



**City Council Meeting
June 16, 2014 - 7:30 PM
Auburn City Hall
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. **Flag Salute**
- B. **Roll Call**
- C. **Announcements, Appointments, and Presentations**
- D. **Agenda Modifications**

II. CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE

A. Public Hearings

1. Public Hearing on 2015-2020 Transportation Improvement Program Modifications (Osborne/Snyder)

City Council conduct a public hearing to receive public comments and suggestions with regard to the proposed modifications to the 2015-2020 Transportation Improvement Program (TIP).

(RECOMMENDED ACTION: City Council hold the public hearing. For more action on this item, see Resolution No. 5075.)

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.

III. COUNCIL COMMITTEE REPORTS

A. Municipal Services

1. June 9, 2014 Minutes* (Peloza)

B. Planning & Community Development

1. June 9, 2014 Agenda* (Holman)

C. Public Works

1. **June 2, 2014 Minutes* (Osborne)**

D. **Finance**

1. **June 2, 2014 Minutes* (Wales)**

E. **Les Gove Community Campus**

F. **Council Operations Committee**

G. **Junior City Council**

1. June 16, 2014 Meeting (Wagner)

IV. **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. **June 2, 2013 Regular Meeting Minutes***

B. **Claims Vouchers (Wales/Coleman)**

Claims voucher numbers 428913 through 429145 in the amount of \$3,164,926.23 and a wire transfer in the amount of \$77,226.40 and dated June 16, 2014.

C. **Payroll Vouchers (Wales/Coleman)**

Payroll check numbers 534755 through 534785 in the amount of \$844,629.13 and electronic deposit transmissions in the amount of \$1,318,566.88 for a grand total of \$2,163,196.01 for the period covering May 29, 2014 to June 11, 2014.

V. **UNFINISHED BUSINESS**

There is no unfinished business.

VI. **NEW BUSINESS**

There is no new business.

VII. **ORDINANCES**

A. **Ordinance No. 6508* (Holman/Snyder)**

An Ordinance of the City Council of the City of Auburn, Washington, amending Section 18.23.030 of the Auburn City Code relating to Warehouse and Distribution uses

(RECOMMENDED ACTION: City Council introduce and adopt Ordinance No. 6508.)

B. **Ordinance No. 6512* (Osborne/Snyder)**

An Ordinance of the City Council of the City of Auburn, Washington relating to Street and Utility Payback Agreements, adding a new Chapter 3.25 (Payback Agreements) to the Auburn City Code, and repealing Chapter 12.70 and Sections 13.08.070 and 13.40.060 of the Auburn City Code

(RECOMMENDED ACTION: City Council introduce and adopt Ordinance No. 6512.)

C. **Ordinance No. 6515* (Holman/Snyder)**

An Ordinance of the City Council of the City of Auburn, Washington, amending Section 8.20.010 of the Auburn City Code relating to vegetation as a nuisance

(RECOMMENDED ACTION: City Council introduce and adopt Ordinance No. 6515.)

VIII. **RESOLUTIONS**

A. **Resolution No. 5073* (Osborne/Snyder)**

A Resolution of the City Council of the City of Auburn, Washington, setting a public hearing to consider the vacation of the alley between South Division Street and A Street SE, South of 1st Street SE, within the City of Auburn, Washington

(RECOMMENDED ACTION: City Council adopt Resolution No. 5073.)

B. **Resolution No. 5075* (Osborne/Snyder)**

A Resolution of the City Council of the City of Auburn, Washington, approving the 2015-2020 Transportation Improvement Program of the City of Auburn pursuant to R.C.W. Chapter 35.77 of the laws of the State of Washington

(RECOMMENDED ACTION: City Council adopt Resolution No. 5075.)

C. **Resolution No. 5076* (Osborne/Snyder)**

A Resolution of the City Council of the City of Auburn, Washington, supporting a new funded Federal transportation program

(RECOMMENDED ACTION: City Council adopt Resolution No. 5076.)

D. **Resolution No. 5077* (Peloza/Hursh)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the City of Auburn to adopt the King County Regional Framework for Disasters and Planned Events and authorizing the Mayor to execute the necessary agreements

(RECOMMENDED ACTION: City Council adopt Resolution No. 5077.)

IX. **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**

X. **ADJOURNMENT**

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

*Denotes attachments included in the agenda packet.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Public Hearing on 2015-2020 Transportation Improvement
Program Modifications

Date:

June 11, 2014

Department:

Public Works

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

City Council conduct a public hearing to receive public comments and suggestions with regard to the proposed modifications to the 2015-2020 Transportation Improvement Program (TIP). Attachments can be found with Resolution No. 5075.

Background Summary:

Pursuant to RCW 35.77.010 the City of Auburn is required to annually prepare and adopt a comprehensive Transportation Improvement Program (TIP) for each ensuing six calendar years. The TIP is the detailed programming document for transportation improvements over a six year period. The plan is intended to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program.

The City Council is required to conduct a public hearing to review and to adopt any amendments or revisions to the approved plan.

The date of public hearing was set by Resolution No. 5074 on May 27, 2014.

Reviewed by Council Committees:

Planning And Community Development, Public Works

Councilmember: Osborne

Staff:

Snyder

Meeting Date: June 16, 2014

Item Number: PH.1



AGENDA BILL APPROVAL FORM

Agenda Subject:

June 9, 2014 Minutes

Date:

June 12, 2014

Department:

Police

Attachments:

[June 9, 2014 Minutes](#)

Budget Impact:

\$0

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

Municipal Services

Councilmember: Peloza

Staff:

Meeting Date: June 16, 2014

Item Number: MS.1



**Municipal Services Committee
June 9, 2014 - 3:30 PM
City Hall Conference Room 3
MINUTES**

I. CALL TO ORDER

Chair Pelosa called the meeting to order at 3:30 pm. in Conference Room 3 of City Hall, 25 West Main Street, Auburn, WA.

A. Roll Call

Members present: Chair Bill Pelosa, Vice Chair Wayne Osborne and Member Claude DaCorsi.

Staff present: Chief of Police Bob Lee, Parks, Arts & Recreation Director Daryl Faber, Emergency Preparedness Manager Sarah Miller and Police Secretary/Scribe Terry Mendoza. **Others present:** Auburn Reporter representative Robert Whale.

B. Announcements

C. Agenda Modifications

II. CONSENT AGENDA

A. May 12, 2014 Minutes

Vice Chair Osborne moved to accept the Minutes as presented. Member DaCorsi seconded. Chair Pelosa concurred.

MOTION PASSED: 3-0

III. ACTION

A. Resolution No. 5077 (Miller)

Emergency Preparedness Manager Sarah Miller briefed the Committee on Resolution No. 5077 which is a replacement for the Regional Disaster Plan. The Regional Plan was the inter-county mutual aid agreement. It is now called the King County Regional Coordination Framework (RCF) for Disasters and Planned Events. The agreement provides for mutual aid between governmental and non-governmental entities within King County and allows for cost recovery during disasters. Since the City of Auburn is the signatory, all areas within the City including areas that fall within Pierce County, are covered under this plan. There is no cost to the City to be a part

of this financial agreement. If we request mutual aid from another entity we pay the bill; if another entity requests aid from us, they pay the bill. Additionally, the 60-day requirement is a 'good faith' effort that all participating entities will get their bills submitted and paid in a timely manner. This will also assist in receiving FEMA reimbursement. Committee discussion followed.

Vice Chair Osborne moved to forward Resolution No. 5077 to full Council for consideration. Member DaCorsi seconded. Chair Pelosa concurred.

MOTION PASSED: 3-0

IV. DISCUSSION ITEMS

A. Fireworks Update (Lee)

Chief of Police Bob Lee provided an update on the Police Department's fireworks plan/policies for 2014. Chief Lee and Assistant Chief Bill Pierson met with Mike Jerry of the Muckleshoot Tribe and were introduced to Sharon Laclair, new Fireworks Commissioner. The fireworks emphasis will remain basically the same as in 2013. Based on the volume of calls received in the past few years, staffing will begin on June 23 and continue to build up to July 4. To our benefit the 4th falls on a Friday this year and this is the PD's overlap day. There will be approximately sixty (60) officers scheduled to work across all shifts. In the 2013 "After Action Fireworks" report, three hot spots were identified in the City. As such, some staff are being redeployed to provide a more focused enforcement in these more active areas. The time frame for fireworks sales remains the same. Discharging will be Sunday through Thursday until 10:00 p.m.; Friday and Saturday until midnight. Discharging on the 4th of July is until 2:00 a.m. There will be a vendor show on Saturday, June 14, along with a Casino Show later in the month. As such, the event info will be put on a reader board at the bottom of the hill leading up to the Casino to warn residents. Committee discussion followed.

B. 2013 AIFM Report (Faber)

Parks, Arts and Recreation Director Daryl Faber provided the 2013 report on the Auburn International Farmers Market. Director Faber reported that each year we continue to grow, become more organized, and provide more successful programs. The number of vendors, visitors and sales continue to rise. Revenue increased by 13.0% over 2012 figures. The market went 16 weeks last year and came in number 2 in a state competition of favorite markets. King County Conservation District participated in the market three times last year and supplied \$15,000.00 in funding to assist in our 2013 marketing

campaign. There were 18 non-profit groups and 65 different vendors in our booths. Joanne Macnab, Farmers Market Manager, was invited to speak to new market managers at the Washington State Farmers Market Association Conference. Committee discussion followed.

C. Project Matrix

The following changes were identified for the Project Matrix:

Item 24P: Review date updated to 7/28/14.

Item 29P: Review date updated to 8/11/14.

Item 31P: Review date updated to 8/11/14.

V. **ADJOURNMENT**

The meeting was adjourned at 4:11 p.m. The next regular meeting of the Municipal Services Committee is scheduled for Monday, June 23, 2014 in Conference Room 3 of City Hall, 25 West Main Street, Auburn, WA.

Signed this _____ day of June, 2014.

Bill Peloza, Chair

Terry Mendoza, Police Secretary/Scribe



AGENDA BILL APPROVAL FORM

Agenda Subject:

June 9, 2014 Agenda

Date:

June 10, 2014

Department:

Planning and Development

Attachments:

[PCD Agenda](#)

Budget Impact:

\$0

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

Councilmember: Holman

Staff:

Meeting Date: June 16, 2014

Item Number: PCD.1



**Planning and Community Development
June 9, 2014 - 5:00 PM
Annex Conference Room 2
AGENDA**

I. CALL TO ORDER

- A. **Roll Call**
- B. **Announcements**
- C. **Agenda Modifications**

II. CONSENT AGENDA

- A. **Minutes - May 27, 2014* (Tate)**

III. ACTION

- A. **Resolution No. 5075* (Webb)**

A Resolution of the City Council of the City of Auburn, Washington, approving the 2015-2020 Transportation Improvement Program of the City of Auburn pursuant to R.C.W. Chapter 35.77 of the laws of the State of Washington.

- B. **Ordinance No. 6508* (Dixon)**

An Ordinance of the City Council of the City of Auburn, Washington, amending Section 18.23.030 of the Auburn City Code relating to Warehouse and Distribution uses.

IV. DISCUSSION ITEMS

- A. **Resolution No. 5073* (Mund)**

A Resolution of the City Council of the City of Auburn, Washington, setting a public hearing to consider the vacation of the alley between South Division Street and A Street SE, south of 1st Street SE, within the City of Auburn, Washington.

- B. **Resolution No. 5077* (Miller)**

A Resolution of the City Council of the City of Auburn, Washington, authorizing the City of Auburn to adopt the King County Regional Framework for Disasters and Planned Events and authorizing the Mayor to execute the necessary agreements.

- C. **Communal Housing Follow-Up Report* (Tate)**

Staff to review and update the Committee on the communal housing implementation.

- D. **Urban Land Institute Report "Ten Principles for Building Healthy Places", November, 2013* (Tate)**

Discuss "Ten Principles for Building Healthy Places".

- E. **Director's Report (Tate)**

F. **PCDC Matrix* (Tate)**

V. **ADJOURNMENT**

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

*Denotes attachments included in the agenda packet.



AGENDA BILL APPROVAL FORM

Agenda Subject:

June 2, 2014 Minutes

Date:

June 10, 2014

Department:

Public Works

Attachments:

[Draft Minutes](#)

Budget Impact:

\$0

Administrative Recommendation:**Background Summary:**

See attached draft minutes.

Reviewed by Council Committees:

Public Works

Councilmember: Osborne

Staff:

Meeting Date: June 16, 2014

Item Number: PW.1



**Public Works Committee
June 2, 2014 - 4:30 PM
Annex Conference Room 2
MINUTES**

I. CALL TO ORDER

Chairman Wayne Osborne called the meeting to order at 3:30 p.m. in Conference Room #2, located on the second floor of Auburn City Hall, One East Main Street, Auburn, Washington.

A. Roll Call

Chairman Wayne Osborne, Vice-Chair Bill Pelozza, and Member Claude DaCorsi were present. Also present during the meeting were: Mayor Nancy Backus, Councilmember Largo Wales, Councilmember Yolanda Trout, Councilmember John Holman, Community Development & Public Works Director Kevin Snyder, Assistant Director of Engineering/City Engineer Ingrid Gaub, Assistant Director of Public Works Operation Randy Bailey, Assistant Director of Community Development Jeff Tate, Assistant City Engineer Jacob Sweeting, Economic Development Manager Doug Lein, Planning Services Manager Elizabeth Chamberlain, Acting Utilities Engineer Susan Fenhaus, Sewer Utility Engineer Bob Elwell, Storm Drainage Engineer Tim Carlaw, Transportation Manager Pablo Para, Street Systems Engineer Jai Carter, Traffic Engineer James Webb, Engineering Aide Amber Mund, Emergency Preparedness Manager Sarah Miller, Veteran's/Human Services Coordinator Erica Sullivan and Public Works Secretary Molly Hoisington.

B. Announcements

Chairman Osborne announced that the Planning and Community Development Committee is attending today's Public Works Committee meeting for the discussion of the Agenda Modification. Therefore, the meeting order will be changed and the Agenda Modification will be discussed first.

C. Agenda Modifications

There was one Agenda Modification adding Discussion Item G, Transportation Improvement Program (TIP), Discussion Item H, Utilities Comprehensive Plan Policies and Discussion Item I, System Wide Improvement Framework (SWIF). In addition, the meeting time was changed to its regular start time of 3:30pm instead of the listed time on the Agenda.

II. **CONSENT AGENDA**

A. Approval of Minutes

It was moved by Vice-Chair Peloza, seconded by Member DaCorsi, that the Committee approve the Public Works Committee Meeting minutes for date, May 19, 2014.

Motion carried 3-0.

III. **ACTION**

A. Public Works Project No. CP1323 (Carter) Grant permission to advertise for bids for Project No. CP1323, 2014 Local Street Pavement Reconstruction Project

Street Systems Engineer Carter explained that staff is asking for permission to advertise to bid Project No. CP1323, 2014 Local Street Pavement Reconstruction Project. This project originally started with 24th Street SE, H Street SE, K Street NE and an optional street of 3rd Street NE. Due to budget constraints, 3rd Street NE was not able to be completed at this time. The current request is for rebuilding of 24th Street SE, H Street SE and K Street NE.

Street Systems Engineer Carter confirmed this project is to reconstruct 0.74 miles of local streets per the question asked by Chairman Osborne.

Street Systems Engineer Carter responded to a question asked by Chairman Osborne regarding the overlay on the 0.44 miles of local streets.

In response to a question asked by Chairman Osborne, Street Systems Engineer Carter advised the open houses have gone extremely well.

It was moved by Vice-Chair Peloza, seconded by Member DaCorsi, that the Committee recommend City Council grant permission to advertise for bids for Project No. CP1323, 2014 Local Street Pavement Reconstruction Project.

Motion carried 3-0.

B. Right-of-Way Use Permit No. 14-15 (Mund) Approve Right-of-Way Use Permit No. 14-15 for Pierce Transit

Engineering Aide Mund explained Right-of-Way Use Permit No. 14-15 is for Pierce County to continue to operate Route 497 for commuter bus service and bus stops in the Lakeland Hills area connecting to the Auburn Sounder Station. The service and stops were previously

permitted under a Right-of-Way Use Permit which has recently expired.

It was moved by Vice-Chair Peloza, seconded by Member DaCorsi, that the Committee approve Right-of-Way Use Permit No. 14-15 for Pierce Transit.

Motion carried 3-0.

- C. Ordinance No. 6506 (Mund)
An Ordinance of the City Council of the City Of Auburn, Washington, Granting to tw telecom of washington llc, A Delaware Limited Liability Company, A Franchise for Telecommunications

Engineering Aide Mund explained Ordinance No. 6506 is an agreement with tw telecom of washington llc for a franchise in Auburn. tw telecom of washington llc has applied for a Franchise Agreement to be able to operate and build within the City's rights of way and telecommunications network.

It was moved by Vice-Chair Peloza, seconded by Member DaCorsi, that the Committee introduces and adopts Ordinance No. 6506 for Franchise Agreement No. 14-06 for tw telecom of washington llc.

Motion carried 3-0.

- D. Resolution No. 5065 (Mund)
A Resolution of the City Council of the City Of Auburn, Washington, Setting a Public Hearing to Consider the Vacation of Un-Opened Right-of-Way of South 324th Street Between 46th Place South and 51st Avenue South, South of South 321st Street, Within the City Of Auburn, Washington

Engineering Aide Mund explained Resolution No. 5065 sets the date of the public hearing for Vacation No. V2-14 for South 324th Street located between 46th Place South and 51st Avenue South which is on the West Hill.

Assistant Director of Engineering/City Engineer Gaub responded to a question asked by Vice-Chair Peloza regarding the developer benefit.

It was moved by Vice-Chair Peloza, seconded by Member DaCorsi, that the Committee introduces and adopts Resolution No. 5065.

Motion carried 3-0.

IV. DISCUSSION ITEMS

- A. Resolution No. 5069 (Hursh)
A Resolution of the City Council of the City of Auburn, Washington,

authorizing the acceptance of a grant from the Washington Service Corps to provide a full-time disaster services member to the City of Auburn, and authorizing the Mayor and City Clerk to execute the necessary agreements to accept said member

Emergency Preparedness Manager Miller explained the City of Auburn has a continued need to provide disaster education to the public. Since 2006, we have utilized the AmeriCorps program to coordinate this function and deliver public education. This grant of a full-time AmeriCorps member for 2014/2015 will allow us to continue our public education programs.

Emergency Preparedness Manager Miller responded to a question asked by Chairman Osborne regarding the budget impact.

B. Resolution No. 5070 (Hursh)

A Resolution of the City Council of the City of Auburn, Washington, authorizing the acceptance of a grant from the Washington Service Corps to provide a full-time veterans services member to the City of Auburn, and authorizing the Mayor and City Clerk to execute the necessary agreements to accept said member

Emergency Preparedness Manager Miller explained the City of Auburn has a newly established Veteran's Coordinator. The AmeriCorps member will assist in outreach efforts and volunteer coordinator to support this position.

C. Resolution No. 5074 (Para)

A Resolution of the City Council of the City of Auburn, Washington, setting the time and date for a Public Hearing before the City Council on the 2015-2020 Transportation Improvement Plan

Traffic Engineer Webb explained Resolution No. 5074 is to set a time and date for a public hearing to amend the Six Year Transportation Improvement Plan.

Traffic Engineer Webb announced that grant funding was received this afternoon for two King County Preservation Projects, TIP project numbers 70 and 71 totaling approximately 1.5 million dollars.

Traffic Engineer Webb stated the grants received today are federal funds administered by PSRC in response to a question asked by Vice-Chair Pelosa.

D. Capital Project Status Report (Sweeting)

Item 7, CP1207 – D Street NE Utility Improvements:

Assistant Director of Engineering/City Engineer Gaub and Assistant City Engineer Sweeting provided a status update in response to a question asked by Chairman Osborne.

Item 9, C524A – SCADA System Improvement – Physical Site Improvements:

In response to a question asked by Chairman Osborne, Assistant Director of Engineering/City Engineer Gaub explained the additional charge is due to emergency side sewer repair work and will be paid using additional sewer funds that will be added to the project budget.

Item 23, C222A – 277th - Auburn Way North to Green River Bridge:

Responding to a question asked by Chairman Osborne, Assistant City Engineer Sweeting provided updated information on the project timeline.

Item 28, CP1218 – Auburn Way South & Riverwalk Intersection Improvements:

Assistant City Engineer Sweeting provided an update on costs associated with this project in response to a question asked by Chairman Osborne.

- E. Significant Infrastructure Projects by Others - Public Works Status Report (Gaub)

There were no questions from the Committee.

- F. Action Tracking Matrix (Gaub)

Item F, Amberview Apartments Sewer Odor:

Member DaCorsi suggested the Item Description be changed from Amberview Apartments Sewer Odor to 105th Street Sewer Odor. Staff will update.

- G. Transportation Improvement Program (TIP) (Webb/Para)

Traffic Engineer Webb provided brief background of the Transportation Improvement Program (TIP) and discussed the deleted/completed projects.

Traffic Engineer Webb advised preliminary notification has been received on two projects regarding the receipt of grant funding. The City is awaiting final approval on 3.7 million dollars from PSRC to fund design and construction of the West Main Street Project. The City was also notified that funding of design and right-of-way phases on the F Street Non-Motorized Project will likely be granted and is awaiting final approval.

Transportation Manager Para responded to a question asked by Councilmember Holman regarding the Lea Hill projects. There was a brief group discussion regarding the impact fees.

In response to a question asked by Chairman Osborne,

Transportation Manager Para explained the grant process pertaining to the TIP.

Community Development & Public Works Director Snyder stated he wanted to remind council that it's great to go after the grant money, but if the resources aren't available to get the project done and through the process of construction, it can be very challenging to spend those monies appropriately in the time frames we are required to do so.

Councilmember Wales made comment regarding the possibility of adding additional staff specifically to manage grant funded projects. Assistant Director of Engineering/City Engineer Gaub responded stating there are two vacancies currently within our project engineer positions which the City is actively working towards filling. These positions have been vacant for approximately three months due to the skills that are necessary with the vacant positions.

There was a group discussion regarding the Lea Hill Project.

H. Utilities Comprehensive Plan Policies (Fenhaus/Elwell/Carlaw)

Acting Utility Engineer Fenhaus responded to a question asked by Chairman Osborne regarding the Water Use Efficiency Goals on page 3 of 45.

Page 4 of 45, section 3.2.1, bullet two, "Maintaining desired levels of service":

Acting Utility Engineer Fenhaus answered a question asked by Chairman Osborne regarding the cost relationship.

Page 5 of 45, section 3.2.5 and 3.2.8:

In response to a question asked by Vice-Chair Peloza, Acting Utility Engineer Fenhaus provided overview of the monitoring process.

Page 6 of 45, section 3.2.15, Leak Adjustment:

Responding to a question asked by Member DaCorsi, Acting Utility Engineer Fenhaus explained the Leak Adjustment Policy.

Page 6 of 45, section 3.3.1, Retail Water Service Area:

Acting Utility Engineer Fenhaus responded to a question asked by Chairman Osborne regarding the service area boundaries.

Page 6 of 45, section 3.2.16, Termination of water service for delinquent accounts:

Acting Utility Engineer Fenhaus stated this is as outlined per City Code in response to a question asked by Member DaCorsi regarding a grace period on delinquent utility accounts.

There was a brief group discussion regarding the word "should" on page 7 of 45.

Page 8 of 45, section 3.4.4, Customer Service:

Assistant Director of Public Works Operation Bailey responded to a question asked by Councilmember Trout regarding the timeframe in which complaints are resolved.

Page 14 of 45, section 3.6.12, Water for Irrigation:

Chairman Osborne made revision recommendation regarding how the City Code is listed within the Policy Statement of this section. Acting Utility Engineer Fenhaus will make revisions.

Page 15 of 45, section 3.7.1, Conservation Promotion:

Acting Utility Engineer Fenhaus advised of the conservation promotion efforts in response to a question asked by Chairman Osborne.

Page 21 of 45, section 3.8.13, Construction Standards:

Assistant Director of Engineering/City Engineer Gaub responded to a question asked by Chairman Osborne regarding the WSDOT Standard Plans.

Page 22 of 45, section 3.8.14, Hydrants:

Assistant Director of Engineering/City Engineer Gaub discussed the hydrant size in response to a question asked by Chairman Osborne. Councilmember Wales recommended wording revision; staff will make the recommended change.

Page 34 of 45, item 6:

Sewer Utility Engineer Elwell provided background summary on inflow and infiltration (I/I) in response to a question asked by Chairman Osborne.

Page 34 of 45, item 11:

There was a brief group discussion regarding the wording "The systems shall not be installed in City right-of-way".

Page 34 of 45, item 13:

In response to a question asked by Member DaCorsi, Sewer Utility Engineer Elwell discussed the sewer permit process in order to make repairs on private property.

Page 35 of 45, item 15:

Responding to a question asked by Chairman Osborne, Sewer Utility Engineer Elwell advised the acronym "SSA" stands for "Sewer Service Area".

Page 38 of 45, item 51:

Sewer Utility Engineer Elwell responded to a question asked by Councilmember Holman regarding the odor related complaints. Assistant Director of Public Works Operation Bailey further explained the history of the sewer odor complaint on Lea Hill. A group consensus was reached that this item should be deleted.

Page 41 of 45, items CF-50 through EN-15:

Storm Drainage Engineer Carlaw responded to a question asked by Vice-Chair Peloza regarding flood water. Chairman Osborne requested Legal Department review EN-3; staff will have Legal Department review.

Page 42 of 45:

Storm Drainage Engineer Carlaw provided definition of "treatment systems" in response to the request from Chairman Osborne.

Page 43 of 45, item NEW:

Storm Drainage Engineer Carlaw provided a brief background summary in response to a question asked by Chairman Osborne regarding the cost estimate.

