the need for greater public intervention to provide housing affordable to very low-income residents
MPP-H-5	MPP-H-3	Promote homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.	Equity - change acknowledges historic inequities in access to homeownership
MPP-H-6	MPP-H-4	Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.	No change
MPP-H-7	MPP-H-5	Expand the supply and range of housing at densities to maximize the benefits of transit investments, including affordable units, in growth centers and station areas throughout the region.	Regional Growth Strategy/Growing Transit Communities - change supports housing and transit planning
MPP-H-8	n/a	Promote the development and preservation of long-term affordable housing options in walking distance to transit by implementing zoning, regulations, and incentives.	Regional Growth Strategy/Growing Transit Communities - new policy promotes affordable housing near transit

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-H-9	MPP-H-8	Expand housing capacity for moderate density housing to bridge the gap between single-family and more intensive multifamily development and provide opportunities for more affordable ownership and rental housing that allows more people to live in neighborhoods across the region. ~~Encourage the use of innovative techniques to provide a broader range of housing types for all income levels and housing.~~	Moderate Density Housing - change promotes middle density housing and removes ambiguous terminology ("innovative techniques")
MPP-H-10	MPP-H-7	Encourage jurisdictions to review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize additional costs to housing.	No change
MPP-H-11	MPP-H-9	Encourage interjurisdictional cooperative efforts and public-private partnerships to advance the provision of affordable and special needs housing.	No change
MPP-H-12	n/a	Identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	Equity/Displacement - new policy addresses displacement risk
	~~MPP-H-6~~	~~Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance affordable housing.~~	Moved to Regional Collaboration Chapter (MPP-RC-8)
H-Action-1 (Regional)	n/a	Regional Housing Strategy: PSRC, together with its member jurisdictions, state agencies, housing interest groups, housing professionals, advocacy and community groups, and other stakeholders will develop a comprehensive regional housing strategy to support the 2023-24 local comprehensive plan update. The housing strategy will provide the framework for regional housing assistance (see H-Action-2, below) and shall include the following components: oA regional housing needs assessment to identify current and future housing needs to support the regional vision oStrategies and best practices to promote and/or address: housing supply, the preservation and expansion of market rate and subsidized affordable housing, housing in centers and in proximity to transit, jobs-housing balance, and the development of moderate density housing options oCoordination with other regional and local housing efforts	Regional Housing Strategy - calls for regional data collection and strategy development to support local plan updates and other local housing efforts

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
H-Action-2 (Regional)	n/a	Regional Housing Assistance: PSRC, in coordination with subregional, county, and local housing efforts, will assist implementation of regional housing policy and local jurisdiction and agency work. Assistance-shall include the following components: oGuidance for developing local housing targets (including affordable housing targets), model housing policies, and best housing practices oTechnical assistance, including new and strengthened tools, to support local jurisdictions in developing effective housing strategies and programs oCollection and analysis of regional housing data, including types and uses of housing and effectiveness of zoning, regulations, and incentives to achieve desired outcomes	Technical Assistance - supports local housing efforts
H-Action-3 (Regional)	n/a	State Support and Coordination: PSRC will monitor and support as appropriate members' efforts to seek new funding and legislative support for housing; and will coordinate with state agencies to implement regional housing policy.	Outreach/State Coordination - supports members' efforts in seeking state resources
H-Action-4 (Local)	n/a	Local Housing Needs: Counties and cities will conduct a housing needs analysis and evaluate the effectiveness of local housing policies and strategies to achieve housing targets and affordability goals to support updates to local comprehensive plans. Analysis of housing opportunities with access to jobs and transportation options will aid review of total household costs.	Local Data and Monitoring - encourages local data collection to support housing efforts
H-Action-5 (Local)	n/a	Affordable Housing Incentives: As counties and cities plan for and create additional housing capacity consistent with the Regional Growth Strategy, evaluate techniques such as inclusionary and incentive zoning to provide affordability.	Local Tools - encourages local governments to promote affordable housing in areas planning for growth using a variety of techniques

Goal		The region ~~will have~~ has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	Minor change
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-Ec-1	MPP-Ec-1	Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, targeted ~~. Target recruitment activities~~ towards businesses that provide ~~family~~ living-wage jobs.	Business - change to update terminology
MPP-Ec-2	MPP-Ec-2	Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.	Business - change to include utilities
MPP-Ec-3	MPP-Ec-3	Support established and emerging industry clusters that export goods and services~~,~~ and import capital~~, and have growth potential~~.	Business - minor change
MPP-Ec-4	MPP-Ec-4	Leverage the region's position as an international gateway by supporting businesses, airports, seaports, and agencies involved in trade-related activities.	Trade - change distinguishes between airports and seaports
MPP-Ec-5	n/a	Recognize the region's airports as critical economic assets that support the region's businesses, commercial aviation activities, aerospace manufacturing, general aviation, and military missions.	Aviation - new policy supports focus areas in the Regional Economy Strategy
MPP-Ec-6	MPP-Ec-6	Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the ~~distinctive~~ needs of the regional economy.	Business - minor change
MPP-Ec-7	MPP-Ec-5	Foster a supportive environment for business startups, small businesses, ~~and~~ locally owned, and women- and minority-owned businesses to help them continue to prosper.	Business - change updates terminology
MPP-Ec-8	MPP-Ec-7	Encourage the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices.	No change
MPP-Ec-9	MPP-Ec-8	Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of ~~family~~ living-wage jobs for the region's residents.	Employment - change updates terminology
MPP-Ec-10	MPP-Ec-9	Ensure that the region has a high quality education system that is accessible to all of the region's residents.	No change
MPP-Ec-11	MPP-Ec-10	Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-Ec-12	n/a	Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate displacement impacts to the extent feasible.	Equity/Displacement - new policy addresses the risk of business displacement
MPP-Ec-13	MPP-Ec-11	~~Address unique obstacles and special needs – as well as recognize the special assets – of disadvantaged populations in improving the region's shared economic future.~~ Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region's shared economic future.	Equity - change seeks to expand access to economic opportunity
MPP-Ec-14	MPP-Ec-12	Foster appropriate and targeted economic growth in ~~distressed~~ areas with low and very low access to opportunity to improve access to ~~create economic~~ opportunity for current and future residents of these areas.	Equity - change updates terminology to connect to opportunity mapping
MPP-Ec-15	MPP-Ec-13	Support and recognize the contributions of the region's culturally and ethnically diverse communities and Native Tribes, including ~~in~~ helping the region continue to expand its international economy.	Equity - change to specifically include tribes
MPP-Ec-16	MPP-Ec-15	Ensure that economic development sustains and respects the region's ~~environmental quality~~environment and encourages development of established and emerging industries, technologies, and services, that promote environmental sustainability, especially those addressing climate change and resilience.	Green Economy - change promotes industries focused on environmental sustainability
MPP-Ec-17	MPP-Ec-16	~~Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.~~ Preserve and enhance the region's unique attributes and each community's distinctive identity and design as economic assets as the region grows.	Urban Design - change recognizes unique community character as economic assets
MPP-Ec-18	MPP-Ec-17	~~Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.~~ Develop and provide a range of job opportunities throughout the region to create a closer balance between jobs and housing.	Regional Economic Strategy - change focuses on jobs-housing balance