I. System Wide Improvement Framework (SWIF) (Carlaw)

Storm Drainage Engineer Carlaw explained the System Wide Improvement Framework (SWIF) started off years ago as a means to address the competing goals of vegetation and levee management along the Green River. SWIF Goals include:

- Integrated river and floodplain management
- Improve water temperature
- Advance progress towards meeting salmon protection and recovery goals
- Enhance open space, recreation, treaty fishing, and public access
- Support farmland protection, resiliency and productivity
- Reduce long-term facility maintenance costs
- Flood protection
- Vegetation management
- Ecological resiliency
- Economic resiliency
- Community resiliency

Storm Drainage Engineer Carlaw provided a map which illustrates the Green River SWIF's preliminary thoughts on enhanced flood protection along the Green river. There was a brief group discussion regarding the map and the timing of the Flood Control Districts decision making process.

V. ADJOURNMENT

There being no further business to come before the Public Works Committee, the meeting was adjourned at 5:13 p.m.

Approved this 16th day of June, 2014.

Wayne Osborne
Chairman

Molly Hoisington
Public Works Department Secretary



AGENDA BILL APPROVAL FORM

Agenda Subject:

June 2, 2014 Minutes

Date:

June 10, 2014

Department:

Finance

Attachments:

[Minutes](#)

Budget Impact:

\$0

Administrative Recommendation:

For information only.

Background Summary:**Reviewed by Council Committees:**

Councilmember: Wales

Staff:

Meeting Date: June 16, 2014

Item Number: FN.1



**Finance Committee
June 2, 2014 - 5:00 PM
Annex Conference Room 1
MINUTES**

I. CALL TO ORDER

Chair Largo Wales called the meeting to order at 5:00 p.m. in Annex Conference Room 1 located on the second floor of the City Hall Annex located at 1 East Main Street in Auburn.

A. Roll Call

Chair Wales, Vice Chair Holman and Member Yolanda Trout were present.

Officials and staff members present included: City Attorney Daniel B. Heid, Finance Director Shelley Coleman and Deputy City Clerk Shawn Campbell.

B. Announcements

There was no announcement.

C. Agenda Modifications

There was no change to the agenda.

II. CONSENT AGENDA

A. May 19, 2014 Meeting Minutes

Vice Chair Holman moved and Member Trout seconded to approve the May 19, 2014, minutes as distributed.

MOTION CARRIED UNANIMOUSLY. 3-0

B. Claims Vouchers (Coleman)

Claims check numbers 428728 through 428912 in the amount of \$1,446,429.92 and 4 wire transfers in the amount of \$156,288.21 and dated June 2, 2014.

Committee members reviewed claims and payroll vouchers and briefly discussed claims voucher numbers 428739, 428810 and 42812.

Member Trout moved and Vice Chair Holman seconded to approve the claims and payroll vouchers.

MOTION CARRIED UNANIMOUSLY. 3-0

- C. Payroll Vouchers (Coleman)
Payroll check numbers 534715 through 534754 in the amount of \$266,370.65, electronic deposit transmissions in the amount of \$1,293,778.04 for a grand total of \$1,560,148.69 for the period May 15, 2014 to May 28, 2014.

See claims vouchers above for approval of payroll vouchers.

III. **ADJOURNMENT**

There being no further business to come before the Committee, the meeting adjourned at 5:06.

APPROVED this _____ day of _____, 2014.

LARGO WALES, CHAIR

Shawn Campbell, Deputy City Clerk



AGENDA BILL APPROVAL FORM

Agenda Subject:

June 2, 2013 Regular Meeting Minutes

Date:

June 10, 2014

Department:

Administration

Attachments:

[Minutes](#)

Budget Impact:

\$0

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

Meeting Date: June 16, 2014

Staff:

Item Number: CA.A



**City Council Meeting
June 2, 2014 - 7:30 PM
Auburn City Hall
MINUTES**

I. CALL TO ORDER

A. Flag Salute

Mayor Nancy Backus called the meeting to order at 7:30 p.m. and led those in attendance in the Pledge of Allegiance.

B. Roll Call

City Councilmembers present: Deputy Mayor Rich Wagner, Bill Peloza, Largo Wales, Wayne Osborne, John Holman, Claude DaCorsi, and Yolanda Trout.

Department Directors and staff members present: City Attorney Daniel B. Heid, Community Development and Public Works Director Kevin Snyder, Police Commander Mark Cailler, Finance Director Shelley Coleman, Development Manager Doug Lein, Director of Administration Michael Hursh, Parks, Arts and Recreation Director Daryl Faber, and Deputy City Clerk Shawn Campbell.

C. Announcements, Appointments, and Presentations

There was no announcement, appointment or presentation.

D. Agenda Modifications

Resolution No. 5069 was added to the agenda.

II. CITIZEN INPUT, PUBLIC HEARINGS & CORRESPONDENCE

A. Public Hearings

No public hearing was scheduled for this evening.

B. Audience Participation

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

Austin Johnson, Auburn Riverside High School
Mr. Johnson explained he is a student at Auburn Riverside High school and is attending the meeting to fulfill a requirement for a civics class.

Alicia Peterson, Auburn Riverside High School
Ms. Peterson asked the Council if they knew how she could also attend a tour of the new Auburn High School. Mayor Backus suggested she contact the school office to find out when the next public tour is scheduled.

C. Correspondence

There was no correspondence for Council review.

III. COUNCIL COMMITTEE REPORTS

A. Municipal Services

The next regular meeting of the Municipal Services Committee is scheduled for June 9, 2014 at 3:30 p.m.

B. Planning & Community Development

Chair Holman reported the Planning and Community Development Committee met May 27, 2014. The Committee moved Resolution Nos 5074, 5069 and 5070 forward to full Council for consideration. The Committee also discussed Resolution No. 5065. The next regular meeting of the Planning and Community Development Committee is scheduled for June 9, 2014.

C. Public Works

Chair Osborne reported the Public Works Committee met this afternoon at 3:30. The Committee reviewed the Comprehensive Sewer Plan, the Comprehensive Water Plan, the Comprehensive Storm Plan, the Transportation Improvement Plan, Public Works Project CP1303 and a right-of-way use permit for Pierce Transit. The Committee also discussed Ordinance No. 6506, Resolution No. 5065, Resolution No. 5069 and Resolution No. 5074. The next regular meeting of the Public Works Committee is scheduled for June 16, 2014.

D. Finance

Chair Wales reported the Finance Committee met this evening at 5:00. The Committee reviewed claims vouchers in the approximate amount of \$1.7 million and payroll vouchers in the approximate amount of \$1.5 million. The next regular meeting of the Finance Committee is scheduled for June 16, 2014.

E. Les Gove Community Campus

The next regular meeting of the Les Gove Community Campus Committee is scheduled for June 25, 2014, at 5:00 p.m.

F. Council Operations Committee

Chair Wagner reported the Council Operations Committee met on May 30, 2014. The Committee discussed the transition from the current Council Committee structure to the Study Session structure. The Committee requested a Special Council meeting in the next two weeks. The purpose of the meeting would be to hear a presentation from the Mayor of SeaTac on their conversion from Council Committees to Study Sessions. The next regularly scheduled meeting of the Council Operations Committee is June 23, 2014 at 2:30 p.m.

G. Junior City Council

The next regular meeting of the Junior City Council is scheduled for June 16, 2014, at 5:00 p.m.

IV. 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. May 18, 2014 Regular Meeting Minutes

B. Claims Vouchers (Wales/Coleman)

Claims check numbers 428728 through 428912 in the amount of \$1,446,429.92 and 4 wire transfers in the amount of \$156,288.21 and dated June 2, 2014.

C. Payroll Vouchers (Wales/Coleman)

Payroll check numbers 534715 through 534754 in the amount of \$266,370.65, electronic deposit transmissions in the amount of \$1,293,778.04 for a grand total of \$1,560,148.69 for the period May 15, 2014 to May 28, 2014.

D. Public Works Project No. CP1323 (Osborne/Snyder)

City Council to grant permission to advertise for bids for Project No. CP1323, 2014 Local Street Pavement Reconstruction Project

Deputy Mayor Wagner moved and Councilmember Peloza seconded to approve the Consent Agenda.

The Consent Agenda includes minutes, claims and payroll vouchers, and Public Works contract administration items.

MOTION CARRIED UNANIMOUSLY. 7-0

V. UNFINISHED BUSINESS

There was no unfinished business.

VI. NEW BUSINESS

There was no new business.

VII. ORDINANCES

- A. Ordinance No. 6506 (Osborne/Snyder)
An Ordinance of the City Council of the City of Auburn, Washington, granting to tw telecom of washington llc, A Delaware Limited Liability Company, a Franchise for Telecommunications

Councilmember Osborne moved and Councilmember Peloza seconded to adopt Ordinance No. 6506.

Ordinance No. 6506 is a franchise agreement with tw telecom of washington llc. They will use other telecommunications companies infrastructure to provide telecommunication services to commercial customers in the area.

MOTION CARRIED UNANIMOUSLY. 7-0

VIII. RESOLUTIONS

- A. Resolution No. 5065 (Osborne/Snyder)
A Resolution of the City Council of the City Of Auburn, Washington, setting a Public Hearing to consider the vacation of un-opened Right-of-Way of South 324th Street between 46th Place South and 51st Avenue South, South of South 321st Street, within the City of Auburn, Washington

Councilmember Osborne moved and Councilmember Peloza seconded to adopt Resolution No. 5065.

MOTION CARRIED UNANIMOUSLY. 7-0

- B. Resolution No. 5074 (Osborne/Snyder)
A Resolution of the City Council of the City of Auburn, Washington, setting the time and date for a public hearing before the City Council on the 2015-2020 Transportation Improvement Plan

Councilmember Osborne moved and Councilmember Peloza seconded to adopt Resolution No. 5074.

MOTION CARRIED UNANIMOUSLY. 7-0

- C. Resolution No. 5069
A Resolution of the City Council of the City of Auburn, Washington, authorizing the acceptance of a grant from the Washington Service Corps to provide services to the City of Auburn in the nature of a full-time disaster services member and a full-time veterans services member, and authorizing the Mayor to execute the necessary agreements to accept said members

Councilmember Wales moved and Councilmember Holman seconded to adopt Resolution No. 5069.

Resolution No. 5069 is for the acceptance of a grant from Washington Service Corps for a full time disaster services member and a veterans service member.

MOTION CARRIED UNANIMOUSLY. 7-0

IX. REPORTS

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

A. From the Council

Deputy Mayor Wagner reported he attended the tour of the Auburn High School building and a Sound Cities Association meeting. Deputy Mayor Wagner also presented certificates to the Community Emergency Response Team graduates.

Councilmember DaCorsi reported he attended the Auburn High School tour and the Memorial Day ceremonies.

Councilmember Wales reported she attended the Puyallup River Watershed Council meeting.

Councilmember Holman reported he attended the Economic Development Council of Seattle / King County meeting.

Councilmember Peloza reported he attended the South County Area Transportation Board meeting, the King County Flood Control District meeting, the I-520 Public Meeting, the Imagine Auburn Open House, the Auburn High School tour, the Sound Cities meeting, the Valley Regional Fire Authority benefit breakfast, the Airport Advisory Board meeting and the Auburn International Farmers Market Board meeting.

Councilmember Osborne reported he attended the Regional Transit Committee meeting.

Councilmember Trout reported she attended the Auburn High School tour, the Valley Regional Fire Authority benefit breakfast, the Memorial Day ceremonies, a training on green building materials and a Red Hat Society luncheon.

B. From the Mayor

Mayor Backus encouraged citizens to use the City's Pothole Patrol

reporting line to report any pothole in the City. The number is 253-931-3048 option 1.

Mayor Backus reported the City has been repairing streets with Save Our Streets funds since 2005. A schedule of streets that are in need of repair dictate which street is repaired next.

Mayor Backus reported she attended the Sound Cities Association Board of Directors meeting, a Save Our Streets neighborhood meeting for K Street NE, and H Street and 2nd Street, the Imagine Auburn open house, the State Route 167 Executive Committee meeting, the Valley Cities meeting and the Memorial Day ceremonies.

X. EXECUTIVE SESSION

At 8:51 p.m., Mayor Backus recessed the meeting to executive session for 30 minutes in order to discuss pending/potential litigation pursuant to RCW 42.30.100(1)(i) and purchase or sale of real property pursuant to RCW 42.30.100(1)(b). Mayor Backus indicated no action would follow the executive session. Department directors and staff required for the executive session included City Attorney Heid, Director of Community Development and Public Works Director Snyder, Finance Director Coleman, and Director of Administration Hursh.

The executive session was extended at 8:51 for ten minutes, at 9:00 for ten minutes and at 9:10 for five minutes.

The executive session concluded at 9:14 p.m.

XI. ADJOURNMENT

There being no further business to come before the City Council, the meeting adjourned at 9:15 p.m.

APPROVED this _____ day of June, 2014

Nancy Backus, Mayor

Shawn Campbell, Deputy City Clerk



AGENDA BILL APPROVAL FORM

Agenda Subject:

Claims Vouchers

Date:

June 10, 2014

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

City Council approve claims vouchers.

Background Summary:

Claims voucher numbers 428913 through 429145 in the amount of \$3,164,926.23 and a wire transfer in the amount of \$77,226.40 and dated June 16, 2014.

Reviewed by Council Committees:

Finance

Councilmember: Wales

Staff: Coleman

Meeting Date: June 16, 2014

Item Number: CA.B



AGENDA BILL APPROVAL FORM

Agenda Subject:

Payroll Vouchers

Date:

June 10, 2014

Department:

Finance

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

City Council approve payroll vouchers.

Background Summary:

Payroll check numbers 534755 through 534785 in the amount of \$844,629.13 and electronic deposit transmissions in the amount of \$1,318,566.88 for a grand total of \$2,163,196.01 for the period covering May 29, 2014 to June 11, 2014.

Reviewed by Council Committees:

Finance

Councilmember: Wales

Staff: Coleman

Meeting Date: June 16, 2014

Item Number: CA.C



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6508

Date:

June 10, 2014

Department:

Planning and Development

Attachments:

[Agenda Bill](#)
[Ordinance No. 6508 - Exhibi A to agenda](#)
[bill](#)
[Exhibit B](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council to introduce and adopt Ordinance No. 6508.

Background Summary:

See attached Agenda Bill.

The Planning and Community Development Committee recommended approval of Ordinance No. 6508 to the full City Council at their June 9, 2014 meeting.

Reviewed by Council Committees:

Planning And Community Development, Public Works Other: Planning Commission, Legal

Councilmember: Holman

Staff: Snyder

Meeting Date: June 16, 2014

Item Number: ORD.A



AGENDA BILL APPROVAL FORM

Agenda Subject: Ordinance No. 6508; Amendment to zoning code Section 18.23.030, to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district. (File No. ZOA14-0002).		Date: June 10, 2014
Department: Community Development and Public Works	Attachments: See exhibit list (at the end of report)	Budget Impact: N/A
Administrative Recommendation: City Council to introduce and adopt Ordinance No. 6508 amending Auburn City Code Chapter Section 18.23.030		
Summary: The City proposes to amend zoning code Section 18.23.030, "Uses (of the Commercial and Industrial Zones)" of the zoning code to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district. The current language of the code prohibits warehousing and distribution uses in the EP zone and requires a Conditional Use Permit in the M1, Light Industrial zone. The City seeks to revise the regulations to allow the use outright in the M1, Light Industrial zone and the EP, Environmental Park zone.		
Reviewed by Council & Committees: ☐ Arts Commission ☐ Airport ☐ Hearing Examiner ☐ Human Services ☐ Park Board ☒ Planning Comm. COUNCIL COMMITTEES: ☐ Finance ☐ Municipal Serv. ☒ Planning & CD ☒ Public Works ☐ Other _____		Reviewed by Departments & Divisions: ☒ Building ☐ Cemetery ☐ Finance ☐ Fire ☒ Legal ☒ Public Works ☐ Information Services ☐ M&O ☐ Mayor ☐ Parks ☒ Planning ☐ Police ☐ Human Resources
Action: Committee Approval: ☒ Yes ☐ No Council Approval: ☐ Yes ☐ No Call for Public Hearing ____/____/____ Referred to _____ Until ____/____/____ Tabled _____ Until ____/____/____		
Councilmember: Holman		Staff: Snyder
Meeting Date: June 16, 2014		Item Number:

Background

Since the zoning code dating back to at least the year 1987, the “warehousing and distribution” land use has historically been allowed in the City’s Industrial zoning districts. Specifically, this use was allowed outright in the two main industrial zoning districts that existed at the time; the M1, Light Industrial, and the M2, Heavy Industrial zoning districts. These districts make up a large part of the western, (Region-Serving Area) valley floor portion of the City.

In Title 18.23, ‘Commercial and Industrial Zones’, and specifically, Table 18.23.030, ‘Permitted, Administrative, Conditional and Prohibited Uses by Zone’ this use is listed as: “warehousing and distribution”.

Since, warehousing and distribution uses are prominent locally, and the nature of this use is self-explanatory, the zoning code does not contain a specific definition for this use.

This proposed change affects two industrial zones in the city. A discussion of the historical changes affecting each zone leading to the current circumstances and proposed revision follows.

Relation of Streamlined Sales Tax Changes to the M1, Light Industrial Zoning District

In 2005 the State of Washington adopted streamlined sales tax (SST) legislation. Prior to SST legislation, sales tax collection in Washington State was based on the site of origin, rather than on the site of destination. Under the SST tax structure, sales tax is collected at the site of delivery rather than from those areas from which they were shipped. This change in tax structure puts the City of Auburn at a disadvantage and negatively impacts its tax revenue and provision of services.

Specifically, Auburn and similar cities have historically invested in infrastructure to support businesses engaged in warehouse and distribution activities that ship goods to other destinations. Another concern for Auburn and similar cities that have invested in infrastructure include how the debt that has already been extended for such infrastructure will be paid and how the loss of a significant source of revenue will affect bond ratings.

In November 2004 based on the then potential passage of SST, the Auburn City Council approved Resolution No. 3782. Resolution No. 3782 outlines an approach and actions the City will take related to land use planning, zoning and other matters in the event a streamlined sales tax proposal or other similar proposals that change the tax structure are adopted.

Because of the State of Washington’s implementation of sales tax mitigation payments to cities such as Auburn, the impact resulting from streamlined sales tax has been somewhat lessened. However, the continued availability of these payments is not certain due in part to the State’s current and anticipated fiscal challenges. In addition, the amount of payments does not equal the total loss in revenue to the City. The City’s economic development strategies are dependent upon the City being able to continue a strong public investment program in infrastructure and services. The City’s ability to continue this public investment is contingent upon maintaining solvent public revenue streams, particularly sales tax. Sales tax comprises the largest source of monies to the City’s General Fund, approximately 30 percent in 2010. The City anticipates that current and long-term fiscal challenges facing the State of Washington will likely result in the

dissolution of the current sales tax revenue mitigation program. The eventual loss of the aforementioned sales tax revenue will directly and adversely affect the City's ability to adequately fund the capital infrastructure and services necessary to support the realization of the City's economic development strategies. This is especially applicable to industrial areas supporting warehouse and distribution centers that are origin-based in nature.

In 2011, the City amended the City's Comprehensive Plan by Ordinance No. 6394 to identify that warehouse and distribution land uses are not a preferred long-term economic development and land use priority for industrial zoned areas in the City due to the loss of sales tax revenue associated with the State's implementation of streamlined sales tax legislation, no substantive contribution to an increase in per capita income for Auburn residents, no reduction in the tax burden of Auburn residents, low employment densities, lower property values and land use inefficiencies. These changes specified that increases in manufacturing and other non-warehousing and distribution industrial land uses should be the City's preferred economic development and land use priority for industrial zoned areas of the City currently dominated by warehousing and distribution land uses. These changes specified that the City should revise current comprehensive policies and regulations to provide for and require the conversion of existing warehousing and distribution land uses to manufacturing and industrial land uses. To implement the policy direction of the Comprehensive Plan, the zoning regulations affecting industrial zoning districts were changed by Ordinance No. 6433 near the end of 2012. Among other more minor changes, the Ordinance established that any new or expansion of existing warehouse and distribution uses in the M1, Light Industrial and M2, Heavy Industrial zone would require the land use application process of a Conditional Use Permit (CUP).

Since the time of these comprehensive plan and zoning changes, the City has heard from a number of property owners and property management companies responsible for warehouse and distribution facilities located in the M1, Light Industrial zones expressing concern. The majority of concerns expressed were related to misunderstanding the effect of the changes to pre-existing warehouse and distribution uses. However, as a result of these comprehensive plan and zoning changes, the property owners, property managers and their professional organizations of warehouse and distribution uses have supported and advocated for the City with the state legislature. As a result of this support, the City determined it was appropriate to amend the policy guidance in it Comprehensive Plan to revise and "soften" the policy direction to promote and encourage through incentives the transition from warehousing and distribution uses rather than require the conversion of these uses. As a result of this support, the City also determined it was appropriate to amend the zoning code use regulations.

On October 22, 2013 the Planning Commission conducted a public hearing and considered the proposed comprehensive plan policy/text amendments affecting industrial zones as part of the items docketed for the annual comprehensive plan amendments. And following the public hearing, the Planning Commission forwarded its recommendation for approval to the City Council.

The 2013 Comprehensive Plan Amendments were reviewed by the Planning and Community Development Committee of the City Council on November 12, 2013 and the Committee forwarded a recommendation of approval to the City Council at its November 25, 2013 regular meeting.

The Public Works Committee of the City Council reviewed the amendments and the Planning Commission recommendations at their November 18, 2013 meeting. Ordinance No. 6489 approving the comprehensive plan policy/text amendments was approved by the City Council at their December 2, 2013 regular meeting. Warehousing and distribution uses are still not preferred land uses in the Comprehensive Plan, but are no longer proposed to be transitioned to other uses.

Proposed Zoning Code Change

This proposal revises the zoning code to allow warehousing and distribution uses outright in the M1, Light Industrial zoning district to align with the previous year 2013 Comprehensive Plan text amendments and undo in part, the previous zoning code changes in 2012. Specifically, the “C” designating: “Conditionally Permitted Use” is proposed to change to “P” to indicate: “Permitted” in Table 18.23.030 shown as ~~strike through~~ and underline in the attached Ordinance No. 6508.

Relation to EP, Environmental Park Zoning District

The area north of West Main Street extending north to 15th ST NW and including Clay and Western Streets was identified by the 2005 Comprehensive Plan as a ‘problem area’ in relation to disparate mixture of land uses including remaining single family residential uses within an area transitioning to light industrial uses. The designation also recognized that the area was underserved by infrastructure; roads, water, sewer and storm drainage. The comprehensive plan designation and zoning at the time called for light industrial development and several industrial buildings were built.

The City’s eventual ownership of the wetland mitigation site constructed as compensation for the wetland impacts associated with the construction of the Emerald Downs Thoroughbred Racetrack (a.k.a. Thormod Wetland Mitigation Site) served as the catalyst for the city’s acquisition of additional adjacent parcels and formal establishment of the approximately 120-acre “Auburn Environmental Park”; a wetland natural resources park for open space and passive recreation.

On August 7, 2006 the City Council adopted Ordinance No. 6036 that established a new industrial zoning classification termed the EP, Environmental Park Zoning district after the Planning Commission conducted a public hearing on the proposal on June 6, 2006. The EP zone consists of a larger approximately 276-acre area. The stated purpose of the Environmental Park zoning district is to allow uses in proximity to the Auburn Environmental Park that benefit from that location and will complement the park and its environmental focus. The uses to be allowed in this zone will focus upon medical, biotech and “green” technologies including energy conservation, engineering, water quality and similar uses. Other uses complementary to and supporting these uses are also allowed. Incorporation of sustainable design and green building practices will be a primary aspect of this zone. The construction of Leadership in Energy and Environmental Design (LEED) and Built Green certified buildings is encouraged and Built Green will be required for multiple-family dwellings. The written zoning recognizes that much of the property in this zone was developed under earlier standards, so the goals of the district will be realized over a period of time as properties are redeveloped.

This change no longer allowed “warehousing and distribution facilities, to include wholesale trade not open to the general public”. As a result, the properties that were already developed as this use were made “legally-established, non-conforming uses”. Under the City’s regulations

in ACC 18.54, 'Nonconforming Structures, Land and Uses", these legally-established, non-conforming uses are allowed to remain if continuously occupied, but if the space become vacant for more than 180 days (6 months), then the space may only be re-occupied by tenants meeting the more recent, current land use regulations. Also, with this change, owners of these non-conforming uses may only expand their nonconforming use or structure up to 25 percent after a 'Special Exception' is secured (a land use approval by the city's Hearing Examiner).

Since the time of these zoning changes, the City has heard from several owners of properties that were developed as warehousing and distribution facilities and located in the EP, zoning district expressing concern. Their concerns were related to the effect of the EP zoning regulations to their pre-existing warehousing and distribution uses. In response to these concerns, the City wants to allow those sites that were developed as warehousing and distribution uses to prior the EP, Environmental Park zoning in 2006, additional regulatory flexibility to re-use and modify their use and/or structures.

Under an understanding that the City did not wish to allow further or continued development and construction of new warehousing and distribution uses in the EP, Environmental Park zoning district a proposal to allow warehousing and distribution uses only for those buildings that were permitted prior to enacting the EP zone was considered by the Planning Commission. Also, previous city council's had expressed interest in further refinement of the zoning regulations of the EP zone to more effectively encourage and promote "green" development and sustainable design and environmentally sensitive building practices have previously been discussed by the City Council and are planned. The Planning Commission recommended approval of the code changes based on these factors.