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-Ec-19	MPP-Ec-21	~~Recognize the need for employment~~ Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities. ~~and promote compatible occupations (such as, but not limited to, tourism, cottage and home-based businesses, and local services) that do not conflict with rural character and resource-based land uses.~~	Rural Economic Development - change supports appropriately-scaled employment growth in cities surrounded by rural areas
MPP-Ec-20	MPP-Ec-14	Sustain and enhance arts and cultural institutions to foster an active and vibrant community life in every part of the region.	No change
MPP-Ec-21	MPP-Ec-18	Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	No change
MPP-Ec-22	MPP-Ec-19	Maximize the use of existing designated manufacturing and industrial centers by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses.	No change
MPP-Ec-23	MPP-Ec-22	Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.	No change
	~~MPP-Ec-20~~	~~Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.~~	Addressed in Housing chapter policies
Ec-Action-1 (Regional)	n/a	Regional Economic Strategy: PSRC and the Economic Development District will coordinate economic development efforts to strengthen the region's industries, economic foundations and implement the Regional Economic Strategy. Update the Regional Economic Strategy periodically.	Regional Economic Strategy - supports implementation
Ec-Action-2 (Regional)	n/a	Regional Support for Local Government Economic Development Planning: PSRC will support county and local jurisdictions through technical assistance and economic data with special emphasis on smaller jurisdictions, in their efforts to develop economic development elements as part of their expected 2023/24 comprehensive plan updates. PSRC will also provide guidance on local planning to address commercial displacement.	Regional Economic Strategy - supports local economic development planning
Ec-Action-3 (Regional)	n/a	Regional Economic Data: PSRC and the Economic Development District, in collaboration with county economic development councils and other partners, will maintain regional economic data and develop regionwide and subarea forecasts.	Regional Economic Strategy - supports data collection and forecasting

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
Ec-Action-4 (Local)	n/a	Economic Development Elements: Cities and counties will update (or adopt) their economic development element – tailored to meet the jurisdiction's unique needs and leveraging public investments – as specified in the Growth Management Act, when conducting the expected 2023/24 comprehensive plan update.	Local Plans - consistent with VISION 2040, continues to support including economic development elements in local plans

Goal		The region ~~will have~~ has a ~~safe, cleaner, integrated,~~ sustainable, equitable, affordable, safe and ~~highly~~ efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the regional growth strategy and promotes vitality of the economy, environment and health ~~economic and environmental vitality, and better public health~~.	Minor change to recognize regional transit network and streamline wording
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-T-1	MPP-T-1	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	No change
MPP-T-2	MPP-T-2	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	No change
MPP-T-3	MPP-T-3	Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	No change
MPP-T-4	MPP-T-4	Improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious ~~disabling~~ injuries.	Safety - change modernizes terminology
MPP-T-5	MPP-T-7	Develop a transportation system that minimizes negative impacts to, and promotes, human health.	Health - change promotes health
MPP-T-6	MPP-T-33	~~Promote~~ Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, ~~that sustain~~ maintenance, improvement, preservation, and operation of the transportation system ~~facilities and reflect the costs imposed by users.~~	Financial Strategy - change updates terminology
MPP-T-7	MPP-T-9	Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the Regional Growth Strategy.	No change
MPP-T-8	MPP-T-26	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people consistent with the Regional Growth Strategy ~~to and within the urban growth area~~. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	Regional Growth Strategy - change clarifies support for Regional Growth Strategy

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-T-9	MPP-T-22	Implement transportation programs and projects that provide access to opportunities while preventing or mitigating ~~in ways that prevent or minimize~~ negative impacts to people of color, people with low-income, ~~minority~~, and people with special transportation needs ~~populations~~.	Equity - change addresses access to opportunities, rather than only preventing or minimizing negative impacts
MPP-T-10	MPP-T-25	Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors ~~the elderly~~, youth ~~the young~~, and people with low-incomes ~~populations~~.	Equity - change modernizes terminology
MPP-T-11	MPP-T-14	Design, construct, and operate a safe and convenient transportation system for all users ~~transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users,~~ while accommodating the movement of freight and goods, using best practices and context sensitive design strategies ~~as suitable to each facility's function and context as determined by the appropriate jurisdictions~~.	Safety - change modernizes terminology
MPP-T-12	MPP-T-23	Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	No change
MPP-T-13	MPP-T-24	Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.	Multimodal - change emphasizes connecting centers and transit quality
MPP-T-14	MPP-T-32	Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	No change
MPP-T-15	MPP-T-11	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	No change
MPP-T-16	MPP-T-15	Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	No change
MPP-T-17	MPP-T-16	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.	No change
MPP-T-18	MPP-T-10	Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-T-19	MPP-T-21	~~Apply urban design principles~~ Design ~~in~~ transportation programs and projects ~~for~~ to support regional growth centers and high-capacity transit station areas.	Urban Design - change promotes urban design in centers and transit station areas
MPP-T-20	MPP-T-29	Promote the preservation of existing rights-of-way for future high-capacity transit.	No change
MPP-T-21	MPP-T-20	Design transportation facilities to fit within the context of the built or natural environments in which they are located.	No change
MPP-T-22	MPP-T-28	Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	No change
MPP-T-23	MPP-T-13	Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	No change
MPP-T-24	MPP-T-27	Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	No change
MPP-T-25	MPP-T-17	Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services. ~~meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.~~	Freight - change modernizes language
MPP-T-26	MPP-T-18	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, ~~and~~ efficiency, and mobility, and prepare for continuing growth in freight and goods movement. ~~and to prevent degradation of freight mobility.~~	Freight - change recognizes growth in freight movement
MPP-T-27	MPP-T-19	Coordinate regional planning with rail~~road~~ line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.	Freight - change modernizes language
MPP-T-28	MPP-T-31	Promote coordinated planning and effective management to optimize the existing aviation system prior to development of new airports. Accommodate anticipated regional growth in aviation while minimizing ongoing health and noise impacts in communities. ~~Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.~~	Aviation - change clarifies policy intent and ensures consistency with adopted 2018 Regional Transportation Plan

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-T-29	MPP-T-5	Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options. ~~Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.~~	Climate Change - change reflects current work on reducing emissions
MPP-T-30	n/a	Provide infrastructure sufficient to support widespread electrification of the transportation system.	Climate Change - new policy supports infrastructure needed for electrification
MPP-T-31	MPP-T-8	Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery. ~~Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.~~	Resilience - change supports a resilient transportation system
MPP-T-32	n/a	Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies.	Environment - new policy addresses stormwater pollution from transportation facilities
MPP-T-33	MPP-T-6	Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system. ~~Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.~~	Technology - change addresses changes in transportation technology
MPP-T-34	MPP-T-30	Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable. ~~Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.~~	Technology - change updates role of public-private partnerships as a means to respond to change
	~~MPP-T-12~~	~~Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.~~	Moved to Regional Collaboration chapter (MPP-RC-6)

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
T-Action-1 (Regional)	T-Action-1 (Regional)	Regional Transportation Plan: PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	Regional Transportation Plan - supports implementation
T-Action-2 (Regional)	T-Action-2 (Regional)	Transportation Technology and Changing Mobility: PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns, including ongoing improvements to PSRC modeling and analytical tools. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.	Technology - continues research, analysis, and guidance work on transportation technology and changing mobility
T-Action-3 (Regional)	T-Action-3 (Regional)	Freight Mobility: PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.	Freight - continues research, analysis, and collaboration needs for freight

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
T-Action-4 (Regional)	T-Action-4 (Regional)	Climate: PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy - or future versions thereof - to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.	Climate Change - implements Four-Part Greenhouse Gas Strategy (part of Regional Transportation Plan)
T-Action-5 (Regional)	T-Action-5 (Regional)	Aviation Capacity: PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth while minimizing community impacts, and set the stage for future planning efforts. PSRC will work in cooperation with the state, which will play a lead role in addressing aviation capacity needs.	Aviation - reflects PSRC work to analyze the regional aviation system
T-Action-6 (Local)	T-Action-6 (Local)	VISION 2050 Implementation: Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including addressing changes related to technology, freight and delivery, and the needs of all users.	Local Plans - supports local implementation of the Regional Transportation Plan and VISION 2050

Goal		The region ~~will~~ supports development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	Minor change
VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-PS-1	MPP-PS-1	Protect and enhance the environment and public health and safety when providing services and facilities.	No change
MPP-PS-2	n/a	Promote affordability and equitable access of public services to all communities, especially the historically underserved.	Equity - new policy promotes affordability and equity in public services
MPP-PS-3	MPP-PS-2	Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy ~~vision~~.	Regional Growth Strategy - change to clarify relationship to Regional Growth Strategy
MPP-PS-4	MPP-PS-3	Promote demand management and the conservation of services and facilities prior to developing new facilities.	No change
MPP-PS-5	MPP-PS-4	Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.	No change
MPP-PS-6	MPP-PS-5	Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.	No change
MPP-PS-7	MPP-PS-6	Obtain urban services from cities or appropriate regional service providers~~, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result~~.Encourage cities, counties, and special service districts, including sewer, water, and fire districts, to coordinate planning efforts, agree on optimal ways to provide efficient service, and move towards consolidations that would improve service to the public.	Urban Services/Coordination - change clarifies necessary between cities, counties, and special service districts
MPP-PS-8	MPP-PS-7	Develop conservation measures to reduce solid waste and increase recycling.	No change
MPP-PS-9	MPP-PS-8	Promote improved conservation and more efficient use of water, as well as the increased use of reclaimed water, to reduce wastewater generation and ensure water availability.	No change

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-PS-10	MPP-PS-9	Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should be considered only when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.	No change
MPP-PS-11	MPP-PS-10	Replace failing septic systems within the urban growth area with sanitary sewers or alternative technology that is comparable or better.	No change
MPP-PS-12	MPP-PS-11	Use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.	No change
MPP-PS-13	MPP-PS-12	Promote the use of renewable energy resources to meet the region's energy needs.	No change
MPP-PS-14	MPP-PS-13	Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.	No change
MPP-PS-15	n/a	Support the necessary investments in utility infrastructure to facilitate moving to low-carbon energy sources.	Climate Change - new policy supports electrification aspect of the Four-Part Greenhouse Gas Strategy (part of the Regional Transportation Plan)
MPP-PS-16	MPP-PS-14	Plan for the provision of telecommunication infrastructure to provide access to residents and businesses in all communities, especially underserved areas.~~, serve growth and development in a manner that is consistent with the regional vision and friendly to the environment.~~	Equity - change focuses on serving all communities
MPP-PS-17	MPP-PS-15	Coordinate, design, and plan for public safety services and programs.	No change
MPP-PS-18	MPP-PS-16	Encourage health and human services facilities to locate near centers and transit for efficient accessibility to service delivery.	No change
MPP-PS-19	n/a	Support efforts to increase the resilience of public services, utilities, and infrastructure by preparing for disasters and other impacts and coordinated planning for system recovery.	Resilience - new policy addresses resilience of public services and facilities
MPP-PS-20	MPP-PS-17	~~Identify and develop additional water supply sources to meet the region's long-term water needs, recognizing~~ Consider the potential impacts ~~on water supply from~~ of climate change and fisheries protection on the region's water supply.	Climate Change - change focuses on managing climate impacts, recognizing that few new water supply sources are available

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
MPP-PS-21	n/a	Provide residents of the region with access to high quality drinking water that meets or is better than federal and state requirements.	Water Quality - new policy addresses access to quality drinking water
MPP-PS-22	MPP-PS-18	Promote coordination among local and tribal governments and water providers and suppliers to meet long-term water needs in the region in a manner that supports the region's growth strategy.	No change
MPP-PS-23	MPP-PS-19	Reduce the per capita rate of water consumption through conservation, efficiency, reclamation, and reuse.	No change
MPP-PS-24	MPP-PS-20	Protect the source of the water supply to meet the needs for both human consumption and for environmental balance.	No change
MPP-PS-25	n/a	Work cooperatively with school districts to plan for school facilities to meet the existing and future community needs consistent with adopted comprehensive plans and growth forecasts, including siting and designing schools to support safe, walkable access and best serve their communities.	School Siting - new policy supports collaborative efforts between school districts and local governments
MPP-PS-26	MPP-PS-21	Site schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans, except as provided for by RCW 36.70A.211.	School Siting - change addresses Growth Management Act amendment related to school siting that allows for schools serving both urban and rural populations in Pierce County to be sited outside the urban growth area
MPP-PS-27	MPP-PS-22	Locate schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community, except as provided for by RCW 36.70A.211.	School Siting - change addresses recent changes to the Growth Management Act related to school siting that allows for schools serving both urban and rural populations in Pierce County to be sited outside GMA boundaries
MPP-PS-28	MPP-PS-23	Site or expand regional capital facilities in a manner that (1) reduces adverse social, environmental, and economic impacts on the host community, (2) equitably balances the location of new facilities, and (3) addresses regional planning objectives.	No change
MPP-PS-29	MPP-PS-24	Do not locate regional capital facilities outside the urban growth area unless it is demonstrated that a non-urban site is the most appropriate location for such a facility.	No change
PS-Action-1 (Regional)	n/a	Utility and Service District Planning: PSRC will work with electrical utilities, water providers, special service districts, and other utilities to facilitate coordinated efforts to develop long-range plans that comply with the Growth Management Act and implement VISION 2050.	Coordination - encourages special service district long-range plans to be consistent with the Growth Management Act and VISION 2050