On May 27, 2014 at their regular meeting, the Planning and Community Development Committee (PCDC) discussed the Planning Commission's recommendation and asked that instead, warehousing and distribution uses be allowed in the EP zone and not only for those buildings that were permitted prior to enacting the EP zone.

On June 9, 2014 this revised proposal was again discussed by the Planning and Community Development Committee (PCDC). After brief discussion, the PCDC recommended approval to the full city council.

Proposed Zoning Code Change

This proposal revises the zoning code to allow those warehousing and distribution uses as an outright permitted use in the EP, Environmental Park zone. Specifically, the "X" designating: "Prohibited" is proposed to change to "P" to indicate: "Permitted" in Table 18.23.030 shown as ~~strike through~~ and underline in the attached Ordinance No. 6508.

Findings of Fact

1. In summary, the intent of the proposed code amendment is to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning distinct. The current language of the code prohibits warehousing and distribution uses in the EP zone and requires a Conditional Use permit in the M1, Light Industrial zone. The City seeks to

revise the regulations to allow the use outright in the M1, Light Industrial zone and EP, Environmental Park Zone.

2. To implement the, then policy direction of the Comprehensive Plan, the zoning regulations affecting industrial zoning districts were changed by Ordinance No. 6433 near the end of 2012. The Ordinance established that any new or expansion of existing warehouse and distribution uses in the M1, Light industrial zone would require the land use application process of a Conditional Use Permit (CUP).
3. At their December 2, 2013 regular meeting, the City Council by Ordinance No. 6489 adopted 2013 Comprehensive Plan Amendments that provide for and re-prioritize warehousing and distribution facilities uses in the industrial zoning districts.
4. On August 7, 2006 the City Council adopted Ordinance No. 6036 that established a new industrial zoning classification titled the EP, Environmental Park Zoning district for areas previously zoned M1, Light industrial. This designation does not allow "warehousing and distribution facilities, to include wholesale trade not open to the general public".
5. The City of Auburn contains numerous properties that are developed as or suitable for development as "warehousing and distribution facilities, to include wholesale trade not open to the general public".
6. Since the time of these comprehensive plan and zoning changes, the City has heard from a number of property owners and property management companies responsible for warehouse and distribution facilities located in the M1, Light industrial and EP, Environmental Park zones expressing concern.
7. In response to these concerns, the City proposes to reverse prior zoning changes and allow "warehousing and distribution facilities", in the M1, Light Industrial zoning district and the EP, Environmental Park zoning district.
8. The proposed amendment of the city's zoning regulations is exempt from the "Notice of Application" procedures under ACC 14.02.070, "Project permit or project permit application" and ACC 14.02.040, "Development regulations", since the adoption or amendment of zoning regulation is a type of "development regulation" that is not a "Project permit" or "project permit application". The Notice of Application is required only for project permits and not development regulations.
9. The code amendment is subject to environmental review process under the Washington State Environmental Policy Act (SEPA). A Determination of Non-Significance (DNS) was issued April 28, 2014 (SEP14-0002) and the city observed a fourteen-day public comment period. The City has not received any comments in response to notice of the public comment period.
10. Pursuant to RCW 36.70A.106, the proposed zoning code amendment was sent to the Washington State Department of Commerce and other state agencies as required for the state review of modifications of development regulations. The amendments were sent on April 28, 2014. The City requested expedited review, as allowed by their

procedures. The Department of Commerce granted expedited review and acknowledged receipt on April 28, 2014.

11. The general approach of these code amendments was discussed with and reviewed by the Planning and Community Development Committee of the City Council on March 7, 2014 at their regular meeting. The Council Committee was supportive of the general approach.
12. The public hearing notice was published on April 21, 2014 in the Seattle Times newspaper at least 10 days prior to the Planning Commission public hearing conducted May 6, 2014.
13. The Planning Commission conducted a public hearing on the proposed code amendment on May 6, 2014 and after taking testimony and deliberating forwarded a recommendation for approval of the code amendment.
14. Six people testified at the public hearing in support of the code change. The testimony included a request that the code amendment also allow any manufacturing facility that was issued a building permit prior to the effective date of Ordinance No. 6036 (August 17, 2006) enacting the EP, Environmental Park Zoning District and that is converting to a warehousing and distribution facility is also an outright permitted use in the EP, Environmental Park zone and not a non-conforming use. This was not part of the original staff recommendation, but is supportable and was made part of the Planning Commission recommendation.
15. On May 27, 2014 at their regular meeting, the Planning and Community Development Committee (PCDC) discussed the Planning Commission recommendations and asked that warehousing and distribution uses be allowed in the EP zone and not only for those buildings that were permitted prior to enacting the EP zone; the "X" denoting "not permitted" be changed to "P" denoting "permitted" in Table 18.23.030.
16. On June 9, 2014 this revised Ordinance No. 6508 was again discussed by the Planning and Community Development Committee (PCDC). After brief discussion, the PCDC recommended approval to the full city council.
17. Ordinance No. 6508 was discussed by the Public Works Committee (PWC) on June 16, 2014.
18. The following conclusions support the proposed amendments to Section 18.23.030.

Conclusions

1. The proposed code amendments are supported by the City of Auburn's Comprehensive Plan. The Comprehensive Plan contains several goals, objectives, and policies that promote predictability and flexibility in the City's development regulations. The Comprehensive Plan also has sections that provide for, establish and maintain a balance of industrial uses that respond to local and regional needs and enhance the

city's image through optimal siting and location. The following goals, objectives, and policies excerpted from the Comprehensive Plan relate to this proposal:

2. Excerpt from : CHAPTER 3 – PLAN BACKGROUND

“GOAL 2 – FLEXIBILITY: To provide predictability in the regulation of land use and development, especially where residential uses are affected, but to also provide flexibility for development through performance standards that allow development to occur while still protecting and enhancing natural resources, cultural resources and critical lands and in overall compliance with this Comprehensive Plan.”

“Discussion: Predictability of land development regulation is important to both existing and future property owners and to new development. It assures property owners that adjacent properties will develop in a consistent manner and it helps new development to plan for their development based on knowing what is allowed and what is not. Since all parcels are not identical, however, it is helpful to have some flexibility in land development regulation. While a variance can sometimes resolve some of these issues, regulations which provide some flexibility in the form of performance standards can help to provide development which better meets the goals and policies of this Comprehensive Plan rather than strict adherence to a set standard established in the zoning ordinance.” (Emphasis added)

“A discussion of issues and policies related to this goal can be found in Chapter 2: General Approach to Planning.”

Complies: This goal sets out that all of the City's regulations should be designed to provide predictability while maintaining the ability for flexibility. These proposed changes that allow continuation of warehousing and distribution uses provide better predictability and consistency.

3. Excerpt from : CHAPTER 3 – LAND USE

“GOAL 11. INDUSTRIAL DEVELOPMENT

To provide for, establish and maintain a balance of industrial uses that respond to local and regional needs and enhance the city's image through optimal siting and location, taking into consideration tax policy impacts of streamlined sales tax and/or other similar legislation.

Type of Industrial Uses

There is a wide variety of possible industrial uses that could be sited in Auburn. As with the mix of residential uses, the mix of industry also affects the image of the city. The regional image of the city is that of an industrial suburb. This image is quite apparent as one travels along Highway 167 where there is an almost unending view of high-bay warehouse buildings.

Different types of industrial areas should be separated since some types of industrial activities conflict with other industrial activities (especially those of a more desirable character). Such separation should be based primarily on performance standards.

Location of Industrial Uses

Before the adoption of the 1986 Comprehensive Plan, there had been little separation of various types of industrial uses. At the time, there was no well understood policy basis regarding the separation of different types of industrial uses and some areas very suitable for high quality light industrial uses were committed to heavier uses. High visibility corridors developed with a heavier industrial character and established a heavy industry image for the city. The Plan provides clear distinction between different industrial uses. It also reserves areas for light industrial uses.

Objective 11.1. To create a physical image for the city conducive to attracting light industry.

Policies:

LU-96 Highly visible areas which tend to establish the image of the city should not be used by heavy industrial uses.

LU-97 The City shall promote high quality development of all light industrial and warehouse areas.

Objective 11.6. To promote and incentivize new high value-added manufacturing and industrial uses over existing warehouse and distribution uses.

Policies:

LU-114 Existing warehouse and distribution uses are not preferred long term land uses in industrial zoning districts in the City. Through the development and application of incentives the city shall promote more beneficial manufacturing and industrial uses.

LU-115 Regulatory and financial incentives will be identified and implemented where appropriate to provide increased opportunities and encouragement for the establishment of new or expanded manufacturing and industrial uses and jobs in the City.

Complies: This goal sets out that the City's regulations should provide for, establish, and maintain a balance of industrial uses that respond to local and regional needs and enhance the city's image through optimal siting and location. The proposed code changes are consistent with previously adopted changes to the Comprehensive Plan which allow continuation of warehousing and distribution uses in order to provide better predictability and consistency and prescribe that warehousing and distribution uses.

While warehousing and distribution still are not preferred land uses; they are no longer proposed to be transitioned to other uses.

Planning Commission Recommendation

Planning and Community Development Committee to review Ordinance No. 6508 amending Auburn City Code Chapter Section 18.23.030 and recommend approval to the City Council.

Exhibits:

- Exhibit A: Ordinance No. 6508 code changes to ACC 18.23.030, ““Uses (of the Commercial and Industrial Zones)””; changes are shown in strike-through and underline.
- Exhibit B: SEP14-0002 Determination of Non-Significance and completed environmental checklist application.

ORDINANCE NO. 6 5 0 8

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF AUBURN, WASHINGTON, AMENDING SECTION
18.23.030 OF THE AUBURN CITY CODE RELATING TO
WAREHOUSING AND DISTRIBUTION USES**

WHEREAS, from time to time, amendments to the City of Auburn zoning code are appropriate, in order to update and better reflect the current use regulations and development needs of the City; and

WHEREAS, from time to time, amendments to the City of Auburn zoning code are appropriate, in order to remain consistent with changes in the policy guidance of the City's Comprehensive Plan; and

WHEREAS, the purpose of this amendment to the code is to manage growth in a manner which enhances, rather than detracts from community quality and values by actively coordinating land use type and intensity with City facility and service provision and development; and

WHEREAS, this amendment to the code is a blend of proactive and predictive approaches to development regulations assuring that basic community values and aspirations are reflected in the City's planning approach; and

WHEREAS, these code amendments were subject to environmental review process under the Washington State Environmental Policy Act (SEPA). A Determination of Non-Significance (DNS) was issued April 28, 2014 and the City observed a fourteen-day public comment period. The City did not receive any comments in response to notice of the public comment period; and

WHEREAS, these code amendments were considered by the Planning Commission at a duly noticed public hearing on May 6, 2014 and after the close the public hearing the Planning Commission forwarded a recommendation for approval to the City Council; and

WHEREAS, the code amendments were reviewed by the Planning and Community Development Committee of the City Council on May 27, 2014 and the Committee modified the proposal to make warehousing and distribution uses a permitted use in the EP, Environmental Park Zoning District and requested the code amendment be brought back to the Committee; and

WHEREAS, the code amendments were reviewed by the Planning and Community Development Committee of the City Council on June 9, 2014 and the Committee forwarded a recommendation for approval to the full City Council.

WHEREAS, the City Council determined, in light of the recommendations it received, that the following code changes are in the best interest of the City.

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

Section 1. Amendment to City Code. That section 18.23.030 of the Auburn City Code entitled "Uses (of the Commercial and Industrial Zones)" is hereby amended as follows:

18.23.030 Uses.

A. General Permit Requirements. Table 18.23.030 identifies the uses of land allowed in each commercial and industrial zone and the land use approval process required to establish each use.

B. Requirements for Certain Specific Land Uses. Where the last column in Table 18.23.030 ("Standards for Specific Land Uses") includes a reference to a code section number, the referenced section determines other requirements and standards applicable to the use regardless of whether it is permitted outright or requires an administrative or conditional use permit.

Table 18.23.030 Permitted, Administrative, Conditional and Prohibited Uses by Zone

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	

INDUSTRIAL, MANUFACTURING AND PROCESSING, WHOLESALING

Building contractor, light	X	X	X	P	X	P	X	P	
Building contractor, heavy	X	X	X	X	X	A	X	P	
Manufacturing, assembling and packaging – light intensity	X	X	X	P	X	P	P	P	ACC 18.31.180
Manufacturing, assembling and packaging – medium intensity	X	X	X	A	X	P	A	P	ACC 18.31.180
Manufacturing, assembling and packaging – heavy intensity	X	X	X	X	X	X	X	A	ACC 18.31.180
Outdoor storage, incidental to principal permitted use on property	X	X	X	P	X	P	P	P	ACC 18.57.020(A)
Storage – Personal household storage facility (mini-storage)	X	P	X	P	X	P	X	P	ACC 18.57.020(B)
Warehousing and distribution	X	X	X	X	X	G P	X P	C	ACC 18.57.020(C)
Warehousing and distribution, bonded and located within a designated foreign trade zone	X	X	X	P	X	P	P	P	

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	
Wholesaling with on-site retail as an incidental use (coffee, bakery, e.g.)	X	X	X	P	X	P	P	P	

RECREATION, EDUCATION AND PUBLIC ASSEMBLY USES

Commercial recreation facility, indoor	X	P	P	P	P	P	P	A	
Commercial recreation facility, outdoor	X	X	X	A	X	P	A	A	ACC 18.57.025(A)
Conference/convention facility	X	X	A	A	X	A	X	X	
Library, museum	X	A	A	A	X	A	P	X	
Meeting facility, public or private	A	P	P	P	X	A	P	A	
Movie theater, except drive-in	X	P	P	P	P	X	X	X	
Private school – specialized education/training (for profit)	A	A	P	P	P	P	P	P	
Religious institutions, lot size less than one acre	A	P	P	P	A	A	A	A	
Religious institutions, lot size more than one acre	C	P	P	P	A	A	A	A	
Sexually oriented businesses	X	X	X	P	X	P	X	P	Chapter 18.74 ACC
Sports and entertainment assembly facility	X	X	A	A	X	A	X	A	
Studio – Art, dance, martial arts, music, etc.	P	P	P	P	P	P	A	A	

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	

RESIDENTIAL

Caretaker apartment	X	P	P	P	X	P	P	P	
Live/work or work/live unit	X	P	P	P	P	P	P	X	
Multiple-family dwellings as part of a mixed-use development	X	P	P	P	P	P	P	X	ACC 18.57.030(A)
Multiple-family dwellings, stand-alone	X	X	X	X	X	X	X	X	ACC 18.57.030(B)
Nursing home, assisted living facility	X	P	P	P	C	X	X	X	
Senior housing	X	A	A	A	X	X	X	X	

RETAIL

Building and landscape materials sales	X	X	X	P	X	P	X	P	ACC 18.57.035(A)
Construction and heavy equipment sales and rental	X	X	X	X	X	A	X	P	
Convenience store	A	A	P	P	X	P	P	P	
Drive-through espresso stands	A	A	A	P	A	P	A	A	
Drive-through facility, including banks and restaurants	A	A	A	P	P	P	X	P	ACC 18.52.040
Entertainment, commercial	X	A	P	P	X	A	X	A	
Groceries, specialty food stores	P	P	P	P	P	P	P	X	ACC 18.57.035(B)

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	
Nursery	X	X	X	P	A	P	X	P	ACC 18.57.035(C)
Outdoor displays and sales associated with a permitted use (auto/vehicle sales not included in this category)	P	P	P	P	P	P	P	P	ACC 18.57.035(D)
Restaurant, cafe, coffee shop	P	P	P	P	P	P	P	P	
Retail									
Community retail establishment	A	P	P	P	P	P	X	P	
Neighborhood retail establishment	P	P	P	P	P	P	X	P	
Regional retail establishment	X	X	X	P	P	P	X	A	
Tasting room	P	P	P	P	P	P	P	P	
Tavern	P	P	X	P	P	P	X	A	
Wine production facility, small craft distillery, small craft brewery	A	P	P	P	P	P	P	P	

SERVICES

Animal daycare (excluding kennels and animal boarding)	A	A	A	P	A	P	X	P	ACC 18.57.040(A)
Animal sales and services (excluding kennels and veterinary clinics)	P	P	P	P	P	P	X	P	ACC 18.57.040(B)
Banking and related financial institutions, excluding drive-through	P	P	P	P	P	P	P	P	

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	
facilities									
Catering service	P	P	P	P	A	P	A	P	
Daycare, including mini daycare, daycare center, preschools or nursery schools	A	P	P	P	P	P	P	X	
Dry cleaning and laundry service (personal)	P	P	P	P	P	P	P	P	
Equipment rental and leasing	X	X	X	P	X	P	X	P	
Kennel, animal boarding	X	X	X	A	X	A	X	A	ACC 18.57.040(C)
Government facilities, this excludes offices and related uses that are permitted outright	A	A	A	A	A	A	A	A	
Hospital	X	P	P	P	X	P	X	P	
Lodging – Hotel or motel	X	P	P	P	P	A	P	A	
Medical – Dental clinic	P	P	P	P	P	P	X	X	
Mortuary, funeral home, crematorium	A	P	X	P	X	P	X	X	
Personal service shops	P	P	P	P	P	P	X	X	
Pharmacies	P	P	P	P	P	X	X	X	
Print and copy shop	P	P	P	P	P	P	X	X	
Printing and publishing (of books,	X	A	P	P	P	P	P	P	

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	
newspaper and other printed matter)									
Professional offices	P	P	P	P	P	P	P	P	
Repair service – equipment, appliances	X	A	P	P	P	P	X	P	ACC 18.57.040(D)
Veterinary clinic, animal hospital	A	P	P	P	P	P	X	X	

TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE

Ambulance, taxi, and specialized transportation facility	X	X	X	A	X	P	X	P	
Broadcasting studio	X	P	X	P	X	P	X	P	
Heliport	X	X	X	C	X	C	X	C	
Motor freight terminal ¹	X	X	X	X	X	X	X	X	See Footnote No. 1
Parking facility, public or commercial, surface	X	P	P	P	P	P	P	X	
Parking facility, public or commercial, structured	X	P	P	P	P	P	P	X	
Towing storage yard	X	X	X	X	X	A	X	P	ACC 18.57.045(A)
Utility transmission or distribution line or substation	A	A	A	A	A	A	A	A	
Wireless communication facility (WCF)	–	–	–	–	–	–	–	–	ACC 18.04.912, 18.31.100

PERMITTED, ADMINISTRATIVE, CONDITIONAL AND PROHIBITED USES BY ZONE									P – Permitted C – Conditional A – Administrative X – Prohibited
LAND USE	Zoning Designation								Standards for Specific Land Uses
	C-N	C-1	C-2	C-3	C-4	M-1	EP	M-2	

VEHICLE SALES AND SERVICES

Automobile washes (automatic, full or self-service)	X	A	X	P	P	P	X	P	ACC 18.57.050(A)
Auto parts sales with installation services	X	A	A	P	P	P	X	P	
Auto/vehicle sales and rental	X	A	X	P	X	P	X	P	ACC 18.57.050(B)
Fueling station	X	A	A	P	P	P	X	P	ACC 18.57.050(C)
Mobile home, boat, or RV sales	X	X	X	P	X	P	X	P	
Vehicle services – repair/body work	X	X	A	P	X	P	X	P	ACC 18.57.050(D)

OTHER

Any commercial use abutting a residential zone which has hours of operations outside of the following: Sunday: 9:00 a.m. to 10:00 p.m. or Monday – Saturday: 7:00 a.m. to 10:00 p.m.	A	A	A	A	A	A	A	A	
Other uses may be permitted by the planning director or designee if the use is determined to be consistent with the intent of the zone and is of the same general character of the uses permitted. See ACC 18.02.120(C)(6), Unclassified Uses.	P	P	P	P	P	P	P	P	

¹ Any motor freight terminal, as defined by ACC 18.04.635, in existence as of the effective date of the ordinance codified in this section, is an outright permitted use in the M-1 and M-2 zone. Any maintenance, alterations and additions to an existing motor freight terminal which are consistent with ACC 18.23.040, Development standards, are allowed.

(Ord. 6433 § 26, 2012.)

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

Section 3. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

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

INTRODUCED: _____

PASSED: _____

APPROVED: _____

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

PUBLISHED: _____

Ordinance No. 6508

June 5, 2014

Page 10

ORD.A

Page 55 of 266

Determination of Non-Significance

**Zoning Code Amendment to ACC 18.23.030, to change the use regulations applicable to warehousing and distribution facility uses
File No: SEP14-0002, Related File No: ZOA14-0002**

Description of Proposal: Amendment to zoning code section 18.23.030, "Uses (of the Commercial and Industrial Zones)" to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district.

Proponent: City of Auburn Community Dev. & Public Works Department
25 West Main Street, Auburn, WA 98001
Jeff Dixon, Principal Planner
(253) 931-3090
jdixon@auburnwa.gov

Location: City-wide

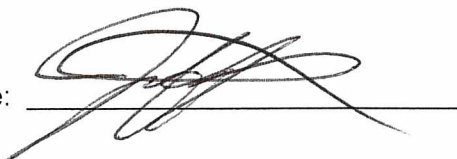
Lead Agency: City of Auburn

The lead agency for this proposal has determined that it does not have probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date issued below. Comments must be submitted by 5:00 p.m. on **May 12, 2014**. Any person aggrieved of the City's Determination may file an appeal with the Auburn City Clerk within 14 days of the close of the comment period, or by 5:00 pm on **May 26, 2014**.

Responsible Official: Jeff Tate
Position/Title: Assist Director, Community Development Department
Address: 25 West Main Street
Auburn, Washington 98001
Telephone: (253) 931-3090

Date Issued: **April 28, 2014**

Signature: 

Note: This determination does not constitute approval of the proposal. Approval of the proposal can only be made by the legislative or administrative body vested with that authority. The proposal will be required to meet all applicable regulations.

ENVIRONMENTAL CHECKLIST**A BACKGROUND**

1. **Name of proposed project, if applicable:** ZOA14-0002 – Amendment to zoning code section 18.23.030, “Uses (of the Commercial and Industrial Zones)” to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district.

2. **Name of applicant:**

City of Auburn, Community and Public Works Department

3. **Address and phone number of applicant and contact person:**

Community and Public Works Department
City of Auburn
25 West Main Street
Auburn, WA 98001
(253) 931-3090
Attn: Jeff Dixon, Principal Planner

4. **Date checklist prepared:**

April 14, 2014

5. **Agency requesting checklist:**

City of Auburn, Planning and Development Department

6. **Proposed timing or schedule (including phasing, if applicable):**

The non-project action is a proposal to amend zoning code section 18.23.030, “Uses (of the Commercial and Industrial Zones)” to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district.

The amendments are currently scheduled for Planning Commission review and public hearing in May 2014 and City Council consideration and adoption in June of 2014.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

No.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

Other environmental information consists of previous SEPA documents related to past comprehensive plan amendments and code amendments as follows:

City of Auburn. Determination of Non-Significance SEP13-0026 – City of Auburn zoning Code Amendment – Amendment to Section 18.57.030 related to mixed use in the C1, Light Commercial zone. August 2013.

City of Auburn. Determination of Non-Significance SEP13-0020 – City of Auburn Critical Area Ordinance Amendment – Amendment to Section 16.10.110, "Mitigation standards, criteria and plan requirements" to allow mitigation to be located outside the city. July 2013.

City of Auburn. Determination of Non-Significance SEP12-0020 – City of Auburn zoning code amendment amending Section 18.02.020 Authority to adopt code for the addition of a new code section of 1.04.060, "Conflict of ordinances with state or federal law". June 2012.

City of Auburn. Determination of Non-Significance SEP12-0007 – City of Auburn Zoning code amendment to Section 18.35 to the P1 Public Use district to allow animal shelter use. March 2012.

City of Auburn. Determination of Non-Significance SEP12-0003 – City of Auburn Zoning code amendment to Section 18.56.025 related to Real Estate Signs. February 2012.

City of Auburn. Determination of Non-Significance SEP11-0006 – City of Auburn Zoning Code Amendments – Amending Chapters 18.50, 18.52, and 18.70 and Adding Chapter 18.55 Auburn City Code. September 15, 2011.

City of Auburn. Determination of Non-Significance SEP09-0025 – City of Auburn Zoning Code Amendments - Chapter 18.56 Auburn City Code. August 21, 2009.

City of Auburn. Determination of Non-Significance SEP09-0021 – City of Auburn Zoning Code Amendments - Chapters 18.04 and 18.26 ACC. July 30, 2009.

City of Auburn. Final Determination of Non-Significance SEP09-0012 - Amendments to Title 17-Subdivisions and Title 18-Zoning, of the Auburn City Code, and amendments to the Auburn Comprehensive Zoning Map. May 2009.

City of Auburn. Final Determination of Non-Significance – 2013 Comprehensive Plan amendments. September 2013, File No. SEP13-0028

City of Auburn. Final Determination of Non-Significance – 2012 Comprehensive Plan amendments. August 2012, File No. SEP12-0023

City of Auburn. Final Determination of Non-Significance – 2011 Comprehensive Plan amendments. August 2011.

City of Auburn. Final Determination of Non-Significance – 2010 Comprehensive Plan amendments. August 2010.

City of Auburn. Final Determination of Non-Significance – 2009 Comprehensive Plan amendments. August 2009.

City of Auburn. Final Determination of Non-Significance – 2008 Comprehensive Plan amendments. August 2008.

City of Auburn. Final Determination of Non-Significance—2007 Comprehensive Plan amendments. August 2007.

City of Auburn. Final Determination of Non-Significance – 2006 Comprehensive Plan amendments. August 2006.

City of Auburn. Final Determination of Non-Significance – 2005 Comprehensive Plan amendments. September 2005.

- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

No other approvals or proposal are pending. The proposal is a non-project action. The proposed amendment would apply City-wide

- 10. List any government approvals or permits that will be needed for your proposal, if known.**

The City of Auburn Planning Commission will hold a public hearing on the proposed Auburn City Code amendment addressed in this environmental checklist and will forward a recommendation to the Auburn City Council. The City Council may or may not hold a public hearing prior to taking action adopting, adopting in part, modifying or not adopting the amendments.

Although not an approval or permit, the proposed amendments area also subject to State Agency review pursuant to RCW 36.70A.106.

- 11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

Description of Proposal

The non-project action is a proposal to amend Chapter 18.23 of the Auburn City Code. More specifically, the amendments propose to amend section 18.23.030, "Uses (of the Commercial and Industrial Zones)" to change the use regulations applicable to warehousing and distribution facility uses in the EP, Environmental Park zoning district and the M1, Light Industrial zoning district.

The current language of the code prohibits warehousing and distribution uses in the EP zone and requires a Conditional Use permit in the M1, Light Industrial zone. The City seeks to revise the regulations to allow the use outright in both zones.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

This is a non-project action located within the City of Auburn municipal boundaries.

13. ENVIRONMENTAL ELEMENTS

1. Earth

- a. **General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other**

The City of Auburn is characterized by a relatively flat valley floor bordered by steep hillsides and upland plateaus overlooking the valley. See Section D, Nonproject Action.

- b. **What is the steepest slope on the site (approximate percent slope)?**

The slopes vary in the city and Potential Annexation Areas (PAA), but in some locations slopes associated with the valley walls reach 100%. See Section D, Nonproject Action.

- c. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

See Section D, Nonproject Action. The valley floor is made up primarily of soils of the Oridia, Renton, Snohomish, and Briscott series. These soils tend to be poorly drained and formed in the alluvium (river sediments) associated with the White and Green Rivers. These are considered good agricultural soils, though in many areas, are not well-drained. There is no designated farmland within the City of Auburn.

The hillsides and plateaus are made up of primarily Alderwood associated soils and a small amount of Everett associated soils (U.S. Department of Agriculture, 1973). Alderwood soils are moderately well drained gravelly sandy loams 20-40 inches deep. Beneath these soils is glacial till with low permeability. Roots penetrate easily to the hardpan layer. Runoff potential is slow to medium. Erosion and slippage hazard is moderate; ranging to severe on steeper slope phases. The Everett series consists of somewhat excessively drained soils that are underlain by very gravelly sand. These soils formed in very gravelly glacial outwash deposits under conifers. They are found on terraces and terrace fronts and are gently undulating to moderately steep.

- d. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

See Section D, Nonproject Action. Many factors affect slope stability including soil type, parent material, slope and drainage. These factors can be further affected by human intervention such as slope alteration, and vegetation removal. The city has identified categories of geologic hazard areas and inventoried these areas. Maps of the erosion and landslide hazard areas are provided as Maps 9.6 and 9.7, respectively in the City's Comprehensive Plan.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

See Section D, Nonproject Action. Not applicable. The proposed amendments to the Auburn City Code are non-project actions, no site alteration, construction, or earthwork is proposed.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

See Section D, Nonproject Action. Not applicable. The action does not involve site specific development proposal.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

See Section D, Nonproject Action. This is a non-project action, no site specific erosion control is proposed. However, the existing comprehensive plan includes numerous policies to reduce or control erosion through the use of best management practices, landscaping requirements, limitations on alteration of steep slopes and other critical areas protections. Impacts to earth will be identified and, if necessary, mitigated during the development review process as specific development proposals are made that might be associated with these plan amendments.

The city also has adopted a City Engineering Design Standards Manual and a City Construction Standards Manual that address erosion impacts (ACC Chapter 12.04 as referenced by ACC 15.74).

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

3. Water**a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The proposal is a city-wide nonproject action - See Section D, Nonproject Action. The major bodies of water within Auburn are the Green River, the White River, Mill Creek, Bowman Creek, Cobble Creek, and White Lake. The city has conducted an inventory of wetlands within the city limits. These are shown on Map 9.3 of the City's Comprehensive Plan. The Green and White Rivers in Auburn are Type S streams designated as Shorelines of the State in the City of Auburn Shoreline Master Program.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) of the described waters? If yes, please describe and attach available plans.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

See Section D, Nonproject Action. Not applicable. The designated 100-year floodplain areas for the Green River, White River, and Mill Creek, as well as frequently flooded areas (as defined by the City of Auburn Public Works Department) are shown on Map 9.4 of the City's Comprehensive Plan.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

See Section D, Nonproject Action. Not applicable. This is non-project action.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

See Section D, Nonproject Action. Not applicable. This is non-project action.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

See Section D, Nonproject Action. Not applicable. This is non-project action.

- d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is non-project action.

4. Plants

- a. Check or circle types of vegetation found on the site:**

<u> X </u>	deciduous tree: alder, maple, aspen, other
<u> X </u>	evergreen tree: fir, cedar, pine, other
<u> X </u>	Shrubs
<u> X </u>	Grass
<u> X </u>	Pasture
<u> X </u>	crop or grain
<u> X </u>	wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
<u> X </u>	water plants: water lily, eelgrass, milfoil, other
<u> X </u>	other types of vegetation

See Section D, Nonproject Action.

- b. What kind and amount of vegetation will be removed or altered?**

See Section D, Nonproject Action. However, in general urban development can result in the removal or alteration of vegetation. Existing City standards currently address vegetation modification activities as they relate to critical areas protection (e.g. wetlands), and landscaping requirements.

- c. List threatened or endangered species known to be on or near the site.**

See Section D, Nonproject Action. None known at this time.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

City Comprehensive Plan includes policies on retaining vegetation, ACC Chapter 15.74 governs tree and vegetation retention, and the City's landscaping regulations (ACC 18.50) govern landscaping within the City. See Section D, Nonproject Action. This is a non-project action.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

_____ **hawk, heron, eagle, songbirds, other:** geese,
ducks, crows, etc.
_____ **mammals: deer, bear, elk, beaver, other:** urban
animals such as dogs, cats, squirrels, rodents,
_____ opossums, raccoons, etc. are also present in the city
_____ **fish: bass, salmon, trout, herring, shellfish,**
other:

See Section D, Nonproject Action.

b. List any threatened or endangered species known to be on or near the site.

See Section D, Nonproject Action. There are nesting/breeding sites of bald eagles, great blue herons and green back heron within Auburn as shown on Map 9.2 of the City's Comprehensive Plan. The Environmental Impact Statement for the Auburn Thoroughbred Racetrack indicates that peregrine falcons, bald eagles, and the Aleutian Canadian Goose have been seen in the Auburn area.

Chinook salmon are currently listed as a threatened species by the National Marine Fisheries Service (NMFS). Bull trout are also listed. Chinook salmon are known to use the Green and White Rivers.

c. Is the site part of a migration route? If so, explain.

See Section D, Nonproject Action. Auburn is a portion of the Pacific Flyway for migratory birds, and the Green and White Rivers are known fish migration routes.

d. Proposed measures to preserve or enhance wildlife, if any:

The City's Comprehensive Plan includes policies that encourage preservation of wildlife habitat and environmental features supportive of wildlife habitat. In addition, the City's critical areas regulations (ACC Chapter 16.10) offer protection for critical wildlife habitat, among other things. See Section D, Nonproject Action. This is a non-project action.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 1) Describe special emergency services that might be required.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

8. Noise

- a. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- b. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

- c. Proposed measures to reduce or control noise impacts, if any:**

See Section D, Nonproject Action. Not applicable. This is a non-project action.

9. Land and shoreline use

- a. What is the current use of the site and adjacent properties?**

See Section D, Nonproject Action. The City contains a variety of land uses including residential, industrial, institutional, commercial, open space, and public land uses.

b. Has the site been used for agriculture? If so, describe.

See Section D, Nonproject Action. Much of Green River/White River Valley and the City of Auburn were used for agriculture at some time in the past. Over the last several decades, growth in the area resulted in much of the agricultural land converting to urban uses. No land within the city is designated as agricultural in city plans or zoning code, though some parcels continue to be farmed.

c. Describe any structures on the site.

See Section D, Nonproject Action. Structures within the city and Potential Annexation Areas (PAA) range from small single family detached homes to large industrial and warehousing facilities. Properties subject to the proposed code amendments include all areas of the city including vacant land, as well as properties improved with residential, commercial, industrial and public/institutional structures.

d. Will any structures be demolished? If so, what?

See Section D, Nonproject Action. Not applicable. This is a non-project action.

e. What is the current zoning classification of the site?

See Section D, Nonproject Action. Not applicable. This is a non-project action.

f. What is the current comprehensive plan designation of the site?

See Section D, Nonproject Action. Not applicable. This is a non-project action.

g. If applicable, what is the current shoreline master program designation of the site?

See Section D, Nonproject Action. Not applicable. This is a non-project action.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

See Section D, Nonproject Action. This is a non-project action. However, areas of the city do contain environmentally-sensitive areas and the regulation and protection of these environmentally sensitive areas are addressed through the city's critical areas ordinance, Chapter 16.10.

i. Approximately how many people would reside or work in the completed project?

See Section D, Nonproject Action. Not applicable. This is a non-project action and no specific development is proposed.

j. Approximately how many people would the completed project displace?

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action and no specific development is proposed.

k. Proposed measures to avoid or reduce displacement impacts, if any:

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action and no specific development is proposed.

l. Proposed measures to ensure the proposal are compatible with existing and projected land uses and plans, if any:

See Section D, Nonproject Action. This proposal is to amend the City of Auburn Zoning Code as described in response to the environmental checklist application Question A.11 above. The proposed amendments are consistent with Comprehensive Plan policies as described in Section D.

Also, the proposed amendments are circulated to State agencies for review in accordance with RCW 36.70A.106.

10. Housing**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

See Section D, Nonproject Action. None. This proposal is a non-project action.

c. Proposed measures to reduce or control housing impacts, if any:

See Section D, Nonproject Action. None specifically, as this is a non-project action.

11. Aesthetics**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

See Section D, Nonproject Action. None specifically, as this is a non-project action.

b. What views in the immediate vicinity would be altered or obstructed?

See Section D, Nonproject Action. None specifically, as this is a non-project action

c. Proposed measures to reduce or control aesthetic impacts, if any:

See Section D, Nonproject Action. None specifically, as this is a non-project action

12. Light and glare**a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- c. What existing off-site sources of light or glare may affect your proposal?**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- d. Proposed measures to reduce or control light and glare impacts, if any:**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

13. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

See Section D, Nonproject Action. The City of Auburn provides a full range of parks and recreational facilities. Map 11.1 of the City's Comprehensive Plan shows the location of these facilities.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

14. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

See Section D, Nonproject Action. The following sites in the City of Auburn are listed on the National Register of Historic Places and the Washington State Heritage Register: Auburn Public Library, 306 Auburn Avenue NE; Auburn Post Office, 20 Auburn Avenue NE; Oscar Blomeen House, 324 B Street NE; Mary Olson Farm, 28728 Green River Road NE. Additionally, the Auburn Masonic Temple located at 310 East Main Street is designated as a City of Auburn Landmark.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

See Section D, Nonproject Action. Several Indian campsites have been identified along the Green and White rivers in the Auburn Thoroughbred Racetrack EIS and in preliminary work for the Army Corps of Engineers' Special Area Management Plan (SAMP).

c. Proposed measures to reduce or control impacts, if any:

See Section D, Nonproject Action. Auburn City Code Chapter 18.49-Flexible Development Alternatives and Chapter 18.25-Infill Residential Development Standards provide incentives for additional measures of protection and/or restoration beyond those otherwise required under Federal/State law and Auburn City Code for sites of historic or cultural significance.

This proposal is a non-project action. All non-exempt projects will be required to conduct project-level SEPA analysis.

15. Transportation**a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

See Section D, Nonproject Action. Figure 2-1 of the Comprehensive Transportation Plan (Transportation Element of the City's Comprehensive Plan) shows the City's current and future classified street system.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

See Section D, Nonproject Action. Figure 4-1 of the Comprehensive Transportation Plan (Transportation Element of the City's Comprehensive Plan) shows the location of public transit routes within the City. Also, a Sound Transit commuter rail station exists along the Burlington Northern Santa Fe railroad right-of-way just south of West Main Street and east of C Street SW.

c. How many parking spaces would the completed project have? How many would the project eliminate?

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

See Section D, Nonproject Action. There is no water transportation in the Auburn area other than for recreational uses. The area is particularly well served by rail. At this time, local freight service is available. Burlington Northern Santa Fe and Union Pacific both operate freight lines within Auburn. Auburn is also a commuter rail station site for the Sounder commuter rail line between Tacoma and Seattle. Service began September 18, 2000. Amtrak trains pass through Auburn but do not stop here. The Auburn Municipal Airport is located north of 15th Street NE.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

See Section D, Nonproject Action. Not applicable. This proposal is a non-project action.

- g. Proposed measures to reduce or control transportation impacts, if any:**

See Section D, Nonproject Action. Not applicable.

16. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

The proposal is not expected to affect the total number of housing units, the number or types of commercial developments that could be built, or to result in an increased need for public services as compared with the current regulations.

See Section D, Nonproject Action.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

See Section D, Nonproject Action. The comprehensive plan contains policies that seek to maintain a sufficient level of service for public services as development occurs. Also, Auburn reviews the impacts of significant development on these public services during project-level review and SEPA. Mitigation measures are required to reduce significant adverse impacts.

17. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

All of the above utilities are available within the City of Auburn.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

This is a non-project action. However, the Comprehensive Plan includes a utilities element (as required by the Growth Management Act), which describes the utilities that serve the Auburn area and includes policies for their provision.

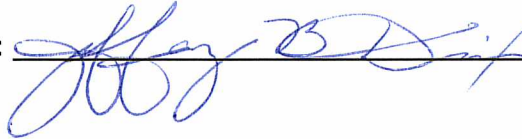
Also, the city actively engages in planning for public facilities. The Comprehensive Water Plan and Comprehensive Sewer Plan were adopted by the city in 2001. The Comprehensive Drainage Plan was adopted in 2002. A new six year Capital Facilities Plan was adopted in 2012 (2013-2018).

These plans ensure that utility impacts are adequately monitored and evaluated on a project level and city-wide basis.

C SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____



Date Submitted: _____

4-15-14

D SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment. When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal would not be likely to increase discharge to water, emissions to air, production, storage, or release of toxic or hazardous substances; or production of noise.

The City seeks to change the city's code, similar to how it existed prior to year 2006. The current language of the code prohibits warehousing and distribution uses in the EP zone and requires a Conditional Use permit in the M1, Light Industrial zone. The City seeks to revise the regulations to allow the use outright in both zones.

Proposed measures to avoid or reduce such increases are:

The City of Auburn Comprehensive Plan contains provisions to reduce increases or emissions caused by new development. Emphasis in the Comprehensive Plan on reducing the reliance on the automobile for transportation should reduce the amount of emissions to the air. Policies in the Environment Chapter also provide guidance in the review of development proposals to encourage retention of and replanting of native vegetation. This supports wildlife habitat areas, particularly near streams, as the policies assist the City in addressing adverse impacts to water quality and wildlife habitat from runoff since native plantings may require less pesticide use.

Non-exempt development will be subject to SEPA requirements to evaluate and mitigate impacts related to discharges, emissions, and the release of toxic substances. Evaluation of the site specific proposals will be based on the policies of the Comprehensive Plan and appropriate mitigation will take place on a case by case basis.

City development standards including but not limited to the critical areas ordinance (ACC 16.10), shoreline master program regulations (ACC 16.08), the City's Engineering Design Standard and Construction Standard Manuals (ACC 12.04) also provide additional protection for these types of impacts.

Auburn City Code contains performance standards towards uses and activities within the City (ACC 18.31 – Supplemental Developmental Standards). These standards regulate noise, emissions to air; production, storage, or release of toxic or hazardous substances.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

It is unlikely the proposed code amendment will have any adverse effect on plants, animals, fish, or marine life.

The City seeks to change the city's code similar to how it existed prior to year 2006. The current language of the code prohibits warehousing and distribution uses in the EP zone and requires a Conditional Use permit in the M1, Light Industrial zone. The City seeks to revise the regulations to allow the use outright in both zones.

The proposed amendments are not expected change the developable area of the City.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Generally, the adopted Auburn Comprehensive Plan and critical areas ordinance seek to protect and conserve plants, animals, fish, and marine life. SEPA environmental review of all non-exempt development is conducted to evaluate, reduce and avoid or mitigate impacts. The evaluation is based on the policies of the Auburn Comprehensive Plan and appropriate mitigation will take place for each future development proposal on a case-by-case basis.

Policies within the Environment Chapter 9 also provide guidance in the review of development proposals to encourage use of native vegetation and the retention of native vegetation. This should support wildlife habitat areas, particularly near streams as the policies assist the city in addressing adverse runoff impacts to water quality and wildlife habitat since native plantings may require less pesticide use.

City development standards including but not limited to the critical areas ordinance and the shoreline master program regulations also provide additional protection for these types of impacts.

3. How would the proposal be likely to deplete energy or natural resources?

There are no expected significant increases in the use of energy or natural resources resulting from the amendments being proposed.

Proposed measures to protect or conserve energy and natural resources are:

None specifically, as this is a non-project action. However, in addition to the provisions of the Auburn Energy Management Plan (adopted in 1986), which encourages energy conservation in public buildings, street lighting, and recycling, the comprehensive plan places an emphasis on providing for alternative methods of travel to the automobile such as transit, walking, and biking.

An environmental review under SEPA of all non-exempt development will be conducted to measure the project impacts.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal is unlikely to affect environmentally sensitive areas or areas designated for governmental protection.

Proposed measures to protect such resources or to avoid or reduce impacts are:

The comprehensive plan and, in particular, the critical areas ordinance (ACC 16.10), seek to protect environmentally sensitive areas (wetlands, streams, geologically hazard

areas, floodplain, wildlife habitat, and aquifer recharge areas) and to reduce the impacts of development on them. The Auburn Comprehensive Plan provides for the implementation of innovative land management techniques to protect these resources. Among the innovative land management techniques, the Flexible Development Alternatives Chapter (ACC 18.49) includes incentives for enhancement or restoration of critical area buffers, and/or encouraging development to locate farther from critical areas than currently required by code.

SEPA environmental review for all non-exempt development will be conducted to evaluate impacts.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Amendments can only be approved if the Applicant can assure to the city that future development is consistent with the Comprehensive Plan and its policies and related regulations. Those proposals that are not consistent with the comprehensive plan policies or other existing plans will not be approved.

Comprehensive Plan Text amendments (File # CPA13-0003) were previously adopted to ensure consistency with the proposed zoning code changes.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The comprehensive plan, critical areas ordinance, and other development regulations, such as the zoning ordinance and shoreline master program, seek to protect these land and shoreline resources and to reduce the effects of development on them. An environmental review under SEPA of all future development that is non-exempt will also be conducted to evaluate a proposal's land use and environmental impacts.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal is not expected to affect the total number of housing units or the number or types of commercial developments that could be built in the City of Auburn, therefore the proposal is not expected to increase demands on transportation or public services and utilities as compared with the current zoning regulations.

Proposed measures to reduce or respond to such demand(s) are:

The City has adopted a six-year Transportation Improvement Program (2014-2019) that identifies projects to meet safety needs, capacity needs, access needs, projected funding. The Comprehensive Transportation Plan is an element of the City's overall Comprehensive Plan. It is the City's long-range plan for developing its transportation system over the next 15 years. This plan helps ensure that transportation impacts are adequately monitored and evaluated on a project level and city-wide basis.

The City has an adopted 2014-2019 Capital Facilities Plan. Also, the city actively engages in planning for public facilities. The Comprehensive Water Plan and new Comprehensive Sewer Plan were adopted by the city in 2001. The Comprehensive Drainage Plan was adopted in 2002. A Comprehensive Transportation Plan was adopted in 2005 with updates during the 2012 Comprehensive Plan amendment cycle.

These plans help ensure that utility impacts are adequately monitored and evaluated on a project level and city-wide basis.

An environmental review under SEPA for all non-exempt development will be conducted to evaluate environmental impacts. Environmental impacts that must be addressed during the SEPA review process include traffic, public services, and utilities.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal does not conflict with local, state, or federal laws or requirements for protection of the environment.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6512

Date:

June 11, 2014

Department:

Public Works

Attachments:

[Ordinance No. 6512](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council introduce and adopt Ordinance No. 6512.

Background Summary:

Ordinance No. 6512 authorizes the amendment of Auburn City Code (ACC) by adding a new chapter (Chapter 3.25 – Payback Agreements) and deleting several sections (ACC12.70, ACC 13.08.070, and ACC 13.40.060). The revised code reflects the changes to RCW 35.91.020 which become effective on July 1, 2014, most notably:

1. the obligation of the City to enter into such an agreement (for utilities),
2. the timing of requests, notifications, submittals, and public hearings, and
3. the process for the City to recover funds for City funded projects.

In addition to these changes, the ordinance also consolidates several code sections into one chapter.

Reviewed by Council Committees:

Finance, Public Works

Councilmember: Osborne

Staff: Snyder

Meeting Date: June 16, 2014

Item Number: ORD.B

ORDINANCE NO. 6 5 1 2

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF AUBURN, WASHINGTON RELATING TO
STREET AND UTILITY PAYBACK AGREEMENTS,
ADDING A NEW CHAPTER 3.25 (PAYBACK
AGREEMENTS) TO THE AUBURN CITY CODE,
AND REPEALING CHAPTER 12.70 AND SECTIONS
13.08.070 AND 13.40.060 OF THE AUBURN CITY
CODE

WHEREAS, pursuant to Chapter 243 of the Laws of 2013, certain sections of Chapter 35.91 of the Revised Code of Washington (RCW), including, specifically, RCW Section 35.91.020, dealing with payback agreements, have been amended , with those amendments becoming effective July 1, 2014; and

WHEREAS, in accordance with the changes to state law and RCW 35.91.020, it is appropriate that the Auburn City Code (ACC) dealing with payback agreements for both streets and utilities be amended to reflect the state law changes; and

WHEREAS, in connection with any such amendments to the City Code, it would also be advantageous for the City to combine payback provisions into one consistent - more uniform – chapter, rather than the current provisions whereby payback provisions are located in several different chapters of the City Code.

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

Section 1. New City Code Chapter . That Title 3 of the Auburn City Code be and the same hereby is amended by adding a new chapter, "3.25 Payback Agreements," to read as follows:

Ordinance No. 6512
06.10.14
Page 1 of 7

Chapter 3.25 Payback Agreements

Sections:

- 3.25.010 Purpose.
- 3.25.020 Definitions.
- 3.25.030 City Funding.
- 3.25.040 Agreement – when mandatory.
- 3.25.050 City Engineer's authority.
- 3.25.060 Application – Process.
- 3.25.070 Costs eligible for reimbursement.
- 3.25.080 Formation of reimbursement area.
- 3.25.090 Contract execution and recording.
- 3.25.100 Implementation of agreement.

3.25.010 Purpose.

The purpose of this chapter is to provide a mechanism to reimburse an eligible applicant and/or the city for costs associated with the construction of public street or public utility system improvements. This chapter is intended to implement and thereby make available to the public the provisions of Chapters 35.72 and 35.91 RCW as presently adopted or as may be subsequently amended.

3.25.020 Definitions.

A. Use of Words and Phrases. As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.

B. "Applicant" means the owner, developer, or building permit applicant who is required by any ordinance of the city to construct improvements as a prerequisite of property development. Street or utility improvements constructed in order to comply with the City's subdivision code, zoning code, comprehensive plan, Title 12 ACC or Title 13 ACC are hereby declared to be prerequisites to further property development for the purposes of RCW 35.72.010 and 35.91.020(1)(a).

C. "Assessment reimbursement area" means all real properties that will benefit from a street or utility system improvement.

D. "Connection" for utility services means the initial provision of water, sewer or storm drainage service for an individual property after the issuance of an appropriate permit under Chapters 13.06 or 13.20 of the ACC, where the property benefits from utility services as described in Section 3.25.100, and which results in the creation of a utility payment account with the City, and service fees being assessed under that account. Connection does not include the physical tie-in or attachment of mainline water, sewer, or storm drainage infrastructure to the City's system or to infrastructure being dedicated or

conveyed to the City after construction thereof as required under Chapter 13.40 ACC.

E. "Payback Agreement" means contracts authorized by Chapters 35.72 and 35.91 RCW and this chapter, as presently adopted or as may be subsequently amended, for transportation or utility system improvements.

F. "Transportation system improvements" means such improvements to the public street transportation facilities including, but not limited to, paving, installation of curbs, gutters, storm drainage, sidewalks, street lights, right-of-way landscaping, traffic signals, and traffic control signs and markings.

G. "Utility system improvements" means such improvements to the public water, sewer, or storm drainage systems including, but not limited to pumping stations, conveyance, distribution and service lines, structures, storm drainage storage and treatment ponds/vaults, and disposal plants, water mains, hydrants, reservoirs, wells, or appurtenances thereto.

3.25.030 City funding.

The City may participate in funding of an applicant's required street or utility system improvements or may enact a street or utility payback agreement for a city funded street or utility improvement project following a public hearing and Council approval as specified in this chapter.

3.25.040 Agreement – when mandatory.

A. The City Council reserves the right to refuse to enter into any street payback agreement or to reject an application therefor.

B. As provided for in RCW 35.91.020(1)(a), the City shall enter into a utility payback agreement at the owner's request if the owner meets all conditions set forth in the statute and code.

3.25.050 City Engineer's authority.

The City Engineer shall establish administrative rules, regulations, policies, and procedures necessary to implement the provisions of this chapter and is authorized and directed to execute payback agreements for public street and utility system improvements upon council approval.