VISION 2050 #	VISION 2040 #	Policy/Action	Type/Reason of Change
PS-Action-2 (Regional)	n/a	Facilities Siting and Design: PSRC will facilitate cooperative efforts with special service districts and local jurisdictions to site and design facilities that enhance local communities in accordance with growth management goals and VISION 2050.	Siting and Design/Coordination - encourages special service districts and local jurisdictions to coordinate when siting and designing facilities and maintain consistency with the Growth Management Act

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5457 (Hinman)

Date:
October 2, 2019

Department:
Administration

Attachments:
Resolution 5457
Exhibit A CoA Cascade Helicopter Services (Sixth Amendment)
Exhibit B Auburn Flyers Condo I (First Amendment)
Exhibit C Auburn Flyers Condo II (First Amendment)
Exhibit D Auburn Flyers Condo III (First Amendment)
Exhibit E Auburn Hangars Owners Assn (Second Amendment)
Exhibit F Auburn Condo Hangars Assn (Third Amendment)
Exhibit G James E Jacobsen (First Amendment)

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

Administrative Recommendation:

Recommend: Approve

Background Summary:

Reviewed by Council Committees:

Councilmember:

Staff: Hinman

Meeting Date: October 7, 2019

Item Number: RES.C

RESOLUTION NO 5 4 5 7

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE MAYOR TO EXECUTE AMENDMENTS TO SEVEN SEPARATE LAND LEASES RELATED TO HANGERS LOCATED ON THE AUBURN MUNICIPAL AIRPORT

WHEREAS, The City of Auburn has entered into seven different land leases over the last several years for land located on the Auburn Municipal Airport; and

WHEREAS, Each of the land leases contains a Fair Market Valuation (FMV) rental rate escalation clause set in five year increments from the date each lease commenced; and

WHEREAS, Each of the tenants has been operating unofficially on the same FMV cycle regardless of the date of lease commencement; and

WHEREAS, The City and the tenants each wish to formalize the current date of the FMV cycle so the leases are aligned.

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

Section 1. That the Mayor is authorized to execute lease amendments to each of the seven Airport land leases provided that each amendment is in substantial conformity to the respective exhibit, attached as Exhibit “A” , “B,” “C,” “D,” “E,” “F,” and “G”.

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

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

Dated and Signed:

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney

EXHIBIT A

CITY OF AUBURN / CASCADE HELICOPTER SERVICES
(SIXTH AMENDMENT)

COVER SHEET

SIXTH AMENDMENT TO THE LEASE AGREEMENT INITIALLY BETWEEN SKY SERVICES, INC., THEN AUBURN FLIGHT SERVICES AND CURRENTLY SPAROW TANG, DBA CASCADE HELICOPTER SERVICES AND THE CITY OF AUBURN

THIS AMENDMENT is made and entered into this 6 day of September, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and Sparrow Tang, DBA **Cascade Helicopter Services,** successor of Sky Services and Auburn Flight Services (hereinafter referred to as Lessee), as an amendment to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") dated the 27th day of February, 1978.

WITNESSETH:

WHEREAS, the City entered into a Fixed Base Lease with Sky Services for aviation related use of property at the Auburn Municipal Airport, authorized under Resolution 866; and

WHEREAS, Sky Services has been succeeded by Auburn Flight Services and currently Cascade Helicopter Services; and

WHEREAS, The Lease Agreement has been previously been amended five times, authorized under Resolutions 893, 2003, 3065, 3181 & 5144; and

WHEREAS, both parties desire to extend the Lease for the 50 year renewal term that was established in Amendment V of the Lease although Lessee failed to provide timely written notice of such desire as required by Section 31 of the Lease; and

WHEREAS, Sections 6 of the Lease Agreement as amended in Section 3 of Amendment II provides for rent adjustments of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

Section 4 "Term" of the Lease is amended as follows:

The initial term of this Lease shall be for a period of forty (40) years, commencing on the 1st day of June, 1978 and terminating on the 31st day of May, 2018. Upon expiration, the term is extended an additional fifty (50) years from that date.

Section 3 of Amendment II as it replaces in its entirety Section 6 of the Original Lease Agreement is replaced in its entirety with the following:

6. Rental Rate and Rate Adjustment

(a). The Monthly Base Rent will be adjusted on June 1 of every calendar year ending in a "2" or "7" during the term of this lease by a multiplier equal to the change in the Price Index (PI) pursuant to the procedure set forth in Section 6(c) below with the first PI adjustment commencing June 1, 2022. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2025, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 6(d) below.

(b). Definitions: The adjusted Monthly Base Rent will be determined in accordance with the formula set for in Section 6(c) below. In applying the formula, the following definitions apply:

(1) "Bureau" means the U.S. Department of Labor, Bureau of Labor Statistics or any successor agency.

(2) "Price Index" means the Consumer Price Index for the month of February for all Urban Consumers, All Items (Seattle-Tacoma-Bellevue) issued from time to time by the Bureau, or any other measure hereafter employed by the Bureau in lieu of the price index that measures the cost of living or if said Bureau should cease to issue such indices and any other agency of the United States should perform substantially the same function, then the indices issued by such other agency.

(c.). The adjusted Monthly Base Rent shall be determined by multiplying the Monthly Base Rent being adjusted by a multiplier equal to the cumulative change in the Price Index over the previous 24 months ending in February of the adjustment year, computed as follows:

(Cumulative percentage change in Price Index over previous 24 months ending in February) x (current Monthly Base Rent) = (Adjusted Monthly Base Rent)

(d). Each five (5) years, commencing on January 1, 2025, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 6(b) & (c) will not be applied each such fifth (5^{th}) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 6 day of Sept., 2019

Sparrow Tang DBA Cascade Helicopter Services

S T — CEO

Name: Title:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF ~~WASHINGTON~~ California)
) ss.
County of Siskiyou)

The undersigned Notary Public hereby certifies: That on this 6 day of September 2019, personally appeared before me Sparrow Tang (name), _____(title), to me known to be the individual~~(s)~~ described in and who executed the within instrument, and acknowledged that he/~~she~~ signed and sealed the same as his/~~her~~ free and voluntary act and deed, for the purposes and uses therein mentioned, ~~and on oath stated that he/she was duly authorized to execute said document on behalf of~~ _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

VALARIE A. WILEY
COMM. # 2277144
NOTARY PUBLIC - CALIFORNIA
SISKIYOU COUNTY
MY COMM. EXP. MAR. 9, 2023

Notary Public in and for the State of ~~Washington~~, CA
Residing at 315 S Broadway, Ureka, CA.
My commission expires 3/9/2023

Dated and Signed on this _____ day of _____, 2019

City of Auburn

_____
Mayor: Nancy Backus

Approved as to form:

_____
City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____
Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT B

CITY OF AUBURN / AUBURN FLYERS CONDO I (FIRST AMENDMENT)

COVER SHEET

FIRST AMENDMENT TO THE LEASE AGREEMENT
BETWEEN THE CITY OF AUBURN AND NW HANGARS, LLC.

THIS AMENDMENT is made and entered into this _____ day of _____, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **Auburn Flyers Condo I** (hereinafter referred to as Lessee), as an addendum to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") executed on the 17th day of June, 2002.

WITNESSETH:

WHEREAS, the City of Auburn ("CITY"), and NW Hangars, LLC. ("Lessee") entered into a Lease Agreement dated June 17, 2002, recorded with the Auditor of King County, Washington, under Auditor's File No. 20021212002550 on the 12th day of December, 2002; and

WHEREAS, Pursuant to Paragraph 12 of the Lease Agreement between Lessee and the CITY, Northwest Hangars LLC had the right to create a Condominium Association which was created and recorded with the Auditor of King County, Washington, under Auditor's File No. 20021212000129; and

WHEREAS, Pursuant to Paragraph 12(b) of the Lease Agreement between NW Hangars LLC and the CITY, the Lease was automatically assigned to the Auburn Flyers Condo I ("AFC I") for the assumption of all responsibilities under this Lease Agreement; and

WHEREAS, Sections 5(a) and 5(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 5(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2004 during the lease term, per this Section 5. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 5(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 5(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain

and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 5(b) & (c) will not be applied each such fifth (5th) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNTURES ON THE FOLLOWING PAGES]

Dated and Signed on this 12th day of July, 2019

Auburn Flyers Condo I

Yeri Vodry
Name:

Secretary Treasurer
Title:

STATE OF WASHINGTON)
) ss.
County of JEFFERSON)

The undersigned Notary Public hereby certifies: That on this 12 day of July, 2019, personally appeared before me Terri Vodry (name), SEC/TREASURER (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of AUBURN FLYERS CONDO

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

DAVID OKEEFE
Notary Public
State of Washington
My Appointment Expires
Aug 28, 2021

Notary Public in and for the State of Washington,
Residing at JEFFERSON CO.
My commission expires Aug. 28, 2021

City of Auburn

_____

Mayor: Nancy Backus

Approved as to form:

_____

City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT C

CITY OF AUBURN / AUBURN FLYERS CONDO II
(FIRST AMENDMENT)

COVER SHEET

FIRST AMENDMENT TO THE LEASE AGREEMENT BETWEEN THE CITY OF AUBURN AND NW HANGARS, LLC.

THIS AMENDMENT is made and entered into this 13th day of August, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **Auburn Flyers Condo II** (hereinafter referred to as Lessee), as an addendum to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") dated the 23rd day of January, 2004.

WITNESSETH:

WHEREAS, the City of Auburn, and NW Hangars, LLC. entered into a Lease Agreement dated January 23, 2004, recorded with the Auditor of King County, Washington, under Auditor's File No. 20040202001780 on the 2nd day of February, 2004; and

WHEREAS, Pursuant to Paragraph 12 of the Lease Agreement between Lessee and the CITY, Northwest Hangars LLC had the right to create a Condominium Association which was created and recorded with the Auditor of King County, Washington, under Auditor's File No. 20040202002409; and

WHEREAS, Pursuant to Paragraph 12(b) of the Lease Agreement between Northwest Hangars LLC and the CITY, the Lease was automatically assigned to the Auburn Flyers Condo II ("AFC II") for the assumption of all responsibilities under this Lease Agreement; and

WHEREAS, Sections 5(a) and 5(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 5(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2004 during the lease term, per this Section 5. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 5(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 5(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain

and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 5(b) & (c) will not be applied each such fifth (5th) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 13th day of August, 2019

Auburn Flyers Condo II

Name: _____ Title: Treasurer

STATE OF WASHINGTON)
) ss.
County of King)

The undersigned Notary Public hereby certifies: That on this 13th day of August, 2019, personally appeared before me Dixon James Smith (name), treasurer (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of Auburn Flyers Condo II.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

TAMARA A. BOTHELL NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 10-09-19

Tamara A. Bothell
Notary Public in and for the State of Washington,
Residing at Auburn WA
My commission expires 10-9-19

City of Auburn

_____

Mayor: Nancy Backus

Approved as to form:

_____

City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT D

CITY OF AUBURN / AUBURN FLYERS CONDO III
(FIRST AMENDMENT)

COVER SHEET

FIRST AMENDMENT TO THE LEASE AGREEMENT
BETWEEN THE CITY OF AUBURN AND NW HANGARS, LLC.

THIS AMENDMENT is made and entered into this _____ day of_____, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **Auburn Flyers Condo III** (hereinafter referred to as Lessee), as an addendum to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") dated the 14TH day of September, 2005.

WITNESSETH:

WHEREAS, the City of Auburn, and NW Hangars, LLC. entered into a Lease Agreement dated September 14, 2005, recorded with the Auditor of King County, Washington, under Auditor's File No. 20060724001167 on the 24th day of July, 2006; and

WHEREAS, Pursuant to Paragraph 13 of the Lease Agreement between Lessee and the CITY, Northwest Hangars LLC had the right to create a Condominium Association which was created and recorded with the Auditor of King County, Washington, under Auditor's File No. 20060724001166; and

WHEREAS, Pursuant to Paragraph 13(b) of the Lease Agreement between NW Hangars LLC and the CITY, the Lease was automatically assigned to the Auburn Flyers Condo III ("AFC III") for the assumption of all responsibilities under this Lease Agreement; and

WHEREAS, Sections 6(a) and 6(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 6(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2007 during the lease term, per this Section 6. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 6(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 6(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain

and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 6(b) & (c) will not be applied each such fifth (5th) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 12th day of July, 2019

Auburn Flyers Condo III

Teri Vodry
Name:

Secretary Treasurer
Title:

STATE OF WASHINGTON)
) ss.
County of JEFFERSON)

The undersigned Notary Public hereby certifies: That on this 12 day of JULY, 2019, personally appeared before me TERRI Vodry (name), SEC/TREASURER (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of Auburn Flyers Condo III

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

DAVID OKEEFE
Notary Public
State of Washington
My Appointment Expires
Aug 28, 2021

Notary Public in and for the State of Washington,
Residing at JEFFERSON CO.
My commission expires Aug 28/2021

City of Auburn

_____

Mayor: Nancy Backus

Approved as to form:

_____

City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT E

CITY OF AUBURN /
AUBURN HANGARS OWNERS ASSOCIATION
(SECOND AMENDMENT)

COVER SHEET

SECOND AMENDMENT TO THE LEASE AGREEMENT BETWEEN THE CITY OF AUBURN AND HU, INC.