3.25.060 Application - Process.

An applicant required to construct street or utility system improvements on public rights-of-way may apply to the city to establish a payback agreement for recovery of a pro rata share of the costs of constructing the improvements, from the property owners of record who will subsequently derive a benefit from the improvements. Applications for a payback agreement shall be made to the City no later than 30 calendar days before the system improvements have been completed and accepted by the City, and shall include the following items:

A. A nonrefundable application fee in an amount as indicated in the city's fee schedule.

B. An estimate of all costs of the project including, but not limited to, design engineering, permitting, property acquisition, construction engineering, contract administration, surveying, and construction costs associated with the system improvements.

C. A map and legal description identifying the proposed boundaries of the assessment reimbursement area and each separately owned parcel within such area and including the applicable amount of area and/or front footage of the property. Such map shall identify the location of the project in relation to the parcels of property in such area.

D. A preliminary assessment reimbursement roll stating the proposed assessment for each separate parcel of property within the proposed assessment reimbursement area as determined by apportioning the total project cost on the basis of the benefit of the project to each such parcel of property within said area. The payback reimbursement charge to other properties shall be based on the total project cost, figured on a front foot or area assessment basis, or other equitable method, as determined by the city, or any combination of these methods at the reasonable discretion of the city engineer.

E. A complete list of record owners of property within the proposed assessment reimbursement area certified as complete and accurate by the applicant and which states names and mailing addresses for each such owner.

F. The applicant's acknowledgement that a street payback agreement may extend for a period of up to 15 years (unless extended as provided for by statute), and a utility payback agreement may extend for a period of not less than 20 years (unless extended as provided for by statute), from the date of final acceptance by the city and the recovery shall be assigned to run with the land.

G. The applicant's acknowledgement that approval of the payback agreement will be conditioned on the applicant agreeing to waive any claims for liability of the city in establishment and enforcement of payback agreements, including an acknowledgement that the city is not responsible for locating a beneficiary or survivor.

H. The applicant's acknowledgement that it must provide sufficient security to ensure to complete the improvements.

I. The applicant's acknowledgement that it must submit the total cost of the improvements to the City within 120 days of completion of the improvements. The applicant shall, if necessary, provide a proposed final roll if directed to do so by the City.

3.25.070 Costs eligible for reimbursement.

The City Council may provide for the reimbursement of all or part of the costs advanced by the city funds and/or applicant for such street or utility system improvements, including:

A. The design engineering, permitting, property acquisition, construction engineering, contract administration, surveying, and construction costs associated with the street or utility system improvements.

B. The cost of all advertising, mailing and publishing of notices.
C. The cost of legal services and any other expenses incurred by the city in connection with such construction or improvement and in the financing thereof, including the issuance of any bonds.

D. City costs of administering the agreement.

E. Outside professional services as applicable.

Costs eligible for reimbursement to the applicant shall not include required frontage street or utility improvements that would have been normally required of the applicant per Chapters 12.64A, 13.08, or 13.40 ACC.

3.25.080 Formation of reimbursement area.

A. If the city engineer finds that the request complies with the requirements of this chapter, a public hearing of the City Council shall be set for consideration of an ordinance approving the payback agreement. The draft ordinance shall constitute the preliminary determination on the assessment reimbursement area and method of assessment as recommended by the city engineer.

B. A notice of hearing on the proposed ordinance shall be published no less than 20 days before the date of the hearing in a newspaper of general circulation in the area of the assessment reimbursement area.

C. A notice of hearing shall be given to each owner of record of each lot, tract or parcel of land or other property within the proposed reimbursement assessment area by mailing by certified mail as shown on the tax rolls of the county treasurer. The notice of hearing shall be mailed not less than 20 days before the date of the hearing.

D. The notice shall refer to the proposed ordinance and designate the proposed assessment reimbursement area by number and include the information specified in ACC 3.25.060.

E. On the date and at the time specified in the notice, the City Council will conduct a hearing and listen to testimony as it relates to the desirability and the sufficiency of the proposed assessment reimbursement area and methods of calculating reimbursement assessments and the amounts thereof. The City Council may continue the hearing to allow for further information to be provided.

F. Following the hearing, the City Council may adopt an ordinance which establishes the assessment reimbursement area, determines the amount of the reimbursement assessment to be charged to each lot, tract or parcel, and provides for the payment and collection of such assessments.

3.25.090 Contract execution and recording.

A. Within 30 days of final City Council approval of a street and utility payback agreement, the applicant shall execute and present such agreement for the signature of the appropriate city official.

B. The payback agreement shall be recorded in the King or Pierce County department of records, as appropriate. Once recorded, the payback

agreement is binding on property owners of record within the assessment area who are not party to the agreement.

3.25.100 Implementation of agreement.

A. All owners of properties for which a payback agreement is in force and who have not previously paid their fair share will be assessed the charge as provided in the agreement at the time they receive benefit from the street or utility system improvements. A property benefits from a street improvement when it receives the beneficial use of the street as provided for in the payback agreement. A property benefits from a water, sewer, or storm improvement when any of the following occur: 1) the applicant applies for a water connection permit under ACC 13.06.050; 2) the applicant applies for a sewer connection permit under ACC 13.20.060 or, 3) the applicant applies for a storm drainage permit under ACC 13.48.240. The payback assessments shall be based on the costs and methodology identified in the approved payback agreement. Assessments due under a payback agreement shall be paid in full before the city issuance of any such permits.

B. Monies collected by the city will then be reimbursed to the applicant within sixty days after the receipt thereof, for the duration of the agreement. The applicant is required to provide changes of address or ownership every two years from the date of the signing of the agreement. If the applicant fails to provide the notification within 60 days of this date, the City may collect any reimbursement funds owed to the applicant under the contract. The funds collected by the City shall be deposited in the capital fund of the City.

Section 2. Repealer. Chapter 12.70 of the Auburn City Code is hereby repealed in its entirety.

Section 3. Repealer. Section 13.08.070 of the Auburn City Code is hereby repealed in its entirety

Section 4. Repealer. Section 13.40.060 of the Auburn City Code is hereby repealed in its entirety.

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

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

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

INTRODUCED: _____

PASSED: _____

APPROVED: _____

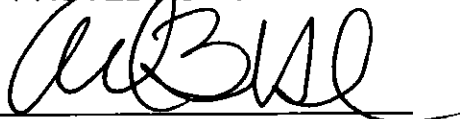
CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

Published: _____

LANGUAGE TO BE REPEALED UNDER ORDINANCE NO. 6508

Chapter 12.70

STREET PAYBACK AGREEMENTS

Sections:

- 12.70.010 Purpose.
- 12.70.020 Definitions.
- 12.70.030 City funding.
- 12.70.040 Agreement not mandatory.
- 12.70.050 City engineer's authority.
- 12.70.060 Application.
- 12.70.070 Application – Contents.
- 12.70.080 Costs eligible for reimbursement.
- 12.70.090 Formation of reimbursement area.
- 12.70.100 Contract execution and recording.
- 12.70.110 Implementation of agreement.
- 12.70.010 Purpose.

The purpose of this chapter is to provide a mechanism to reimburse an eligible applicant and/or the city for costs associated with the construction of public street system improvements. This chapter is intended to implement and thereby make available to the public the provisions of Chapter 35.72 RCW as presently adopted or as may be subsequently amended. (Ord. 6319 § 1, 2010.)

12.70.020 Definitions.

- A. Use of Words and Phrases. As used in this chapter, unless the context or subject matter clearly requires otherwise, the words or phrases defined in this section shall have the indicated meanings.
- B. "Assessment reimbursement area" means all real properties that will benefit from a street system improvement.
- C. "Street system improvements" means such improvements to the public street transportation facilities including, but not limited to, paving, installation of curbs, gutters, storm drainage, sidewalks, street lights, right-of-way landscaping, traffic signals, and traffic control signs and markings.
- D. "Applicant" means the owner, developer, or building permit applicant who is required by any ordinance of the city, or as the result of review under the State Environmental Policy Act, or in connection with any discretionary decision of the city council to construct street system improvements which do not abut the development site.

E. "Street payback agreement" means contracts authorized by Chapter 35.72 RCW and this chapter, as presently adopted or as may be subsequently amended, for street system improvements. (Ord. 6319 § 1, 2010.)

12.70.030 City funding.

The city may participate in funding of an applicant's required street system improvements or may enact a street payback agreement for a city funded street improvement project following a public hearing and council approval as specified in this chapter. (Ord. 6319 § 1, 2010.)

12.70.040 Agreement not mandatory.

The city council reserves the right to refuse to enter into any street payback agreement or to reject an application therefor. (Ord. 6319 § 1, 2010.)

12.70.050 City engineer's authority.

The city engineer shall establish administrative rules, regulations, policies, and procedures necessary to implement the provisions of this chapter and is authorized and directed to execute payback agreements for public street system improvements upon council approval. (Ord. 6319 § 1, 2010.)

12.70.060 Application.

An applicant required to construct street system improvements on public rights-of-way may apply to the city to establish a street payback agreement for recovery of a pro rata share of the costs of constructing the street system improvements, from the property owners of record who will subsequently derive a benefit from the improvements. (Ord. 6319 § 1, 2010.)

12.70.070 Application – Contents.

Applications for a street payback agreement may be made to the city after construction of the street system improvements have been completed and shall include the following items:

- A. A nonrefundable application fee in an amount as indicated in the city's fee schedule.
- B. Itemization of all costs of the project including, but not limited to, design engineering, permitting, property acquisition, construction engineering, contract administration, surveying, and construction costs associated with the street system improvements.
- C. A map and legal description identifying the proposed boundaries of the assessment reimbursement area and each separately owned parcel within such area and including the applicable amount of area and/or front footage of the property. Such map shall identify the location of the project in relation to the parcels of property in such area.
- D. A proposed assessment reimbursement roll stating the proposed assessment for each separate parcel of property within the proposed assessment reimbursement area as determined by apportioning the total project cost on the basis of the benefit of the project to each such parcel of property within said area.
- E. A complete list of record owners of property within the proposed assessment reimbursement area certified as complete and accurate by the applicant and which states names and mailing addresses for each such owner.

F. The applicant's acknowledgement that the street payback agreement may extend for a period of up to 15 years from the date of final acceptance by the city and the recovery shall be assigned to run with the land.

G. The applicant's acknowledgement that approval of the street payback agreement will be conditioned on the applicant agreeing to waive any claims for liability of the city in establishment and enforcement of payback agreements, including an acknowledgement that the city is not responsible for locating a beneficiary or survivor. (Ord. 6319 § 1, 2010.)

12.70.080 Costs eligible for reimbursement.

The council may provide for the reimbursement of all or part of the costs advanced by the city funds and/or applicant for such street system improvements, including:

- A. The design engineering, permitting, property acquisition, construction engineering, contract administration, surveying, and construction costs associated with the street system improvements.
- B. The cost of all advertising, mailing and publishing of notices.
- C. The cost of legal services and any other expenses incurred by the city in connection with such construction or improvement and in the financing thereof, including the issuance of any bonds.
- D. City costs of administering the agreement.
- E. Outside professional services as applicable.

Costs eligible for reimbursement to the applicant shall not include required frontage street improvements that would have been normally required of the applicant per Chapter 12.64A ACC. (Ord. 6319 § 1, 2010.)

12.70.090 Formation of reimbursement area.

- A. If the city engineer finds that the request complies with the requirements of this chapter, a public hearing of the city council shall be set for consideration of an ordinance approving the street payback agreement. The draft ordinance shall constitute the preliminary determination on the assessment reimbursement area and method of assessment as recommended by the city engineer.
- B. A notice of hearing on the proposed ordinance shall be published no less than 20 days before the date of the hearing in a newspaper of general circulation in the area of the assessment reimbursement area.
- C. A notice of hearing shall be given to each owner of record of each lot, tract or parcel of land or other property within the proposed reimbursement assessment area by mailing by certified mail as shown on the tax rolls of the county treasurer. The notice of hearing shall be mailed not less than 20 days before the date of the hearing.
- D. The notice shall refer to the proposed ordinance and designate the proposed assessment reimbursement area by number and include the information specified in ACC 12.70.070.

On the date and at the time specified in the notice, the council will conduct a hearing and listen to testimony as it relates to the desirability and the sufficiency of the proposed assessment reimbursement

area and methods of calculating reimbursement assessments and the amounts thereof. The council may continue the hearing to allow for further information to be provided.

E. Following the hearing, the council may adopt an ordinance which establishes the assessment reimbursement area, determines the amount of the reimbursement assessment to be charged to each lot, tract or parcel, and provides for the payment and collection of such assessments. (Ord. 6319 § 1, 2010.)

12.70.100 Contract execution and recording.

Within 30 days of final city council approval of a street payback agreement, the applicant shall execute and present such agreement for the signature of the appropriate city official.

The payback agreement shall be recorded in the King or Pierce County department of records, as appropriate. Once recorded, the payback agreement is binding on property owners of record within the assessment area who are not party to the agreement. (Ord. 6319 § 1, 2010.)

12.70.110 Implementation of agreement.

A. All owners of properties for which a street payback agreement is in force and who have not previously paid their fair share will be assessed the charge as provided in the agreement at the time they receive benefit from the street system improvements. Benefiting properties are those properties engaging in activities described in ACC 12.64A.020. The payback assessments shall be based on the costs and methodology identified in the approved street payback agreement. Latecomer assessments shall be paid in full before the city issuance of any such permits.

B. Monies collected by the city will then be reimbursed to the applicant at six-month intervals for the duration of the agreement. The applicant is required to provide changes of address or ownership not later than the anniversary date of the signing of the agreement. If the applicant fails to update its address or ownership, the city is not responsible for not remitting payments. (Ord. 6319 § 1, 2010.)

13.08.070 Payback agreement.

The city engineer is authorized and directed to execute payback agreements at the request of the developer upon city council approval. All payback agreements shall be executed pursuant to ACC 13.40.060. (Ord. 5850 § 1, 2004; Ord. 5212 § 1 (Exh. H), 1999; Ord. 4760 § 1, 1995; 1957 code § 10.10.070.)

13.08.080 Connections on unassessed property – Charge – Generally.

Repealed by Ord. 5850. (Ord. 5212 § 1 (Exh. H), 1999; 1957 code § 10.10.080.)

13.08.090 Connections on unassessed property – Charge – Payments – Nonpayment action.

Repealed by Ord. 5850. (Ord. 5212 § 1 (Exh. H), 1999; Ord. 3608 § 1, 1981; Ord. 3396 § 1, 1979; Ord. 2761 § 1, 1973; 1957 code § 10.10.090.)

13.40.060 Payback agreement – Utilities.

A. The city engineer is authorized and directed to execute payback agreements for water, storm drainage and sanitary sewer facilities at the request of the developer upon city council approval. The agreement shall be executed in conformance with the facility extension requirements of this chapter.

B. The payback reimbursement charge to other properties shall be based on the total project cost, figured on a front foot or area assessment basis, or other equitable method, as determined by the city, or any combination of these methods at the reasonable discretion of the city engineer. The project costs may include all applicable design and construction charges of the project submitted by the developer and approved by the city.

C. All properties connecting to water, storm drainage and sanitary sewer facilities for which a payback agreement is in force and which property has not been assessed the connection fee as provided in the payback agreement or has not borne an equitable share of costs of such public system shall be subject to a payback connection charge. The connection charge shall be based on a pro rata share of the costs as stated in the payback agreement at the reasonable discretion of the city engineer and approved by the city council. Payment of the payback charge shall be made in full to the city prior to connecting to the water, storm drainage, or sanitary sewer facilities.

D. An administrative fee will be assessed for the processing of payback agreements as per the city of Auburn fee schedule. (Ord. 6265 § 1, 2009; Ord. 5995 § 1, 2006; Ord. 5954 § 1, 2005; Ord. 5903 § 1, 2005; Ord. 5791 § 4, 2003; Ord. 4759 § 1, 1995.)



AGENDA BILL APPROVAL FORM

Agenda Subject:

Ordinance No. 6515

Date:

June 10, 2014

Department:

Planning and Development

Attachments:

[Ordinance No. 6515](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council introduce and adopt Ordinance No. 6515.

Background Summary:

ACC 8.20.010 defines various types of vegetation nuisances. Subsection D is intended to establish a 12" height limit for grasses, ground cover, and/or vines on vacant lots that are within or adjacent to developed areas. However, the current language states that this standard applies to "vacant lots".

Chapter 17.04 provides for a definition of a lot but it includes an exclusion statement that reads as follows:

"the term shall not include those tracts or parcels which are not buildable, but are created for common or public use, such as road and utility tracts."

Title 17 is intended to establish the procedures and standards for dividing land or adjusting property lines. The above exclusion may have applicability in the arena of land division but it creates an unintended restriction when enforcing the vegetation nuisance regulations.

Recommendation

Staff is seeking a modification to the ACC 8.20.010.D to ensure that the height limits for grass, groundcover and vines has applicability to all types of land which include tracts, parcels, lots or other divisions. Ordinance No. 6515 contains the draft amendments to Chapter 8.20 which staff recommends to be forwarded to full City Council for action.

The Planning and Community Development Committee recommended approval of the code amendment to the full City Council at their June 9, 2014 meeting.

Reviewed by Council Committees:

Planning And Community Development, Public Works Other: Legal

Councilmember: Holman

Staff:

Snyder

Meeting Date: June 16, 2014

Item Number: ORD.C

ORDINANCE NO. 6 5 1 5

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY
OF AUBURN, WASHINGTON, AMENDING SECTION
8.20.010 OF THE AUBURN CITY CODE RELATING TO
VEGETATION AS A NUISANCE

WHEREAS, the current provisions of the Auburn City Code (ACC) include provisions dealing with a variety of vegetation related code enforcement issues, but do so in ways that distinguish different types of parcel configurations - tracks, lots, etc.; and

WHEREAS, in order to fully empower the City's code enforcement officers the ability to address instances where vegetation is a nuisance, the distinction of how a parcel is described in a plat should not be a barrier to enforcement; and

WHEREAS, the proposed amendment to section 8.20.010 of the City Code clarifies the description of land so that its description in the plat - how a parcel is described - does not prevent enforcement of vegetation nuisances.

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

Section 1. Amendment to City Code. That Section 8.20.010 of the Auburn City Code be, and the same hereby is, amended to read as follows:

8.20.010 Vegetation as a nuisance.

Vegetation left uncut and/or in an unkempt stage may cause safety hazards, fire hazards, and/or pest harborages, and may interfere with, annoy, injure or endanger the comfort, repose, health or safety of others, or unlawfully interferes with, obstructs or tends to obstruct, or render dangerous for passage, street or highway; or in any way render other persons insecure in life, or in the use and enjoyment of property, thus constituting a public nuisance.

A. Trees, plants, bushes, shrubs, vines, other vegetation or parts thereof which overhang any sidewalk, street, alley or other public way which are growing in such a manner as to cause a sight distance hazard or to obstruct or impair the full use of the sidewalk, street, alley or other public way are declare to be a public nuisance.

B. Trees, plants, bushes, shrubs, grasses, vines, other vegetation or parts thereof that are growing and/or grown and died and are now causing a fire hazard or menace to public health and safety, or are degrading or causing a decline of the character of the neighborhood are also declared to be a public nuisance.

C. Grasses (lawn) within the yards of occupied residential properties which are not maintained at a height of six inches or less are also declared to be a public nuisance; provided, that property within the ~~R-R rural residential~~ RC Residential Conservancy zone shall be exempt from the provisions of this paragraph.

D. Grasses, ground cover, and/or vines on ~~vacant lots, parcels, tracts or other property divisions, whether or not they are buildable,~~ that are within or adjacent to developed areas which are not used for agricultural purposes, and are not part of a wetland or other sensitive environmental system, which are not maintained at a height of 12 inches or less are also declared to be a public nuisance; provided, that property within the ~~R-R rural residential~~ RC Residential Conservancy zone shall be exempt from the provisions of this paragraph.

E. Failure to maintain the trees, shrubs, ground cover, or grass of any landscaped area (that was required by the city to be planted) in a healthy, living condition shall be a public nuisance. Failure to replace any tree or shrub that has died is a public nuisance. It is also a public nuisance if landscaped areas are overgrown with weeds or un-maintained grass.

F. Any pruning of trees or shrubs (that were required by the city to be planted) shall be for the purpose of maintaining the tree or shrub in a healthy growing condition and/or to enhance its natural growing form. Excessive pruning of trees or shrubs that adversely affects the healthy living condition of the plant or excessively damages the natural growing form of the plant shall be a public nuisance; unless such pruning is done to alleviate documented public health and safety concerns. (Ord. 5747 § 3, 2003; Ord. 4504 § 9, 1991; Ord. 2981 § 2, 1976.)

G.

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

Section 3. Severability. The provisions of this ordinance are declared to be separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section or portion of this ordinance, or the invalidity of the application

thereof to any person or circumstance shall not affect the validity of the remainder of this ordinance, or the validity of its application to other persons or circumstances.

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

INTRODUCED: _____

PASSED: _____

APPROVED: _____

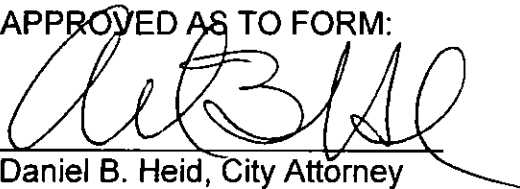
CITY OF AUBURN

NANCY BACKUS, MAYOR

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:



Daniel B. Heid, City Attorney

Published: _____

Ordinance No. 6515
June 10, 2014
Page 3 of 3



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5073

Date:

June 10, 2014

Department:

Public Works

Attachments:

[Resolution and Exhibits](#)

[Staff Report](#)

[Vicinity Map](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Resolution No. 5073.

Background Summary:

MW Holdings Auburn SE Block LLC has applied to the City for vacation of the right-of-way of the alley between South Division Street and A Street SE, south of 1st Street SE, shown on Exhibit "B". The applicant currently owns all of the surrounding parcels and is proposing to incorporate the right-of-way in the development of the adjacent properties.

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 that a public hearing should be set to determine if said right-of-way may be vacated.

Resolution No. 5073, if adopted by City Council, sets the date of the public hearing for Vacation No. V3-14 for July 21, 2014.

Reviewed by Council Committees:

Planning And Community Development, Public Works

Councilmember: Osborne

Staff: Snyder

Meeting Date: June 16, 2014

Item Number: RES.A

RESOLUTION NO. 5073

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, SETTING A PUBLIC HEARING TO CONSIDER THE VACATION OF THE ALLEY BETWEEN SOUTH DIVISION STREET AND A STREET SE, SOUTH OF 1st STREET SE, WITHIN THE CITY OF AUBURN, WASHINGTON

WHEREAS, the City of Auburn, Washington, has received a petition signed by owners of at least two-thirds (2/3) of the property abutting right-of-way at the location of the Alley between South Division Street and A Street SE, south of 1st Street SE and adjacent to Parcel Nos. 7815700295, 2815700290, 7815700280, 7815700300, 7815700305, 7815700310 and 7815700325, within the City of Auburn, Washington, requesting that the same be vacated; and

WHEREAS, pursuant to Section 35.79.010 of the Revised Code of Washington, a hearing on such vacation shall be set by Resolution, with the date of such hearing being not more than sixty (60) days nor less than twenty (20) days after the date of passage of such Resolution.

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

Section 1. That a hearing on the vacation of the alley between South Division Street and A Street SE, south of 1st Street SE, located within the City of Auburn, Washington, legally described as follows:

THAT PORTION OF THE NORTHEAST QUARTER OF THE

Resolution No. 5073
ROW Vacation V3-14
May, 19, 2014
Page 1

SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 21 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1, BLOCK 6, TOWN OF SLAUGHTER ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 56, RECORDS OF KING COUNTY, WASHINGTON (ALSO KNOWN AS THE SOUTHEAST CORNER OF PARCEL B, CITY OF AUBURN LOT LINE ADJUSTMENT NO. LLA-0003-95, RECORDED UNDER RECORDING NUMBER 9502160960, RECORDS OF KING COUNTY, WASHINGTON);

THENCE SOUTH 00°55'43" WEST, A DISTANCE OF 20.00 FEET TO THE NORTHEAST CORNER OF LOT 8 OF SAID BLOCK 6;

THENCE NORTH 89°08'16" WEST, ALONG THE NORTH LINE OF LOTS 5 THROUGH 8 OF SAID BLOCK 6 A DISTANCE OF 239.99 FEET TO THE NORTHWEST CORNER OF SAID LOT 5;

THENCE NORTH 00°56'21" EAST, A DISTANCE OF 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 4 OF SAID BLOCK 6;

THENCE SOUTH 89°08'16" EAST, ALONG THE SOUTH LINE OF LOTS 1 THROUGH 4 OF SAID BLOCK 6 A DISTANCE OF 239.99 FEET TO THE POINT OF BEGINNING.

and as shown on the document attached hereto, marked as Exhibit "B" and incorporated herein by this reference, is hereby set for 7:30 p.m. on the 21st day of July, 2014, at the City Council Chambers at 25 West Main Street, Auburn, Washington, 98001, with all persons wishing to speak to the vacation at the public hearing being invited to attend.

Section 2. The Mayor is hereby authorized to implement such administrative procedures as may be necessary to carry out the directives of this legislation, including posting notice of such public hearing as required by State law and City Ordinance.

Resolution No. 5073
ROW Vacation V3-14
May, 19, 2014
Page 2

Section 3. This Resolution shall be in full force in effect upon passage and signatures hereon.

DATED and SIGNED this _____ day of _____, 2014.

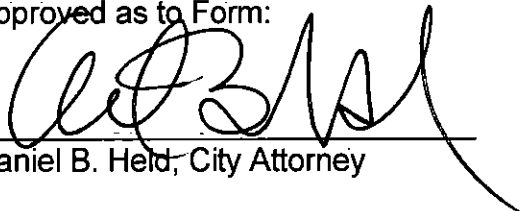
CITY OF AUBURN

Nancy Backus
Mayor

Attest:

Danielle E. Daskam, City Clerk

Approved as to Form:



Daniel B. Held, City Attorney

Resolution No. 5073
ROW Vacation V3-14
May, 19, 2014
Page 3

**EXHIBIT A
LEGAL DESCRIPTION
(ALLEY VACATION)**

THAT PORTION OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 13, TOWNSHIP 21 NORTH, RANGE 4 EAST, W.M., IN KING COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1, BLOCK 6, TOWN OF SLAUGHTER, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 2 OF PLATS, PAGE 56, RECORDS OF KING COUNTY, WASHINGTON (ALSO KNOWN AS THE SOUTHEAST CORNER OF PARCEL B, CITY OF AUBURN LOT LINE ADJUSTMENT NO. LLA-0003-95, RECORDED UNDER RECORDING NUMBER 9502160960, RECORDS OF KING COUNTY, WASHINGTON);

THENCE SOUTH $00^{\circ}55'43''$ WEST, A DISTANCE OF 20.00 FEET TO THE NORTHEAST CORNER OF LOT 8 OF SAID BLOCK 6;

THENCE NORTH $89^{\circ}08'16''$ WEST, ALONG THE NORTH LINE OF LOTS 5 THROUGH 8 OF SAID BLOCK 6 A DISTANCE OF 239.99 FEET TO THE NORTHWEST CORNER OF SAID LOT 5;

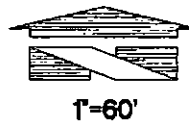
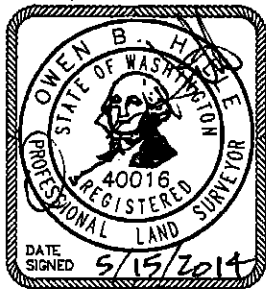
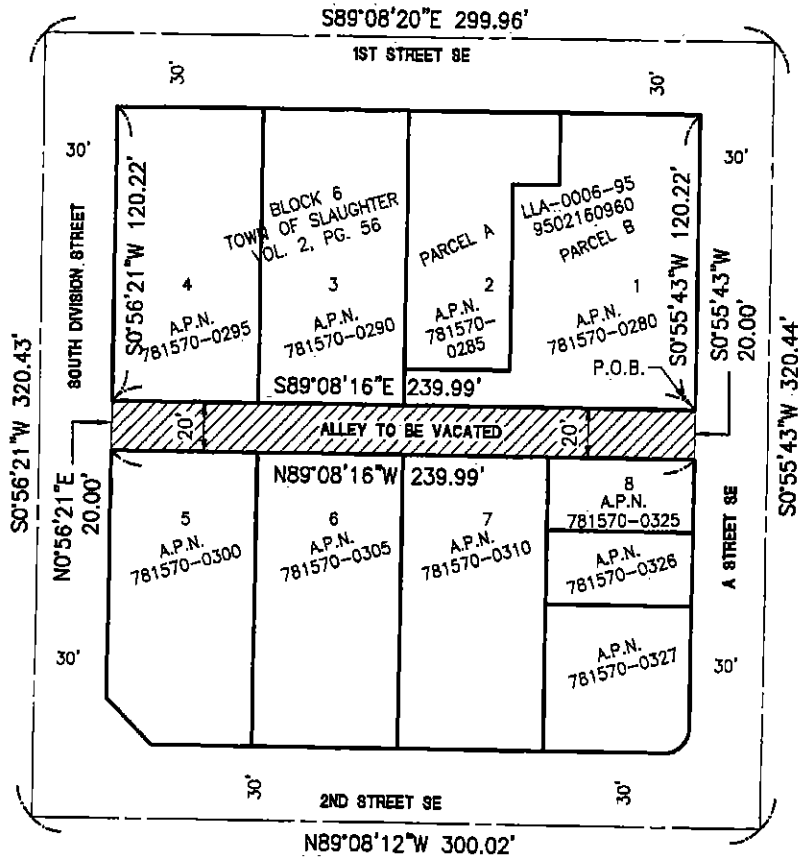
THENCE NORTH $00^{\circ}56'21''$ EAST, A DISTANCE OF 20.00 FEET TO THE SOUTHWEST CORNER OF LOT 4 OF SAID BLOCK 6;

THENCE SOUTH $89^{\circ}08'16''$ EAST, ALONG THE SOUTH LINE OF LOTS 1 THROUGH 4 OF SAID BLOCK 6 A DISTANCE OF 239.99 FEET TO THE POINT OF BEGINNING.



Project: Deutsch Partners, LLC
March 27, 2014
16840exh01.dwg
16840L:001.doc
OBH
Resolution 5073

EXHIBIT B **MAP EXHIBIT FOR ALLEY VACATION**



PTN. NE1/4, SE1/4 SEC. 13, T21N, R4E, W.M.

SCALE:
 HORIZONTAL 1"=60' VERTICAL N/A

BARGHAUSEN
 CONSULTING ENGINEERS, INC.
 18215 72ND AVENUE SOUTH
 KENT, WA 98032
 (425)251-6222
 (425)251-8782 FAX
 CIVIL ENGINEERING, LAND
 PLANNING, SURVEYING,
 ENVIRONMENTAL SERVICES

For:
TEUTSCH PARTNERS, LLC

Title:
ALLEY VACATION

JOB NUMBER
16840

16840L.D01.DOC

SHEET

1 of 1

DRAWN — OBH —

DATE 5/7/2014

File:P:\16000s\16840\survey\16840exh01-alley vacation.dwg Date/Time:5/15/2014 1:27 PM OWEN HILLE



RIGHT-OF-WAY VACATION STAFF REPORT

Right-of-Way (ROW) Vacation Number V3-14

Applicant: MW Holdings Auburn SE Block LLC

Property Location: Right-of-Way located at the Alley between South Division Street and A Street SE, south of 1st Street SE.

Description of right-of-way:

This ROW proposed for vacation consists of the Alley between South Division Street and A Street SE, south of 1st Street SE. The Alley is adjacent to Parcels 7815700295, 7815700290 and 7815700280 on the north side and Parcels 7815700300, 7815700305, 7815700310 and 7815700325 on the south side. All of these parcels are owned by the applicant. The proposed area of ROW for vacation is 4,800(+/-) square feet.

The Alley was dedicated for street purposes in 1886 to the City of Auburn from Mary E. and L.W. Ballard through dedication of the original plat of the City also know as the Town of Slaughter.

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

Proposal:

The Applicant proposes that the City vacate the above described right-of-way so that they can include the area in development of the adjoining parcels.

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 vacated area may be subject to property taxes.
- The street vacation decreases the Right-of-Way maintenance obligation of the City.

Discussion:

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

1. PSE – PSE has existing electric and gas facilities in the proposed vacation area and will require easements be reserved.
2. Comcast – Comcast has underground facilities in this alley that feeds the existing building and will be the feed for the new complex as well and will require easements be reserved.
3. CenturyLink – Please be advised that Qwest Corporation (d/b/a CenturyLink) currently has facilities in the area addressed by this action and wishes to retain any and all rights to remain in said area and to add facilities in the future as needed. At this time, Qwest (d/b/a CenturyLink) has no issues with the proposed vacation so long as provisions are made to retain our rights by means of explicit language granting to "Qwest Corporation d/b/a CenturyLink QC and its successors" rights that will cover our existing and future facilities.
4. Water – Currently there is an existing water line in the alley serving the existing building. As a condition of approval, a public water utility easement within the proposed vacation area shall be granted to the City.

5. Sewer – There is an existing sewer line within the proposed right-of-way vacation. As it stands now, a public sewer utility easement needs to be reserved. The sewer lines installed as part of the Promenade Project were designed so that all the flow from future development of that block would be discharged directly into those new lines, rendering the existing line in the alley unnecessary. When all connections to the line in the alley are eliminated, that line may be abandoned, and the easement either not reserved or extinguished, depending on the timing of redevelopment and the vacation.
6. Storm –No comments.
7. Transportation – No comments.
8. Planning – No comments.
9. Fire – No comments
10. Police – No comments
11. Streets – The Streets Division has no issues with this however there is a PSE owned utility pole in the center of this alley on the south side near the edge of the right of way that contains a street light. PSE Grid #311485-165396, Intolight service tag SLAP2186.
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.

RCW 35.79.030 states the vacation “shall not become effective until the owners of property abutting upon the street or alley, or part thereof so vacated, shall compensate such city or town in an amount which does not exceed one-half the appraised value of the area so vacated. If the street or alley has been part of a dedicated public right-of-way for twenty-five years or more, or if the subject property or portions thereof were acquired at public expense, the city or town may require the owners of the property abutting the street or alley to compensate the city or town in an amount that does not exceed the full appraised value of the area vacated.”

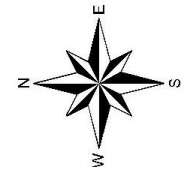
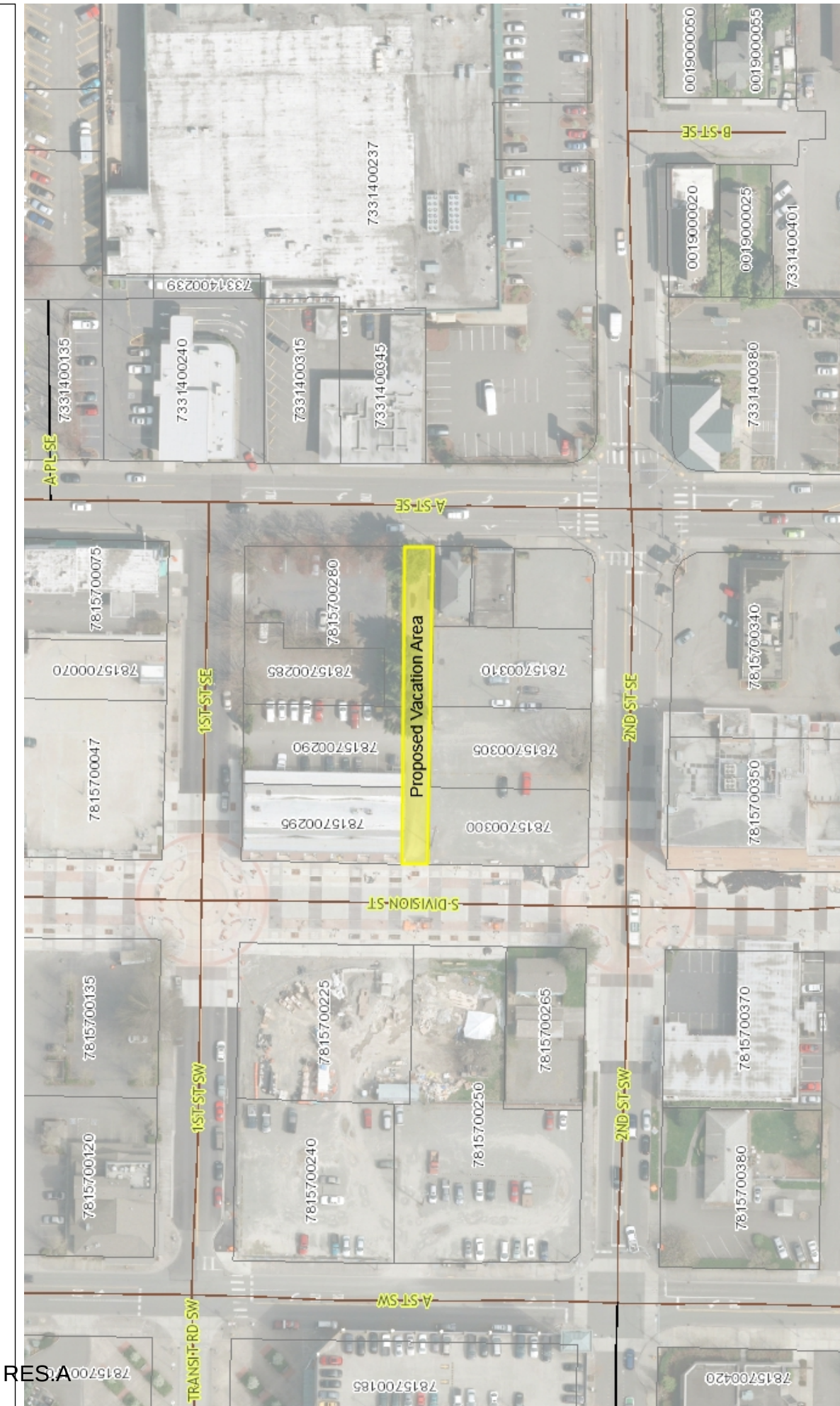
The right-of-way was acquired through dedication of a Plat on February 28, 1886 at no cost to the City.

Recommendation:

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

1. A public utility easement shall be reserved for City of Auburn sanitary sewer 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. An easement shall be reserved for Puget Sound Energy electric and gas facilities along the entire length and width of the vacated ROW.
4. An easement shall be reserved for Comcast Cable Corporation cable facilities along the entire length and width of the vacated ROW.
5. An easement shall be reserved for Qwest Corporation d/b/a CenturyLink QC and its successors for communications facilities along the entire length and width of the vacated ROW.
6. 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.

Proposed ROW Vacaton #V3-14



Printed Date:5/19/2014
 Map Created by City of Auburn eGIS
 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:

Resolution No. 5075

Date:

June 10, 2014

Department:

Public Works

Attachments:

[Resolution No. 5075](#)
[2015-2020 Transportation Improvement](#)
[Program](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Resolution No. 5075.

Background Summary:

The purpose of Resolution No. 5075 is for the City Council to adopt the 2015-2020 Transportation Improvement Program.

Reviewed by Council Committees:

Planning And Community Development, Public Works

Councilmember: Osborne

Staff: Snyder

Meeting Date: June 16, 2014

Item Number: RES.B

RESOLUTION NO. 5075

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CITY OF AUBURN PURSUANT TO R.C.W. CHAPTER 35.77 OF THE LAWS OF THE STATE OF WASHINGTON

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

WHEREAS, a public hearing to review the 2015-2020 Transportation Improvement Program for the City of Auburn was held on June 16, 2014 at the hour of 7:30 p.m. in the Council Chambers of the Auburn City Hall, pursuant to notice published in the legal newspaper of the City of Auburn on June 05, 2014; and

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

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

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

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

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

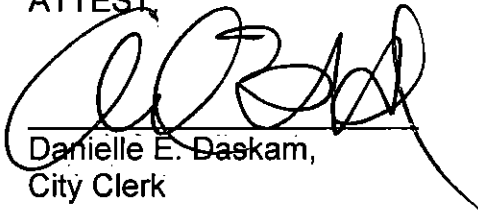
Resolution No. 5075
May 29, 2014
Page 1

DATED this ____ day of June, 2014

CITY OF AUBURN

NANCY BACKUS
MAYOR

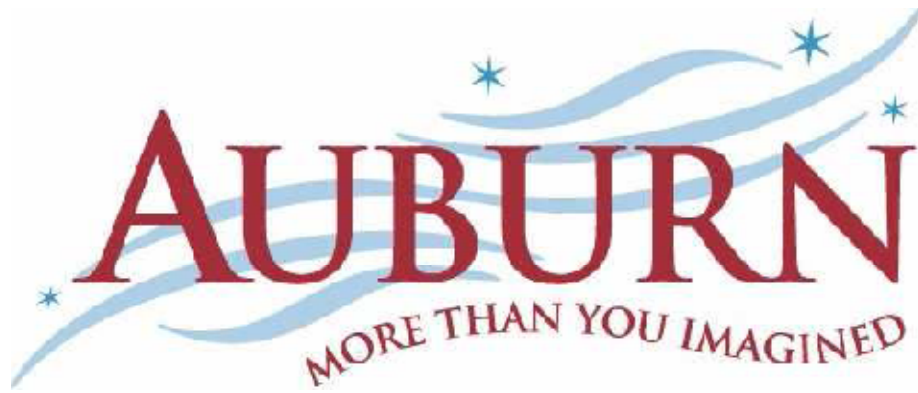
ATTEST:



Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

Daniel B. Heid,
City Attorney

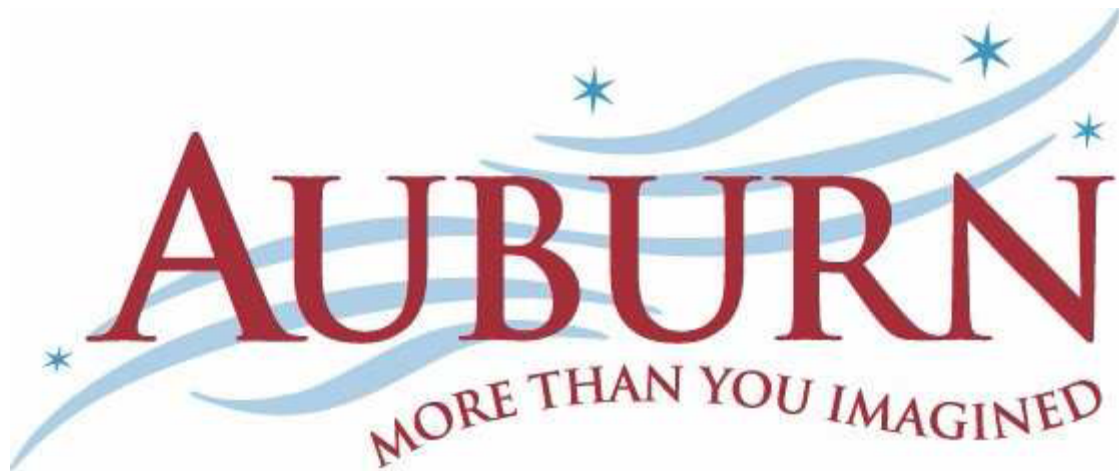


2015-2020 Transportation Improvement Program



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

Adopted June 16, 2014



Transportation Improvement Program

2015-2020

**Adopted by Auburn City Council
June 16, 2014**

**City of Auburn
25 West Main Street
Auburn, WA 98001
(253)-931-3010
www.auburnwa.gov**



Cover Photos: Left: B Street NW Overlay, Right: Citywide Traffic Signal Safety Improvements

RESOLUTION NO. 5075

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, APPROVING THE 2015-2020 TRANSPORTATION IMPROVEMENT PROGRAM OF THE CITY OF AUBURN PURSUANT TO R.C.W. CHAPTER 35.77 OF THE LAWS OF THE STATE OF WASHINGTON

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

WHEREAS, a public hearing to review the 2015-2020 Transportation Improvement Program for the City of Auburn was held on June 16, 2014 at the hour of 7:30 p.m. in the Council Chambers of the Auburn City Hall, pursuant to notice published in the legal newspaper of the City of Auburn on June 05, 2014; and

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

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

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

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

City of Auburn Transportation Improvement Program

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

DATED this ____ day of June, 2014

CITY OF AUBURN

NANCY BACKUS
MAYOR

ATTEST:

Danielle E. Daskam,
City Clerk

APPROVED AS TO FORM:

Daniel B. Heid,
City Attorney

2015-2020 Transportation Improvement Program

Table of Contents

Executive Summary	1
Introduction	1
Projects & Financing Plan Summary.....	3
Financial Constraint & Fund Balance Summary	15
Roadway Improvement Projects	17
A Street NW, Phase 1 (TIP# 1).....	17
AWS Ped Improvements (TIP# 2)	18
Auburn Way Corridor (TIP# 3)	19
I Street NE Corridor (TIP# 4).....	20
M Street Underpass (TIP# 5).....	21
S 272 nd /277th Street (TIP# 6)	22
A St NW, Phase 2 (TIP# 8)	23
D Street NW (TIP# 9)	24
F Street SE (TIP# 10).....	25
M Street NE (TIP# 11).....	26
Grade-Separated Crossing of BNSF Yard (TIP# 12).....	27
8th Street NE Widening (TIP# 15).....	28
49th Street NE (TIP# 16).....	29
46 th Pl S Realignment (TIP# 25).....	30
BNSF 3rd Rail Expansion Roadway Improvements (TIP# 33).....	31
124th Ave SE & Se 320 th St Intersection Improvements (TIP# 39).....	32
124th Ave SE Corridor Improvements, Phase 2 (TIP# 40).....	33
R Street Bypass (TIP# 41)	34
SE 320th Street Corridor Improvements (TIP# 42).....	35
AWS (SR-164) Corridor Safety Improvements (TIP# 43).....	36
West Valley Highway Improvements (15 th NW to W Main St) (TIP# 49).....	37
West Main St Corridor Improvements (TIP# 55)	38
AWS Corridor Improvements (Fir to Hemlock) (TIP# 58).....	39
M Street SE Corridor (TIP# 60).....	40
AWS Bypass (TIP# 61)	41
AWS Streetscape Improvements (TIP# 62)	42
Lea Hill Rd Segment 1 (TIP# 64)	43
Lea Hill Rd Segment 2 (TIP# 65)	44
Lea Hill Rd Segment 3 (TIP# 66)	45
West Valley Highway Improvements (SR-18 to 15 th SW) (TIP# 72)	46
Intersection Signal & ITS Improvements	47
M Street SE/12th Street SE Traffic Signal (TIP# 14)	47
Harvey Rd NE/8th St NE Intersection Improvements (TIP# 17)	48
8th Street NE/SE 104th St Intersection Improvements (TIP# 18).....	49
Auburn Way North/1st Street NE Signal Improvements (TIP# 19)	50

City of Auburn Transportation Improvement Program

AWS/M Street SE Intersection Improvements (TIP# 20)	51
Main Street Signal Upgrades (TIP# 21)	52
Traffic Signal Improvements (TIP# 34)	53
37th Street NW/B Street NW Railroad Crossing Safety Improvements (TIP# 38)	54
Traffic Management Center Improvements (TIP# 47)	55
A St SE & 6 th St SE Safety & Access Improvements (TIP# 48)	56
ITS Dynamic Message Signs (TIP# 50)	57
Lake Tapps Parkway ITS Expansion (TIP# 51)	58
8th Street NE and C Street NW ITS Improvements (TIP# 52)	59
AWS/12th Street SE Intersection Improvements (TIP# 53)	60
Auburn Ave NE & 3rd St NE Pedestrian & Access Improvements (TIP# 59)	61
29th St SE/R St SE Intersection Improvements (TIP# 63)	62
Citywide Traffic Signal Safety Improvements (TIP# 67)	63
37 th Street & A St SE Traffic Signal Safety Improvement (TIP# 68)	64
I St NE & 22 nd St NE Roundabout Safety Improvement (TIP# 69)	65
Non-Motorized & Transit Improvements	67
A Street SE Non-Motorized and Access Improvements (TIP# 23)	67
Academy Drive Multi-Use Trail (TIP# 24)	68
Metro Shuttle (TIP# 26)	69
Citywide Pedestrian Accessibility Program (TIP# 30)	70
Citywide Arterial Bicycle and Safety Improvements (TIP# 31)	71
Citywide Sidewalk Repair and Improvements (TIP# 32)	72
A Street NE Pedestrian Improvements (TIP# 44)	73
Interurban Trailhead Improvements (TIP# 45)	74
Evergreen Heights Safe Routes to School Improvements (TIP# 56)	75
Preliminary Engineering & Miscellaneous Projects	77
Mohawk Plastics Site Mitigation (TIP# 13)	77
A Street SE Safety Improvements Study (TIP# 27)	78
S 277th St - Wetland Mitigation (TIP# 29)	79
104th Ave SE & Green River Road Study (TIP# 46)	80
Kersey Way SE Corridor Study (TIP# 54)	81
Pavement Preservation Projects	83
15 th St SW Reconstruction (TIP# 7)	83
Lake Tapps Parkway Preservation (TIP#22)	84
Annual Bridge Structure Preservation (TIP# 28)	85
Arterial Preservation Program (TIP# 35)	86
Arterial Crack Seal Program (TIP# 36)	87
Local Street Improvement Program (TIP# 37)	88
Arterial Bridge Deck Rehabilitation (TIP# 57)	89
Auburn Way North Preservation (TIP# 70)	90
15 th St NW/NE Preservation (TIP# 71)	91
Project Summary Sheet	Appendix A
2015-2020 TIP Project Map	Appendix B

EXECUTIVE SUMMARY

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

INTRODUCTION

Purpose

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

Statutory Requirements

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

Projects of Regional Significance - RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region. The 2015-2020 TIP includes five projects of regional significance:

TIP Project Number	Project Title
TIP # 6	S 272 ND /277th Street Corridor
TIP# 49	West Valley Highway (15 th NW to W Main St)
TIP #58	AWS Corridor Improvements (Fir to Hemlock)
TIP#61	Auburn Way South Bypass
TIP# 71	West Valley Highway (W Main St to 15 th SW)

Methodology

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

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

Projects are placed into one of the following categories;

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

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

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

City of Auburn Transportation Improvement Program
Projects & Financing Plan Summary