THIS AMENDMENT is made and entered into this _____ day of _____, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **Auburn Hangars Owners Association** (hereinafter referred to as Lessee), as an addendum to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") dates the 14th day of September, 2001.

WITNESSETH:

WHEREAS, the City of Auburn, and HU, Inc., doing business as Hangars Unlimited ("HU") entered into a Lease Agreement dated September 14, 2001, a memorandum of which was recorded with the Auditor of King County, Washington, under Auditor's File No 20030512000474 on the 12th day of May, 2003; and

WHEREAS, Pursuant to Paragraph 12 of the Lease Agreement between HU, Inc. and the CITY, HU, Inc. had the right to create a Condominium Association which was created and recorded with the Auditor of King County, Washington, under Auditor's File No. 20030416002595; and

WHEREAS, Pursuant to Paragraph 12(b) of the Lease Agreement between HU, Inc. and the CITY, the Lease was automatically assigned to the Auburn Hangars Owners Association for the assumption of all responsibilities under this Lease Agreement; and

WHEREAS, The Lease Agreement was previously amended on April 23, 2002; and

WHEREAS, Sections 5(a) and 5(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 5(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2003 during the lease term, per this Section 5. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 5(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 5(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 5(b) & (c) will not be applied each such fifth (5^{th}) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 23 day of AUGUST, 2019

Auburn Hangars Owners Association

Randall Snodgrass PRESIDENT

Name: Title:

STATE OF WASHINGTON)
) ss.
County of King)

The undersigned Notary Public hereby certifies: That on this 23 day of August, 20 19, personally appeared before me Randall Snodgrass (name), President (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of Auburn Hangars Owners Association

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

HANNAH SCHOLL NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 9-19-22 202199

Hannah Scholl

Notary Public in and for the State of Washington,
Residing at Federal Way
My commission expires 9-19-22

Dated and Signed on this _____ day of _____, 2019

City of Auburn

_____
Mayor: Nancy Backus

Approved as to form:

_____
City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____
Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT F

CITY OF AUBURN /
AUBURN CONDO HANGARS ASSOCIATION
(THIRD AMENDMENT)

COVER SHEET

THIRD AMENDMENT TO THE LEASE AGREEMENT
BETWEEN THE CITY OF AUBURN AND AVIATION PROPERTIES, INC.

THIS AMENDMENT is made and entered into this _____ day of _____, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **Auburn Condo Hangars Association** (hereinafter referred to as Lessee), as an addendum to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") executed on the 8th day of June, 2001.

WITNESSETH:

WHEREAS, the City of Auburn ("CITY"), and Aviation Properties, Inc. ("API") entered into a Lease Agreement dated June 8, 2001, a memorandum of which was recorded with the Auditor of King County, Washington, under Auditor's File No. 20020627002407 on the 27th day of June, 2002; and

WHEREAS, Pursuant to Paragraph 12 of the Lease Agreement between API and the CITY, API had the right to create a Condominium Association which was created and recorded with the Auditor of King County, Washington, under Auditor's File No. 20030415000674; and

WHEREAS, Pursuant to Paragraph 12(b) of the Lease Agreement between API and the CITY, the Lease was automatically assigned to the Auburn Condo Hangars Association ("ACHA") for the assumption of all responsibilities under this Lease Agreement; and

WHEREAS, The Lease Agreement has twice been amended; The first dated November 19, 2002 and the second dated August 3, 2016; and

WHEREAS, Sections 5(a) and 5(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 5(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2002 during the lease term, per this Section 5. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 5(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 5(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 5(b) & (c) will not be applied each such fifth (5^{th}) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 23RD day of AUGUST, 2019

Auburn Condo Hangars Association

Name: _____ Title: CONDO PRESIDENT

STATE OF WASHINGTON)
) ss.
County of King)

The undersigned Notary Public hereby certifies: That on this 23 day of August, 20 19, personally appeared before me Douglas Happe (name), Condo President (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of Auburn Condo Hangers Association

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

HANNAH SCHOLL NOTARY PUBLIC 202199 COMMISSION EXPIRES 9-19-22 STATE OF WASHINGTON

Notary Public in and for the State of Washington,
Residing at Federal Way
My commission expires 9-19-22

Dated and Signed on this _____ day of _____, 2019

City of Auburn

_____

Mayor: Nancy Backus

Approved as to form:

_____

City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

EXHIBIT G

CITY OF AUBURN / JAMES E. JACOBSEN (FIRST AMENDMENT)

COVER SHEET

FIRST AMENDMENT TO THE LEASE AGREEMENT BETWEEN THE CITY OF AUBURN AND JAMES E. JACOBSEN.

THIS AMENDMENT is made and entered into this 6 day of September, 2019, by and between the **CITY OF AUBURN**, a municipal corporation of the State of Washington (hereinafter referred to as the "CITY"), and **JAMES E. JACOBSEN** (hereinafter referred to as Lessee), as an amendment to the Lease Agreement between the parties for land located on the Auburn Municipal Airport ("Airport") dated the 3rd day of June, 2002.

WITNESSETH:

WHEREAS, the City of Auburn and James E. Jacobsen entered into a Lease Agreement dated June 3, 2002 authorized under resolution 3474; and

WHEREAS, Sections 5(a) and 5(d) provide for annual periodic rent adjustments including adjustments based upon "fair market rental value" (FMV) of the Premises,

NOW THEREFORE in consideration of their mutual covenants, conditions and promises, the Parties agree as follows:

1) **Paragraph 5(a) is replaced in its entirety with the following:**

- Monthly Base Rent will adjust on January 1, of every year beginning January 1, 2004 during the lease term, per this Section 5. Notwithstanding the foregoing, Monthly Base Rent will be adjusted every five (5) years, commencing on January 1, 2020, to equal the "fair market rental value" (FMV) of Auburn Airport land, pursuant to the procedure set forth in Section 5(d) below. No such adjustment, however will reduce the amount of Monthly Base Rent below the amount of the respective Monthly Base Rent that is being adjusted.