TIP#		2015	2016	2017	2018	2019	2020	Total
<u>Roadway Improvement Projects</u>								
1	<u>A Street NW, Phase 1</u>							
	Capital Costs	350,000	25,000	25,000	25,000	25,000	25,000	475,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Fed & State Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	350,000	25,000	25,000	25,000	25,000	25,000	475,000
2	<u>AWS Pedestrian Improvements, Dogwood St SE to Fir St SE</u>							
	Capital Costs	115,000	-	-	-	-	-	115,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Fed & State Grants	-	-	-	-	-	-	-
	Traffic Impact Fees	115,000	-	-	-	-	-	115,000
	Other (MuckleShoot Tribe)	-	-	-	-	-	-	-
3	<u>Auburn Way Corridor, 4th St NE to 4th St SE</u>							
	Capital Costs	-	-	-	818,700	3,000,000	-	3,818,700
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	110,000	600,000	-	710,000
	Unsecured Grant	-	-	-	708,700	2,400,000	-	3,108,700
	Traffic Impact Fees	-	-	-	-	-	-	-
4	<u>I Street NE Corridor, 45th St NE to S 277th St</u>							
	Capital Costs	-	-	-	6,760,000	-	-	6,760,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	6,760,000	-	-	6,760,000
5	<u>M Street Underpass, 3rd St SE to 8th St SE</u>							
	Capital Costs	109,550	109,070	108,590	107,550	106,520	105,490	646,770
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured State Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	109,550	109,070	108,590	107,550	106,520	105,490	646,770
	Traffic Mitigation Fees	-	-	-	-	-	-	-
	PWTFL	-	-	-	-	-	-	-
	Other (Agencies)	-	-	-	-	-	-	-
6	<u>S 272nd/277th St Corridor</u>							
	Capital Costs	5,581,800	-	-	-	-	-	5,581,800
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Secured Fed & State Grants	4,000,000	-	-	-	-	-	4,000,000
	Traffic Impact Fees	581,800	-	-	-	-	-	581,800
	Other (Development)	1,000,000	-	-	-	-	-	1,000,000
8	<u>A Street NW, Phase 2</u>							
	Capital Costs:	-	-	-	-	3,000,000	-	3,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	-	3,000,000	-	3,000,000
9	<u>D Street NW, 37th St NW to 44th St NW</u>							
	Capital Costs	-	-	-	300,000	-	6,000,000	6,300,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	250,000	-	5,000,000	5,250,000
	Traffic Impact Fees	-	-	-	50,000	-	1,000,000	1,050,000

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP# Roadway Improvement Projects (Continued)							
10 F Street SE, 4th St SE to AWS							
Capital Costs	400,000	250,000	1,800,000	-	-	-	2,450,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	320,000	200,000	1,440,000	-	-	-	1,960,000
Traffic Impact Fees	80,000	50,000	360,000	-	-	-	490,000
11 M Street NE, E Main St to 4th St NE							
Capital Costs	100,000	-	275,000	1,150,000	-	-	1,525,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	220,000	920,000	-	-	1,140,000
Traffic Impact Fees	100,000	-	55,000	230,000	-	-	385,000
12 Grade-Separated Crossing of BNSF Railyard							
Capital Costs	-	-	-	-	-	1,125,000	1,125,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	1,125,000	1,125,000
15 8th Street NE Widening, Pike St to R St NE							
Capital Costs	-	-	450,000	1,000,000	-	-	1,450,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	360,000	800,000	-	-	1,160,000
Traffic Impact Fees	-	-	90,000	200,000	-	-	290,000
16 49th Street NE, Auburn Way North to I St NE							
Capital Costs	-	-	-	850,000	2,500,000	-	3,350,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other (Development)	-	-	-	850,000	2,500,000	-	3,350,000
25 46th Place S Realignment							
Capital Costs	-	-	-	-	-	825,000	825,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	575,000	575,000
Traffic Impact Fees	-	-	-	-	-	250,000	250,000
Other	-	-	-	-	-	-	-
33 BNSF 3rd Rail Expansion Roadway Improvements							
Capital Costs	25,000	-	-	-	-	-	25,000
Funding Sources:							
Unrestricted Street Revenue	25,000	-	-	-	-	-	25,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
39 124th Ave SE & SE 320th St Intersection Improvements							
Capital Costs	-	-	-	100,000	800,000	-	900,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	80,000	640,000	-	720,000
Traffic Impact Fees	-	-	-	20,000	160,000	-	180,000

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP# Roadway Improvement Projects (Continued)							
40 124th Ave SE Corridor Improvements Phase 2							
Capital Costs	500,000	1,100,000	2,500,000	-	-	-	4,100,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	400,000	880,000	2,000,000	-	-	-	3,280,000
Traffic Impact Fees	100,000	220,000	500,000	-	-	-	820,000
41 R Street Bypass							
Capital Costs	-	-	-	-	-	500,000	500,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	500,000	500,000
42 SE 320th Street Corridor Improvements							
Capital Costs	800,000	250,000	4,000,000	-	-	-	5,050,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	640,000	200,000	4,000,000	-	-	-	4,840,000
Traffic Impact Fees	160,000	50,000	-	-	-	-	210,000
43 Auburn Way South (SR-164) Corridor safety Improvements							
Capital Costs	2,333,108	-	-	-	-	-	2,333,108
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Secured Federal Grant	2,083,108	-	-	-	-	-	2,083,108
Traffic Impact Fees	250,000	-	-	-	-	-	250,000
49 West Valley Highway Improvements (15th Street NW to W Main Street)							
Capital Costs	100,000	-	600,000	3,000,000	-	-	3,700,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	480,000	2,400,000	-	-	2,880,000
Traffic Impact Fees	100,000	-	120,000	600,000	-	-	820,000
55 W Main Street Improvements							
Capital Costs	946,000	3,494,400	-	-	-	-	4,440,400
Funding Sources:							
Unrestricted Street Revenue	56,490	209,650	-	-	-	-	266,140
Unsecured Grant	804,100	2,970,240	-	-	-	-	3,774,340
Traffic Impact Fees	-	-	-	-	-	-	-
Other (Arterial Preserv. Fund)	85,410	314,510	-	-	-	-	399,920
58 Auburn Way South Corridor Improvements, Fir to Hemlock							
Capital Costs	200,000	-	-	-	-	-	200,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Secured State Grant	-	-	-	-	-	-	-
Traffic Impact Fees	200,000	-	-	-	-	-	200,000
Other (Muckleshoot Tribe)	-	-	-	-	-	-	-
60 M Street SE Corridor, 8th St SE to AWS							
Capital Costs	-	-	-	1,925,000	4,750,000	-	6,675,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	925,000	3,750,000	-	4,675,000
Traffic Impact Fees	-	-	-	750,000	750,000	-	1,500,000
Other (Development)	-	-	-	250,000	250,000	-	500,000

City of Auburn Transportation Improvement Program

TIP#		2015	2016	2017	2018	2019	2020	Total
<u>Roadway Improvement Projects (Continued)</u>								
61	<u>Auburn Way South Bypass</u>							
	Capital Costs	-	-	-	-	-	6,000,000	6,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	4,800,000	4,800,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	-	-	1,200,000	1,200,000
62	<u>Auburn Way South Streetscape Improvements, SR 18 to M St SE</u>							
	Capital Costs	-	-	-	1,950,000	2,800,000	-	4,750,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	200,000	200,000	-	400,000
	Unsecured Grant	-	-	-	1,750,000	2,600,000	-	4,350,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
64	<u>Lea Hill Road Segment 1, R St NE to 105th PI SE</u>							
	Capital Costs	150,000	-	-	2,450,000	10,000,000	-	12,600,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	1,950,000	8,000,000	-	9,950,000
	Traffic Impact Fees	150,000	-	-	500,000	2,000,000	-	2,650,000
65	<u>Lea Hill Road Segment 2, 105th PI SE to 112th Ave SE</u>							
	Capital Costs	-	-	-	-	3,500,000	8,500,000	12,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	2,900,000	7,100,000	10,000,000
	Traffic Impact Fees	-	-	-	-	600,000	1,400,000	2,000,000
66	<u>Lea Hill Road Segment 3, 112th Ave SE to 124th Ave SE</u>							
	Capital Costs	-	-	-	1,000,000	3,000,000	-	4,000,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	3,000,000	-	3,000,000
	Traffic Impact Fees	-	-	-	1,000,000	-	-	1,000,000
72	<u>West Valley Highway Improvements (SR-18 to 15th Street SW)</u>							
	Capital Costs	100,000	-	500,000	2,500,000	-	-	3,100,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	400,000	2,000,000	-	-	2,400,000
	Traffic Impact Fees	100,000	-	100,000	500,000	-	-	700,000
Subtotal, Roadway Improvement Projects:								
	Capital Costs	11,810,458	5,228,470	10,258,590	23,936,250	33,481,520	23,080,490	107,795,778
	Funding Sources							
	Unrestricted Street Revenue	81,490	209,650	-	310,000	800,000	-	1,401,140
	Grants	8,247,208	4,250,240	8,900,000	11,783,700	23,290,000	17,475,000	73,946,148
	Traffic Impact Fees	2,396,350	454,070	1,358,590	3,982,550	3,641,520	2,780,490	14,613,570
	Other (Agencies)	-	-	-	-	-	-	-
	Other (Development)	1,000,000	-	-	7,860,000	5,750,000	2,825,000	17,435,000
	Other (Muckleshoot Tribe)	-	-	-	-	-	-	-
	Other (Arterial Preserv. Fund)	85,410	314,510	-	-	-	-	399,920
	PWTF	-	-	-	-	-	-	-
	Total Funding	11,810,458	5,228,470	10,258,590	23,936,250	33,481,520	23,080,490	107,795,778

City of Auburn Transportation Improvement Program

TIP#	Intersection, Signal & ITS Improvement Projects	2015	2016	2017	2018	2019	2020	Total
14	<u>M St SE & 12th St SE Traffic Signal</u>							
	Capital Costs	-	-	-	625,000	-	-	625,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	500,000	-	-	500,000
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other (Development)	-	-	-	125,000	-	-	125,000
17	<u>Harvey Road & 8th St NE Intersection Improvements</u>							
	Capital Costs	86,000	85,600	85,200	84,800	84,400	84,000	510,000
	Funding Sources:							
	Unrestricted Street Revenue	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	86,000	85,600	85,200	84,800	84,400	84,000	510,000
18	<u>8th St NE & 104th St NE Intersection Improvements</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Secured Federal Grant	-	-	-	-	-	-	-
	REET2	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
19	<u>Auburn Way North/1st Street NE Signal Improvements</u>							
	Capital Costs	50,000	-	550,000	-	-	-	600,000
	Funding Sources:							
	Unrestricted Street Revenue	50,000	-	125,000	-	-	-	175,000
	Unsecured Grant	-	-	425,000	-	-	-	425,000
	Traffic Impact Fees	-	-	-	-	-	-	-
20	<u>Auburn Way South and M Street SE Intersection Improvements</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Secured State Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	-	-	-	-
21	<u>Main Street Signal Upgrades</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Traffic Mitigation Fees	-	-	-	-	-	-	-
34	<u>Traffic Signal Improvements</u>							
	Capital Costs	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
	Funding Sources:							
	Cap. Imp. Fund Balance	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	-
	REET2	175,000	175,000	175,000	175,000	175,000	175,000	1,050,000
38	<u>37th & B St NW Railroad Crossing Safety Improvements</u>							
	Capital Costs	5,000	-	-	-	-	-	5,000
	Funding Sources:							
	Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
	Secured Federal Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP# Intersection, Signal & ITS Improvement Projects (Continued)							
47 Traffic Management Center Improvements							
Capital Costs	150,000	-	-	-	-	-	150,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	150,000	-	-	-	-	-	150,000
48 A St SE & 6th St SE Safety & Access Improvements							
Capital Costs	50,000	-	-	-	-	-	50,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
Other (BNSF)	50,000	-	-	-	-	-	50,000
50 ITS Dynamic Message Signs							
Capital Costs	-	100,000	200,000	200,000	-	-	500,000
Funding Sources:							
Unrestricted Street Revenue	-	15,000	30,000	30,000	-	-	75,000
Unsecured Grant	-	85,000	170,000	170,000	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-
51 East Valley Highway ITS Expansion							
Capital Costs	105,000	900,000	-	-	-	-	1,005,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	82,950	711,000	-	-	-	-	793,950
Traffic Impact Fees	22,050	189,000	-	-	-	-	211,050
52 8th Street NE and C Street NW ITS Improvements							
Capital Costs	5,000	-	-	-	-	-	5,000
Funding Sources:							
Cap. Imp. Fund Balance	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
REET2	5,000	-	-	-	-	-	5,000
53 AWS and 12th Street Intersection Improvements							
Capital Costs	50,000	350,000	-	-	-	-	400,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	250,000	-	-	-	-	250,000
Traffic Impact Fees	50,000	100,000	-	-	-	-	150,000
59 Auburn Ave & 3rd St NE Pedestrian & Access Improvements							
Capital Costs	50,000	-	300,000	-	-	-	350,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	250,000	-	-	-	250,000
Traffic Impact Fees	50,000	-	50,000	-	-	-	100,000

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP# Intersection, Signal & ITS Improvement Projects (Continued)							
63 29th Street SE & R Street SE Intersection Improvements							
Capital Costs	-	-	-	1,800,000	-	-	1,800,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	1,300,000	-	-	1,300,000
Traffic Impact Fees	-	-	-	500,000	-	-	500,000
67 Citywide Traffic Signal Safety Improvement							
Capital Costs	5,000	-	-	-	-	-	5,000
Funding Sources:							
Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
Secured Federal Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
68 37th Street SE and A Street SE Traffic Signal Safety Improvement							
Capital Costs	176,400	637,500	-	-	-	-	813,900
Funding Sources:							
Unrestricted Street Revenue	55,000	45,000	-	-	-	-	100,000
Unsecured Grant	121,400	440,000	-	-	-	-	561,400
Traffic Impact Fees	-	-	-	-	-	-	-
Arterial Preserv. Fund (105)	-	152,500	-	-	-	-	152,500
69 I Street NE and 22nd Street NE Roundabout Safety Improvement							
Capital Costs	200,000	1,175,000	-	-	-	-	1,375,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	160,000	940,000	-	-	-	-	1,100,000
Traffic Impact Fees	40,000	235,000	-	-	-	-	275,000
Subtotal, Intersection, Signal & ITS Imp. Projects:							
Capital Costs	1,122,400	3,423,100	1,310,200	2,884,800	259,400	259,000	9,258,900
Funding Sources:							
Unrestricted Street Revenue	130,000	60,000	155,000	30,000	-	-	375,000
Grants	364,350	2,426,000	845,000	1,970,000	-	-	5,605,350
Traffic Impact Fees	398,050	609,600	135,200	584,800	84,400	84,000	1,896,050
Traffic Mitigation Fees	-	-	-	-	-	-	-
REET2 (328)	180,000	175,000	175,000	175,000	175,000	175,000	1,055,000
Arterial Preserv. Fund (105)	-	152,500	-	-	-	-	152,500
Other (Development)	-	-	-	125,000	-	-	125,000
Other (BNSF)	50,000	-	-	-	-	-	50,000
Total Funding	1,122,400	3,423,100	1,310,200	2,884,800	259,400	259,000	9,258,900

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP: Non-Motorized & Transit Improvement Projects							
23 A Street SE Non-Motorized and Access Improvements							
Capital Costs	89,029	-	-	-	-	-	89,029
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Secured Federal Grant	89,029	-	-	-	-	-	89,029
Traffic Impact Fees	-	-	-	-	-	-	-
24 Academy Drive Multi-Use Trail							
Capital Costs	-	-	-	425,000	425,000	-	850,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	42,500	42,500	-	85,000
Unsecured Grant	-	-	-	382,500	382,500	-	765,000
Traffic Impact Fees	-	-	-	-	-	-	-
26 METRO Shuttle: Lakeland Hills Shuttle							
Capital Costs	200,000	135,000	140,000	145,000	150,000	155,000	925,000
Funding Sources:							
Unrestricted Street Revenue	200,000	135,000	140,000	145,000	150,000	155,000	925,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
30 Citywide Pedestrian Accessibility and Safety Program							
Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Funding Sources:							
Unrestricted Street Revenue	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
31 Citywide Arterial Bicycle and Safety Improvements							
Capital Costs	-	100,000	-	100,000	-	100,000	300,000
Funding Sources:							
Unrestricted Street Revenue	-	100,000	-	100,000	-	100,000	300,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
32 Citywide Sidewalk Repairs and Improvements							
Capital Costs	125,000	125,000	125,000	125,000	125,000	125,000	750,000
Funding Sources:							
Cap. Imp. Fund Balance	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Unsecured Grant	100,000	100,000	100,000	100,000	100,000	100,000	600,000
REET2	-	-	-	-	-	-	-
44 A St NE Pedestrian Improvements							
Capital Costs	-	-	-	150,000	-	-	150,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	150,000	-	-	150,000
Traffic Impact Fees	-	-	-	-	-	-	-

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP: Non-Motorized & Transit Improvement Projects (Continued)							
45 Interurban Trailhead Improvements							
Capital Costs	-	-	-	210,000	-	-	210,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	210,000	-	-	210,000
Traffic Impact Fees	-	-	-	-	-	-	-
56 Evergreen Heights Safe Routes to School Improvements							
Capital Costs	790,000	563,000	4,620,000	-	-	-	5,973,000
Funding Sources:							
Unrestricted Street Revenue	118,500	84,500	693,000	-	-	-	896,000
Unsecured Grant	671,500	478,500	3,927,000	-	-	-	5,077,000
Traffic Impact Fees	-	-	-	-	-	-	-
Subtotal, Non-Motorized & Transit Projects:							
Capital Costs	1,304,029	1,023,000	4,985,000	1,255,000	800,000	480,000	9,847,029
Funding Sources							
Unrestricted Street Revenue	418,500	419,500	933,000	387,500	292,500	355,000	2,806,000
Grants	860,529	578,500	4,027,000	842,500	482,500	100,000	6,891,029
Traffic Impact Fees	-	-	-	-	-	-	-
Cap. Imp. Fund Balance	25,000	25,000	25,000	25,000	25,000	25,000	150,000
Total Funding	1,304,029	1,023,000	4,985,000	1,255,000	800,000	480,000	9,847,029

City of Auburn Transportation Improvement Program

	2015	2016	2017	2018	2019	2020	Total
TIP# Preliminary Engineering and Miscellaneous Projects							
13 Mohawks Plastics Site Mitigation Project							
Capital Costs	25,000	20,000	20,000	65,000	20,000	-	150,000
Funding Sources:							
Unrestricted Cap. Imp. Funds	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	25,000	20,000	20,000	65,000	20,000	-	150,000
27 A Street SE Safety Improvements Study							
Capital Costs	5,000	-	-	-	-	-	5,000
Funding Sources:							
Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
29 S 277th Street, Wetland Mitigation							
Capital Costs	25,000	-	-	-	-	-	25,000
Funding Sources:							
Unrestricted Street Revenue	25,000	-	-	-	-	-	25,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
46 104th Ave SE & Green River Road Study							
Capital Costs	5,000	-	-	-	-	-	5,000
Funding Sources:							
Unrestricted Street Revenue	5,000	-	-	-	-	-	5,000
Unsecured Grant	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-
54 Kersey Way SE Corridor Study							
Capital Costs	50,000	-	-	-	-	-	50,000
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-
Traffic Mitigation Fees	50,000	-	-	-	-	-	50,000
Subtotal, Prel. Eng. and Misc. Projects:							
Capital Costs	110,000	20,000	20,000	65,000	20,000	-	235,000
Funding Sources							
Unrestricted Street Revenue	35,000	-	-	-	-	-	35,000
Grants	-	-	-	-	-	-	-
Traffic Mitigation Fees	50,000	-	-	-	-	-	50,000
Traffic Impact Fees	25,000	20,000	20,000	65,000	20,000	-	150,000
Total Funding	110,000	20,000	20,000	65,000	20,000	-	235,000

City of Auburn Transportation Improvement Program

TIP#		2015	2016	2017	2018	2019	2020	Total
<u>Roadway Preservation Projects</u>								
<u>7</u>	<u>15th St SW Reconstruction</u>							
	Capital Costs	-	-	375,000	3,000,000	-	-	3,375,000
	Funding Sources:							
	Arterial Preservation Fund	-	-	75,000	500,000	-	-	575,000
	Unsecured Grant	-	-	300,000	2,500,000	-	-	2,800,000
	Other	-	-	-	-	-	-	-
<u>22</u>	<u>Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)</u>							
	Capital Costs	-	124,380	828,470	-	-	-	952,850
	Funding Sources:							
	Arterial Preservation Fund	-	26,480	176,370	-	-	-	202,850
	Unsecured Grant	-	97,900	652,100	-	-	-	750,000
	Other	-	-	-	-	-	-	-
<u>28</u>	<u>Annual Bridge Structure Preservation</u>							
	Capital Costs	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Funding Sources:							
	Arterial Preservation Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
<u>35</u>	<u>Annual Arterial Preservation Program</u>							
	Capital Costs	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	7,950,000
	Funding Sources:							
	Arterial Preservation Fund	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	7,950,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
<u>36</u>	<u>Annual Arterial Crack Seal Program</u>							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Arterial Preservation Fund	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
<u>37</u>	<u>Local Streets Improvement Program</u>							
	Capital Costs	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	10,600,000
	Funding Sources:							
	Local St Preservation Fund	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	10,600,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-

City of Auburn Transportation Improvement Program

TIP#		2015	2016	2017	2018	2019	2020	Total
<u>57</u>	<u>Roadway Preservation Projects</u>							
	Arterial Bridge Deck Rehabilitation							
	Capital Costs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Funding Sources:							
	Arterial Preservation Fund	100,000	100,000	100,000	100,000	100,000	100,000	600,000
	Unsecured Grant	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
<u>70</u>	<u>Auburn Way N Preservation (22nd Street NE to 45th Street NE)</u>							
	Capital Costs	120,000	1,300,000	-	-	-	-	1,420,000
	Funding Sources:							
	Arterial Preservation Fund	60,000	650,000	-	-	-	-	710,000
	Unsecured Grant	60,000	650,000	-	-	-	-	710,000
	Other	-	-	-	-	-	-	-
<u>71</u>	<u>15th Street NE/NW Preservation (SR-167 to NE 8th Street)</u>							
	Capital Costs	-	135,000	1,500,000	-	-	-	1,635,000
	Funding Sources:							
	Arterial Preservation Fund	-	67,500	750,000	-	-	-	817,500
	Unsecured Grant	-	67,500	750,000	-	-	-	817,500
	Other	-	-	-	-	-	-	-
	<u>Subtotal, Preservation Projects:</u>							
	Capital Costs	4,670,000	4,059,380	5,303,470	6,100,000	3,650,000	3,650,000	27,432,850
	Funding Sources							
	Arterial Preservation Fund	2,010,000	1,643,980	2,001,370	2,000,000	2,050,000	2,050,000	11,755,350
	Grants	60,000	815,400	1,702,100	2,500,000	-	-	5,077,500
	Local St Preservation Fund	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	10,600,000
	Total Funding	4,670,000	4,059,380	5,303,470	6,100,000	3,650,000	3,650,000	27,432,850

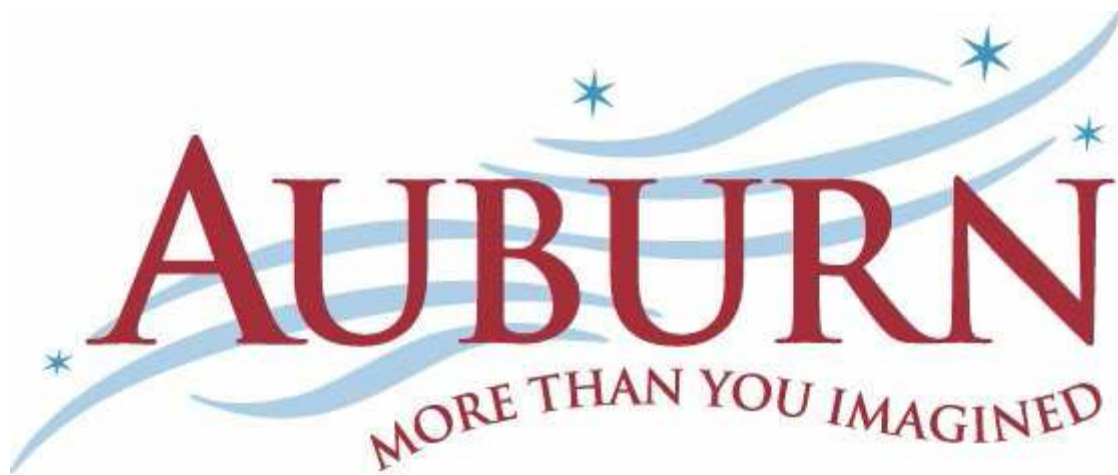
City of Auburn Transportation Improvement Program

Financial Constraint & Fund Balance Summary

PROJECT FINANCING SUMMARY:	2015	2016	2017	2018	2019	2020	Total
CAPITAL COSTS							
Roadway Projects	11,810,458	5,228,470	10,258,590	23,936,250	33,481,520	23,080,490	107,795,778
Int., Signal & ITS Projects	1,122,400	3,423,100	1,310,200	2,884,800	259,400	259,000	9,258,900
Non-Motorized Projects	1,304,029	1,023,000	4,985,000	1,255,000	800,000	480,000	9,847,029
Prel. Eng. and Misc. Projects	110,000	20,000	20,000	65,000	20,000	-	235,000
Preservation Projects	4,670,000	4,059,380	5,303,470	6,100,000	3,650,000	3,650,000	27,432,850
Total Costs	19,016,887	13,753,950	21,877,260	34,241,050	38,210,920	27,469,490	154,569,557
FUNDING SOURCES:							
Unrestricted Street Revenue	664,990	689,150	1,088,000	727,500	1,092,500	355,000	4,617,140
Traffic Impact Fees	2,819,400	1,083,670	1,513,790	4,632,350	3,745,920	2,864,490	16,659,620
Traffic Mitigation Fees	50,000	-	-	-	-	-	50,000
Local Street Pres. Fund 103	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	10,600,000
Arterial Preservation Fund 105	2,095,410	2,110,990	2,001,370	2,000,000	2,050,000	2,050,000	12,307,770
Grants	9,532,087	8,070,140	15,474,100	17,096,200	23,772,500	17,575,000	91,520,027
Cap. Imp. Fund Balance	25,000	25,000	25,000	25,000	25,000	25,000	150,000
REET2	180,000	175,000	175,000	175,000	175,000	175,000	1,055,000
Other (Agencies)	50,000	-	-	-	-	-	50,000
Other (Development)	1,000,000	-	-	7,985,000	5,750,000	2,825,000	17,560,000
Other (Muckleshoot Tribe)	-	-	-	-	-	-	-
PWTFL	-	-	-	-	-	-	-
Total Funding	19,016,887	13,753,950	21,877,260	34,241,050	38,210,920	27,469,490	154,569,557

Financial Constraint & Fund Balance Summary

	2015	2016	2017	2018	2019	2020
Unrestricted Street Revenue 102						
Beginning Fund Balance	930,000	800,010	645,860	92,860	(99,640)	(657,140)
Forecast Annual Revenue	535,000	535,000	535,000	535,000	535,000	535,000
Project Expenses	664,990	689,150	1,088,000	727,500	1,092,500	355,000
End of Year Fund Balance	800,010	645,860	92,860	(99,640)	(657,140)	(477,140)
Traffic Impact Fees						
Beginning Fund Balance	3,200,000	1,380,600	1,346,930	933,140	(2,549,210)	(5,095,130)
Forecast Annual Revenue	1,000,000	1,050,000	1,100,000	1,150,000	1,200,000	1,250,000
Project Expenses	2,819,400	1,083,670	1,513,790	4,632,350	3,745,920	2,864,490
End of Year Fund Balance	1,380,600	1,346,930	933,140	(2,549,210)	(5,095,130)	(6,709,620)
Traffic Mitigation Fees						
Beginning Fund Balance	84,000	34,000	34,000	34,000	34,000	34,000
Forecast Annual Revenue	-	-	-	-	-	-
Project Expenses	50,000	-	-	-	-	-
End of Year Fund Balance	34,000	34,000	34,000	34,000	34,000	34,000
Local Street Preservation Fund 103						
Beginning Fund Balance	1,080,000	80,000	80,000	80,000	80,000	80,000
Forecast Annual Revenue	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000
Project Expenses	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000
End of Year Fund Balance	80,000	80,000	80,000	80,000	80,000	80,000
Arterial Preservation Fund 105						
Beginning Fund Balance	700,000	504,590	293,600	292,230	292,230	292,230
Forecast Annual Revenue	1,900,000	1,900,000	2,000,000	2,000,000	2,050,000	2,050,000
Project Expenses	2,095,410	2,110,990	2,001,370	2,000,000	2,050,000	2,050,000
End of Year Fund Balance	504,590	293,600	292,230	292,230	292,230	292,230



City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan		TIP# 1
ARTERIAL STREET FUND (102)		

Project Title:	A Street NW - Phase 1 (3rd St NW to 14th St NW)	STIP# AUB-N/A
Project No:	c207a0	
Project Type:	Capacity	
Project Manager:	Matt Larson	LOS Corridor ID# 18

Description:
Construct a new multi-lane arterial from 3rd Street NW to 14th Street NW. This project will improve mobility and is tied to corridor development. It is consistent with the Comprehensive Plan and completes a missing link of a north/south arterial corridor. The project length is approximately three-quarters of a mile. The City purchased ROW from the northern property owner. If the property develops, some or a portion of those funds may be reimbursed to the City (total cost was \$251,000).