2) **Paragraph 5(d) is replaced in its entirety with the following:**

- Each five (5) years, commencing on January 1, 2020, the Monthly Base Rent will be revised based upon an appraisal establishing fair market rental value of Auburn Airport land, excluding rental value of any Lessee constructed Improvements. Lessor will retain and pay the costs of an MAI appraiser. The annual adjustment formula set forth in Sections 5(b) & (c) will not be applied each such fifth (5^{th}) year. Lessor may, at its discretion, utilize an appraisal completed within 12 months prior to the date of the periodic five year adjustment. Additionally, this appraisal may be used by Lessor for setting rates for leases other than this Lease. In the event Lessee disagrees with Lessor's appraisal, Lessee may, at their own expense, retain a second appraisal. Lessor and Lessee will then attempt to negotiate a lease rate. If these negotiations are unsuccessful, the parties will mutually agree on the selection of an arbitrator. The costs of arbitration will be shared equally. The arbitrator's determination will be based upon the appraisals, but in no event will the new Monthly Base Rent be lower than the Monthly Base Rent in effect

at the time of arbitration. The decision of the arbitrator regarding the increases will be final. In the event of ongoing negotiations or arbitration, the determined rental rate will be made retroactive to January 1 of the current FMV cycle.

[SIGNATURES ON THE FOLLOWING PAGES]

Dated and Signed on this 6 day of September, 2019

James E. Jacobsen

Name: _____ Title: Lessee

STATE OF WASHINGTON)
) ss.
County of KING)

The undersigned Notary Public hereby certifies: That on this 6th day of September, 2019, personally appeared before me James E Jacobsen (name), Lessee (title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of himself.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

Notary Public
State of Washington
ROBERT AVILA
COMMISSION# 162063
MY COMMISSION EXPIRES
August 17, 2022

_____
Notary Public in and for the State of Washington,
Residing at Kirkland, WA
My commission expires 8/17/22

Dated and Signed on this _____ day of _____, 2019

City of Auburn

_____

Mayor: Nancy Backus

Approved as to form:

_____

City Attorney: Steven L. Gross

STATE OF WASHINGTON)
) ss.
County of _____)

The undersigned Notary Public hereby certifies: That on this ____ day of _____, 20____, personally appeared before me _____ (name), _____(title), to me known to be the individual(s) described in and who executed the within instrument, and acknowledged that he/she signed and sealed the same as his/her free and voluntary act and deed, for the purposes and uses therein mentioned, and on oath stated that he/she was duly authorized to execute said document on behalf of _____.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

AGENDA BILL APPROVAL FORM

Agenda Subject:
Resolution No. 5460 (Hinman)

Date:
October 2, 2019

Department:
Administration

Attachments:
Resolution 5460
OFM Fiscal Impact Statement

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

Administrative Recommendation:

Staff recommendation: Approve Resolution No. 5460

Background Summary:

According to the Washington State Department of Financial Management, if passed, Initiative 976 changes vehicle taxes and fees by lowering motor vehicle and light duty truck weight fees to $30; eliminating the 0.3 percent sales tax on vehicle purchases; lowering electric vehicle and snowmobile fees; modifying and reducing Sound Transit motor vehicle excise tax provisions; and removing authority for transportation benefit districts to impose a vehicle fee. **Total revenue loss to the state in the next six years is $1,921,901,238. Total revenue loss to local governments in the next 6 years is $2,317,121,034. The departments of Licensing and Revenue have estimated implementation costs of $2,846,800 in the 2019—21 biennium.**

Reviewed by Council Committees:

Councilmember:

Staff: Hinman

Meeting Date: October 7, 2019

Item Number: RES.D

RESOLUTION NO. 5460

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, OPPOSING INITIATIVE MEASURE NO. 976, AN INITIATIVE SEEKING TO REPEAL AUTHORITY TO IMPOSE CERTAIN VEHICLE TAXES, CHANGE VEHICLE VALUATION LAWS, AND LIMIT MOTOR VEHICLE LICENSE FEES TO $30.00

WHEREAS, as provided in chapter 36.73 RCW, the City formed a city-wide transportation benefit district (TBD) in 2011; and

WHEREAS, Initiative No. 976 was filed with the Washington State Legislature which did not act on the Initiative during the 2019 legislative session and, therefore, pursuant to RCW 29A.72.260, the Initiative will be presented to Washington State voters at the November 2019 General Election; and

WHEREAS, if passed by the voters in the November 2019 General Election, the Initiative would eliminate the TBD's authority to impose vehicle license fees; and

WHEREAS, in addition to the City's possible financial impact, the Initiative would reduce state transportation funding along with voter-approved funding for Sound Transit; and potentially reduce grant funding sources available to the City for transportation improvements.

WHEREAS, RCW 42.17A.555 permits the City Council to oppose a ballot proposition at an open public meeting so long as notice of the meeting includes the title and number of the ballot proposition and those expressing an opposing view are afforded an approximately equal opportunity to express an opinion;

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

Section 1. Statement in Opposition to Initiative No. 976. The Auburn City Council expresses its opposition to Initiative No. 976 and encourages the citizens of Auburn to reject Initiative No. 976, a measure repealing or removing authority to impose certain vehicle taxes and fees, including charges funding mass transit or regional transportation; change vehicle valuation laws; and limit motor vehicle license fees to $30, except voter-approved changes; at the November 2019 General Election

Section 2. The Mayor is authorized to implement those administrative procedures necessary to carry out the directives of this legislation.

Section 3. This Resolution will take effect and be in full force on passage and signatures.

Dated and Signed: _____

CITY OF AUBURN

_____
NANCY BACKUS, MAYOR

ATTEST:

_____
Shawn Campbell, MMC, City Clerk

APPROVED AS TO FORM:

_____
Steven L. Gross, City Attorney

Fiscal Impact Statement for Initiative 976

FISCAL IMPACT SUMMARY

Initiative 976 changes vehicle taxes and fees by lowering motor vehicle and light duty truck weight fees to $30; eliminating the 0.3 percent sales tax on vehicle purchases; lowering electric vehicle and snowmobile fees; modifying and reducing Sound Transit motor vehicle excise tax provisions; and removing authority for transportation benefit districts to impose a vehicle fee. Total revenue loss to the state in the next six years is $1,921,901,238. Total revenue loss to local governments in the next 6 years is $2,317,121,034. The departments of Licensing and Revenue have estimated implementation costs of $2,846,800 in the 2019—21 biennium.

General Assumptions

- Except as otherwise provided, the effective date of the initiative, if approved by voters, is December 5, 2019. Section 10 and 11 take effect on the date that the regional transit authority complies with section 12 of this act. Section 13 takes effect on April 1, 2020, if sections 10 and 11 have not taken effect by March 31, 2020.
- The provisions of the initiative apply prospectively, not retroactively.
- Fiscal estimates use the state's fiscal year of July 1 through June 30. Fiscal year 2020 is July 1, 2019, to June 30, 2020.
- State revenues are based on the June 2019 transportation revenue forecast.
- Local revenues are based on the most recent actual figures and are not forecasted.
- Transportation benefit districts (TBDs) have the authority to collect vehicle fees, and sales and use tax. This initiative repeals only the authority to collect vehicle fees, so TBDs could continue to collect sales and use tax.
- Section 5(1) erroneously states that the electric vehicle fee is $130 total. RCW 46.17.323 includes two fees. $100 in section (1) and $50 in section (4)(a). The current electric vehicle fee is $150 total. Calculations for the impact of the fee reduction are based on the correct fee. Chapter 287, Laws 2019 establishes the transportation electrification fee of $75. I-976 would lower the $100 in section (1) to $30 and eliminate the $50 in section (4)(a). It does not affect the new $75 fee.

REVENUE

State Revenue

The initiative reduces license fees for vehicles under 10,000 lbs. to $30. The additional 0.3 percent sales and use tax on motor vehicle sales is eliminated. The snowmobile license fee is reduced from $50 to $30. Commercial trailer fees are reduced from $34 to $30. The electric vehicle fee in Section 5(1) is reduced from $100 to $30. An additional electric vehicle fee in Section 5(4)(a) of $50 is eliminated.

Potential Revenue Impact by Fund Distribution	***Beginning Dec. 5, 2019***						
Registration Fees:	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Total
Snowmobile Account (01M)	($240,300)	($447,200)	($448,500)	($449,900)	($451,200)	($453,000)	($2,490,100)
WSP Highway Account (081)	($9,916,900)	($15,661,000)	($15,692,400)	($15,723,900)	($15,755,400)	($15,823,800)	($88,573,400)
Transportation Partnership Account (09H)	($5,115,000)	($8,077,700)	($8,094,000)	($8,110,100)	($8,126,400)	($8,161,700)	($45,684,900)
Rural Arterial Trust Account (102)	($202,163)	($539,700)	($714,975)	($928,725)	($1,176,675)	($1,451,700)	($5,013,938)
Motor Vehicle Account (108)	($28,223,075)	($45,210,500)	($46,151,950)	($47,278,650)	($48,576,750)	($50,112,500)	($265,553,425)
Puget Sound Ferry Operations (109)	($609,800)	($963,000)	($965,000)	($966,900)	($968,900)	($973,100)	($5,446,700)
Transportation Improvement Account (144)	($202,163)	($539,700)	($714,975)	($928,725)	($1,176,675)	($1,451,700)	($4,272,075)
Multimodal Account (218)	($128,650,600)	($227,504,000)	($231,592,800)	($294,399,500)	($298,790,300)	($303,184,500)	($1,484,121,700)
Nickel Account (550)	($2,322,700)	($3,668,000)	($3,675,400)	($3,682,700)	($3,690,100)	($3,706,100)	($20,745,000)
Total	($175,280,538)	($302,071,100)	($308,050,000)	($372,469,100)	($378,712,400)	($385,318,100)	($1,921,901,238)

Description of affected accounts

The Snowmobile Account funds administration, acquisition, development, operation and maintenance of snowmobile facilities and the implementation of snowmobile safety, enforcement and education programs.

The State Patrol Highway Account funds activities of the Washington State Patrol, including traffic enforcement (and associated criminal investigations), commercial vehicle enforcement and ferry vessel and terminal security.

The Transportation Partnership Account funds projects and improvements from the 2005 Transportation Partnership Omnibus Transportation Appropriations Act.

The Rural Arterial Trust Account funds construction and improvement of county roads and bridges.

The Motor Vehicle Account is the main source of funds for highway construction, maintenance, ferries and support services. A portion of motor fuel tax revenues is distributed to cities and counties for road programs.

The Puget Sound Ferry Operations Account funds ferry operations and maintenance.

The Transportation Improvement Account funds administration of the Transportation Improvement Board and grants for local government transportation projects that address congestion.

The Multimodal Transportation Account funds all modes of transportation projects, including public transportation, rail and bicycle/pedestrian projects.

The Transportation 2003 Account funds debt service on bonds and Washington State Department of Transportation operating and capital highway programs.

Local Revenue

This initiative repeals local authority to impose a TBD vehicle fee. TBD vehicle fees are used by 62 municipalities across the state to fund local improvements such as road repair and maintenance, transit systems and sidewalks. In fiscal year 2018, TBDs using a vehicle fee across the state collected $58,186,839. This revenue would be eliminated beginning on the effective date of this initiative.

Sections 10 and 11 would reduce the motor vehicle excise tax (MVET) that funds the Central Puget Sound Regional Transit Authority (RTA) commonly known as Sound Transit. MVET rates are reduced from .8% to .2% and will be calculated based on Kelley Blue Book vehicle value instead of the manufacturer's suggested retail price.

This tax rate would be repealed when the RTA is able to refund, refinance or defease, or terminate, outstanding bonds that have been issued against this tax. It is unknown if this is possible. If the bonds are not able to be defeased, the MVET will remain unchanged to pay off the bonds previously issued that are pledged to the revenue source. If the bonds are able to be defeased, Sound Transit's revenue would be reduced by $328,000,000 per fiscal year based on 2018 revenue. For new bonds issued, the MVET will decrease from .8% to .2%.

This initiative repeals local authority to impose a passenger-only ferry tax. Currently there are no passenger-only ferry districts using the MVET authority to fund their ferries, although they would no longer have the option.

Tax/Fee	**Fiscal year 2018 revenue impact**
TBD Fee	($58,186,839)
RTA MVET	($328,000,000)
Passenger-only ferry MVET	0

EXPENDITURES

State Government Expenditures

Temporary higher administrative costs at Department of Licensing and Department of Revenue

The Department of Licensing (DOL) would have temporary, higher administrative and computer costs to implement this initiative. If Sound Transit is able to defease or refinance its bonds and the MVET is reduced, DOL will issue refunds to customers who register their vehicles prior to their annual vehicle registration date. The DOL will also have costs for computer updates, temporary staffing costs for additional calls to their call center, and accounting services to issue refunds. Biennial administrative costs for the agency are $2,740,900 in the 2019–21 biennium.

The Department of Revenue (DOR) will experience temporary, higher administrative costs to implement this initiative. The DOR will have costs for computer updates and administrative costs for rule making, accounting services to issue refunds and developing new forms. Biennial costs for the agency are $105,900 for computer updates and administrative items in the 2019–21 biennium.

Local Government Expenditures

N/A