Progress Summary:
Pre-design was completed prior to 2007. Final design and environmental permitting were completed in 2011. Construction was completed in 2012. Wetland monitoring is required to continue until 2023.

Future Impact on Operating Budget:
The annual maintenance cost for this project is estimated to be \$25,830.

Activity:	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	187,712	-	-	-	-	-	-	-	253,740
Secured Grants (Fed,State)	6,562,702	-	-	-	-	-	-	-	6,562,702
Traffic Impact Fees	956,198	350,000	25,000	25,000	25,000	25,000	25,000	175,000	1,707,870
Other (Developer)	382,817	-	-	-	-	-	-	-	382,817
Total Funding Sources:	8,089,429	350,000	25,000	25,000	25,000	25,000	25,000	175,000	8,907,129
Capital Expenditures:									
Design	2,247,331	50,000	10,000	10,000	10,000	10,000	10,000	40,000	2,387,331
Right of Way	821,341	-	-	-	-	-	-	-	821,341
Construction	5,020,757	300,000	15,000	15,000	15,000	15,000	15,000	135,000	5,698,457
Total Expenditures:	8,089,429	350,000	25,000	25,000	25,000	25,000	25,000	175,000	8,907,129

TIP# 2

AUB-37

Project No: **cp11118**

Project Manager: **Jacob Sweeting**
LOS Corridor ID# 4

This project will construct pedestrian improvements along Auburn Way South between Dogwood Street SE and Fir Street SE that are consistent with WSDOT's SR-164 Route Development Plan. The project includes sidewalk improvements, access management, a mid-block pedestrian crossing, construction of a U-turn wedge for eastbound vehicles at Fir Street SE and street lighting.

The City was awarded \$100,000 in federal funding and \$740,830 in state funding in May 2011. Other funding source is Muckleshoot Indian Tribe contribution. Project design began in 2012. Design is expected be completed in 2014 and construction started in early 2015.

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

[illegible]

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 3

ARTERIAL STREET FUND (102)

STIP# AUB-N/A

Auburn Way Corridor (4th St NE to 4th St SE)

c409a0

Non-Capacity

TBD

LOS Corridor ID# 2, 3

Description:

This project is based on a pre-design study to improve pedestrian accessibility, appearance, and link the downtown area along Auburn Way South between 4th Street NE and 4th Street SE. The project may include some pavement repairs. However, an overlay was completed as part of the City's Arterial Pavement Preservation Program in 2007. Although this was considered a temporary fix, the scope has been modified to account for the pavement work. The project is approximately 0.5 miles long.

Progress Summary:

The pavement portion has been minimized due to the work completed in 2007 under the Arterial Pavement Preservation Program.

Future Impact on Operating Budget:

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

Activity:	2014 YE		Budget		2017	Forecast Project Cost				Total Project Cost
	Prior to 2014	Estimate	2015	2016		2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	78,251	-	-	-	-	110,000	600,000	-	-	788,251
Unsecured Grant	-	-	-	-	-	708,700	2,400,000	-	-	3,108,700
REET	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other Sources	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	78,251	-	-	-	-	818,700	3,000,000	-	-	3,896,951
Capital Expenditures:										
Design	78,251	-	-	-	-	618,700	-	-	-	696,951
Right of Way	-	-	-	-	-	200,000	-	-	-	200,000
Construction	-	-	-	-	-	-	3,000,000	-	-	3,000,000
Total Expenditures:	78,251	-	-	-	-	818,700	3,000,000	-	-	3,896,951

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 4

ARTERIAL STREET FUND (102)

Project Title: I Street NE Corridor (45th St NE to S 277th St)

STIP# AUB-N/A

Project No: c415a0

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 21

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
				2015	2016		2018	2019	Beyond 2020	
Unrestricted Street Revenue		-	-	-	-	-	-	-	-	-
Unsecured Grant		-	-	-	-	-	-	-	-	-
Traffic Impact Fees		3,892	-	-	-	-	-	-	-	3,892
Other Sources (Development)		-	-	-	-	-	6,760,000	-	-	6,760,000
Other (Port of Seattle)		-	-	-	-	-	-	-	-	-
Total Funding Sources:		3,892	-	-	-	-	6,760,000	-	-	6,763,892
Capital Expenditures:										
Design		3,892	-	-	-	-	460,000	-	-	463,892
Right of Way		-	-	-	-	-	1,020,000	-	-	1,020,000
Construction		-	-	-	-	-	5,280,000	-	-	5,280,000
Total Expenditures:		3,892	-	-	-	-	6,760,000	-	-	6,763,892

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 5

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

LOS Corridor ID# 6

Description:

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

Progress Summary:

100% Design Drawings and right of way acquisition were completed in 2011. Construction started in early 2012 and was completed in 2014. Project is now in PWTFEL debt repayment. Other Agencies are King County Metro Sewer, Port of Seattle, Port of Tacoma, and BNSF Railway

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	2014 YE		Budget		2017	2018	Forecast Project Cost		Total Project Cost	
		Prior to 2014	Estimate	2015	2016			2019	2020		Beyond 2020
	Unrestricted Street Revenue	163,958	-	-	-	-	-	-	-	163,958	
	Secured Grants (Fed,State)	8,599,948	-	-	-	-	-	-	-	8,599,948	
	REET2	1,140,000	-	-	-	-	-	-	-	1,140,000	
	Traffic Impact Fees (Construction)	4,255,428	-	-	-	-	-	-	-	4,255,428	
	Traffic Impact Fees (Debt Service)	38,640	109,550	109,550	109,070	108,590	107,550	106,520	105,490	2,286,640	
	Traffic Mitigation Fees	660,000	-	-	-	-	-	-	-	-	660,000
	PWTFEL (30 years)	3,044,491	215,500	-	-	-	-	-	-	-	3,259,991
	Other (Agencies)	3,090,514	-	-	-	-	-	-	-	-	3,090,514
		20,992,979	325,050	109,550	109,070	108,590	107,550	106,520	105,490	2,286,640	24,251,439
Capital Expenditures:	Design	2,688,924	-	-	-	-	-	-	-	-	2,688,924
	Right of Way	3,358,443	-	-	-	-	-	-	-	-	3,358,443
	Construction	14,906,972	215,500	-	-	-	-	-	-	-	15,122,472
	PWTFEL Debt Service	38,640	109,550	109,550	109,070	108,590	107,550	106,520	105,490	2,286,640	3,081,600
	Total Expenditures:	20,992,979	325,050	109,550	109,070	108,590	107,550	106,520	105,490	2,286,640	24,251,439

Six Year Transportation Improvement Plan

TIP# 6

ARTERIAL STREET FUND (102)

Project Title: S 272nd/277th St Corridor Capacity & Non-Motorized Trail Improvements

STIP# AUB-42

Project No: c222a0

Project Type: Capacity

Project Manager: Ryan Vondrak

LOS Corridor ID# 12

Description:

This project includes preliminary engineering, design, right of way acquisition and construction of major widening on S 277th Street, including the addition of three lanes, one westbound and two eastbound, a Class 1 trail, and storm improvements. The project extends from Auburn Way North to L Street NE, approximately 0.9 miles.

Progress Summary:

Federal design and ROW grant was secured in 2012 through PSRC and state construction grant was secured in 2013 through TIB. Design consultant was selected in 2013. Environmental permitting and design are in process. Staff is coordinating with the City of Kent and King County to complete annexation of the roadway into the City of Auburn. Auburn and Robertson Properties Group executed a project participating agreement in 2013. RPG is contributing funds and dedicating all necessary roadway frontage to the City.

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost				Total Project Cost
				2015	2016		2018	2019	2020	Beyond 2020	
Unrestricted Street Revenue Secured Grants (Fed/State) Traffic Impact Fees Other (RPG) Other		33,011	357,590	-	-	-	-	-	-	-	390,601
		90,503	930,197	4,000,000	-	-	-	-	-	-	5,020,700
		-	-	581,800	-	-	-	-	-	-	581,800
		-	1,300,000	1,000,000	-	-	-	-	-	-	2,300,000
Total Funding Sources:		123,514	2,587,787	5,581,800	-	-	-	-	-	-	8,293,101
Capital Expenditures: Pre-Design Design Right of Way Construction		10,448	-	-	-	-	-	-	-	-	10,448
		113,066	1,267,787	-	-	-	-	-	-	-	1,380,853
		-	1,320,000	-	-	-	-	-	-	-	1,320,000
		-	-	5,581,800	-	-	-	-	-	-	5,581,800
Total Expenditures:		123,514	2,587,787	5,581,800	-	-	-	-	-	-	8,293,101

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 8

ARTERIAL STREET FUND (102)

STIP# AUB-N/A

Project Title: A Street NW, Phase 2 (W Main St to 3rd St NW)

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 18

Description:

Construct a multi-lane arterial from W Main St to 3rd St NW. This project will connect A St NW, Phase 1 to the Sound Transit Station and the Central Business District. This project could be partially or fully funded by development. The project is approximately 0.2 miles long.

Progress Summary:

The parking garage constructed by the Auburn Regional Medical Center completed a portion of this project in 2009. Design of A Street is anticipated to begin in 2015.

Future Impact on Operating Budget:

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

Activity:	2014 YE	Budget			Forecast Project Cost				Total Project Cost
		Prior to 2014	2015	2016	2017	2018	2019	2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other (Developer)	150,000	-	-	-	-	-	3,000,000	-	3,150,000
Total Funding Sources:	150,000	-	-	-	-	-	3,000,000	-	3,150,000
Capital Expenditures:									
Design	-	-	-	-	-	-	250,000	-	250,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	150,000	-	-	-	-	-	2,750,000	-	2,900,000
Total Expenditures:	150,000	-	-	-	-	-	3,000,000	-	3,150,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan										TIP# 9
ARTERIAL STREET FUND (102)										
Project Title:		D Street NW (37th St NW to 44th St NW)					STIP# AUB-N/A			
Project No:		cpxxxx								
Project Type:		Capacity								
Project Manager:		TBD					LOS Corridor ID# 20			
Description: Construct a new four-lane arterial per the city Comprehensive Plan. This project is tied to potential future development and will complete the missing link of a major north/south arterial corridor between S 277th St to the north and Ellingson Road SW (41st Street SE) to the south. The new corridor will improve north/south mobility through the City. The D St NW project is approximately 0.42 miles in length.										
Progress Summary:										
Future Impact on Operating Budget: The annual maintenance cost for this project is estimated to be \$11,450.										
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	250,000	-	5,000,000	5,250,000
	Traffic Impact Fees	-	-	-	-	-	50,000	-	1,000,000	1,050,000
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	-	-	300,000	-	6,000,000	6,300,000
	Capital Expenditures:									
	Design	-	-	-	-	-	300,000	-	750,000	1,050,000
	Right of Way	-	-	-	-	-	-	-	1,750,000	1,750,000
	Construction	-	-	-	-	-	-	-	3,500,000	3,500,000
Total Expenditures:	-	-	-	-	-	-	300,000	-	6,000,000	6,300,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 10

ARTERIAL STREET FUND (102)

Project Title: F Street SE Non-Motorized Improvements (Downtown to Les Gove)

STIP# AUB-N/A

Project No: cp0911

Project Type: Capacity, Non-Motorized

Project Manager: TBD

LOS Corridor ID# N/A

Description:

The F St SE project includes pavement rehabilitation, installation of curbs, gutters, bike lanes, sidewalks, ADA improvements, utility undergrounding, LED street lighting, new two way center left turn-lane, crash attenuation at the supports for the BNSF railroad bridge, initiation of Auburn Staff Bikeshare pilot program, wayfinding signage and a "Bicycle Boulevard" designation of roadway connections between Auburn City Hall and the Les Gove Park Campus. This project improves mobility and safety along the corridor and will complete a gap in the non-motorized network between Auburn's Downtown and the Les Gove Community Campus. The major infrastructure improvements are approximately 0.3 miles long and the "Bicycle Boulevard" improvements are just over a mile long.

Progress Summary:

Preliminary design and survey work was completed in 2009.

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
				2015	2016	2017	2018	2019	Beyond 2020	
Unrestricted Street Revenue Unsecured Grant Traffic Impact Fees Other		-	-	-	-	-	-	-	-	-
		-	-	320,000	200,000	1,440,000	-	-	-	1,960,000
		7,620	-	80,000	50,000	360,000	-	-	-	497,620
		-	-	-	-	-	-	-	-	-
Total Funding Sources:		7,620	-	400,000	250,000	1,800,000	-	-	-	2,457,620
Capital Expenditures: Design Right of Way Construction										
		7,620	-	400,000	200,000	-	-	-	-	607,620
		-	-	-	50,000	-	-	-	-	50,000
		-	-	-	-	1,800,000	-	-	-	1,800,000
Total Expenditures:		7,620	-	400,000	250,000	1,800,000	-	-	-	2,457,620

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 11

ARTERIAL STREET FUND (102)

Project Title: M Street NE (E Main St to 4th St NE)

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

STIP# AUB-N/A

LOS Corridor ID# 5

Description:

This project will construct a complete four-lane street section on M St NE between south of E Main St and 4th St NE.

Progress Summary:

Pre-design is planned to be completed during 2015 to refine project scope, alignment, and cost.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget		Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	220,000	-	-	1,140,000
Traffic Impact Fees	-	100,000	-	55,000	920,000	-	385,000
Other	-	-	-	-	230,000	-	-
Total Funding Sources:	-	100,000	-	275,000	1,150,000	-	1,525,000
Capital Expenditures:							
Design	-	100,000	-	75,000	-	-	175,000
Right of Way	-	-	-	200,000	-	-	200,000
Construction	-	-	-	-	1,150,000	-	1,150,000
Total Expenditures:	-	100,000	-	275,000	1,150,000	-	1,525,000

Six Year Transportation Improvement Plan

TIP# 12

ARTERIAL STREET FUND (102)

Grade-Separated Crossing of BNSF Railyard

STIP# AUB-N/A

Project Title:

Project No:

Project Type:

Project Manager:

LOS Corridor ID# N/A

Description:

This project will grade-separate the crossing of the BNSF Railyard, either from SR-18 to 6th Street SE or from 15th Street SW to A Street SE. The first alternative would realign the SR-18 eastbound ramp, grade separate the main north/south line and the Stampede Pass line, and connect to 6th Street SE. The second alternative would provide a new corridor from 15th Street SW to A Street SE in the vicinity of 12th Street SE and 17th Street SE, either via an overpass or underpass of the BNSF Railyard. This new east/west connection will improve access and circulation associated with the potential redevelopment of the BNSF yard as an intermodal freight facility.

Progress Summary:

Future Impact on Operating Budget:

Activity:	2014 YE Estimate	Prior to 2014	Budget			Forecast Project Cost			Total Project Cost
			2015	2016	2017	2018	2019	2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	1,125,000	32,125,000
Total Funding Sources:	-	-	-	-	-	-	-	1,125,000	32,125,000
Capital Expenditures:									
Design	-	-	-	-	-	-	-	1,125,000	3,625,000
Right of Way	-	-	-	-	-	-	-	-	4,000,000
Construction	-	-	-	-	-	-	-	-	24,500,000
Total Expenditures:	-	-	-	-	-	-	-	1,125,000	32,125,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 15

ARTERIAL STREET FUND (102)

Project Title: 8th Street NE Widening (Pike St NE to R St NE)

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 19

Description:

Widen 8th Street NE to extend the five-lane cross-section which currently exists to the west of Pike St NE to R St NE by providing an additional travel lane along the south side of the roadway. This is a planning level cost estimate.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	360,000	800,000	-	-	1,160,000
Traffic Impact Fees	-	-	-	-	90,000	200,000	-	-	290,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	450,000	1,000,000	-	-	1,450,000
Capital Expenditures:									
Design	-	-	-	-	200,000	-	-	-	200,000
Right of Way	-	-	-	-	250,000	-	-	-	250,000
Construction	-	-	-	-	-	1,000,000	-	-	1,000,000
Total Expenditures:	-	-	-	-	450,000	1,000,000	-	-	1,450,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 16

ARTERIAL STREET FUND (102)

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

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 29

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		Forecast Project Cost			Total Project Cost
			2015	2016	2017	2018	2019 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	850,000	2,500,000	3,350,000
Total Funding Sources:	-	-	-	-	-	850,000	2,500,000	3,350,000
Capital Expenditures:								
Design	-	-	-	-	-	250,000	-	250,000
Right of Way	-	-	-	-	-	600,000	-	600,000
Construction	-	-	-	-	-	-	2,500,000	2,500,000
Total Expenditures:	-	-	-	-	-	850,000	2,500,000	3,350,000

Six Year Transportation Improvement Plan**TIP# 25****ARTERIAL STREET FUND (102)**Project Title: **46th Place S Realignment****STIP# AUB-N/A**Project No: **cpxxxx**Project Type: **Capacity****LOS Corridor ID# N/A****TBD****Description:**

The project will realign 46th Place S to the south of S 321st Street. The realignment will move the 46th Place S intersection with S 321st Street approximately 350 feet to the east of the current location. This will create two T-intersections (44th Avenue S and 46th Place S) in place of the existing four-leg intersection. The existing 46th Place S will be dead-ended to the south of S 321st Street. The project will improve safety and traffic operations at the intersections.

Progress Summary:

Right-of-way for the realigned roadway will be dedicated as part of an adjacent development project.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$1,750.

Activity:	Prior to 2014	2014 YE Estimate	Budget			2017	Forecast Project Cost				Beyond 2020	Total Project Cost
			2015	2016	2018		2019	2020				
Funding Sources:												
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	575,000	-	-	575,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	250,000	-	-	250,000
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	-	-	-	825,000	-	-	825,000
Capital Expenditures:												
Design	-	-	-	-	-	-	-	-	125,000	-	-	125,000
Right of Way	-	-	-	-	-	-	-	-	25,000	-	-	25,000
Construction	-	-	-	-	-	-	-	-	675,000	-	-	675,000
Total Expenditures:	-	-	-	-	-	-	-	-	825,000	-	-	825,000

REF ID: A63636	Six Year Transportation Improvement Plan	TIP# 33
03	ARTERIAL STREET FUND (102)	

Project Title: BNSF 3rd Rail Expansion Roadway Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity

Project Manager: TBD

LOS Corridor ID# 13, 18

Description:

This project will design and construct roadway improvements associated with the construction of the 3rd rail line by BNSF.

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

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	25,000	-	-	-	-	-	-	25,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	25,000	-	-	-	-	-	-	25,000
Capital Expenditures:										
Design	-	-	5,000	-	-	-	-	-	-	5,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	20,000	-	-	-	-	-	-	20,000
Total Expenditures:	-	-	25,000	-	-	-	-	-	-	25,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 39

ARTERIAL STREET FUND (102)

Project Title: 124th Ave SE & SE 320th St Intersection Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 23, 25

Description:

This project will fund the design, right-of-way acquisition, and construction of improvements to the signalized SE 320th St and 124th Ave SE intersection. Improvements include constructing bike lanes, sidewalks, dual southbound left-turn lanes into GRCC, and ITS improvements. The intersection is located at the main entrance to Green River Community College and will require additional on-site improvements to be constructed by GRCC.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
			2015	2016		2018	2019	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	80,000	640,000	-	720,000
Traffic Impact Fees	-	-	-	-	-	20,000	160,000	-	180,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	100,000	800,000	-	900,000
Capital Expenditures:									
Design	-	-	-	-	-	100,000	-	-	100,000
Right of Way	-	-	-	-	-	-	50,000	-	50,000
Construction	-	-	-	-	-	-	750,000	-	750,000
Total Expenditures:	-	-	-	-	-	100,000	800,000	-	900,000

Six Year Transportation Improvement Plan

TIP# 40

ARTERIAL STREET FUND (102)

Project Title: 124th Ave SE Corridor Improvements - Phase 2

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 23

Description:

This project will fund the design, right-of-way acquisition, and construction of a four-lane section with bicycle and pedestrian facilities on 124th Ave SE between SE 318th St and SE 312th St, and improvements to the signalized intersection of SE 312th St and 124th Ave SE (including adding bike lanes, dual westbound left-turn lanes, dual southbound through-lanes, a northbound right-turn pocket, ITS improvements, and pedestrian safety improvements).

Progress Summary:

Phase 1 improvements between SE 318th and SE 316th were completed by GRCC in 2012.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$3,500.

Activity:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	-	-	-	-	-	-
Unsecured Grant	-	400,000	880,000	2,000,000	-	-	-	3,280,000
Traffic Impact Fees	-	100,000	220,000	500,000	-	-	-	820,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	500,000	1,100,000	2,500,000	-	-	-	4,100,000
Capital Expenditures:								
Design	-	500,000	-	-	-	-	-	500,000
Right of Way	-	-	1,100,000	-	-	-	-	1,100,000
Construction	-	-	-	2,500,000	-	-	-	2,500,000
Total Expenditures:	-	500,000	1,100,000	2,500,000	-	-	-	4,100,000

Six Year Transportation Improvement Plan

TIP# 41

ARTERIAL STREET FUND (102)

Project Title: **R Street Bypass (M Street SE to SR-18)** STIP# AUB-N/A
 Project No: **cpxxxx**
 Project Type: **Capacity**
 Project Manager: **TBD** LOS Corridor ID# N/A

Description:

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

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:	Prior to 2014							
Unrestricted Street Revenue	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other (Development)	-	-	-	-	-	500,000	5,700,000	6,200,000
Total Funding Sources:	-	-	-	-	-	500,000	5,700,000	6,200,000
Capital Expenditures:								
Design	-	-	-	-	-	500,000	-	500,000
Right of Way	-	-	-	-	-	-	1,800,000	1,800,000
Construction	-	-	-	-	-	-	3,900,000	3,900,000
Total Expenditures:	-	-	-	-	-	500,000	5,700,000	6,200,000

Six Year Transportation Improvement Plan**TIP# 42**

ARTERIAL STREET FUND (102)

Project Title: **SE 320th Street Corridor Improvements****STIP# AUB-N/A**Project No: **cpxxxx**Project Type: **Capacity, Safety**Project Manager: **TBD****LOS Corridor ID# 25****Description:**

SE 320th St is a primary route serving Green River community college and adjacent neighborhoods. There are very high volumes of pedestrians, bicyclists, and transit utilizing the corridor. This project will fund the design, right-of-way acquisition, and construction of non-motorized roadway and safety improvements including a roundabout at 116th Ave SE, adding bicycle lanes, sidewalks, and streetlighting between 122nd Ave SE and 108th Ave SE. Project length is approximately .95 miles.

Progress Summary:

GRCC completed the design and construction for the segment between 124th Ave SE and 122nd Ave SE in 2013. Corridor design is scheduled to start in 2015. Construction is planned for 2017. Federal grant application will be submitted in July 2014.

Future Impact on Operating Budget:

This project is not expected to have a significant impact on operating budgets.

Activity:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	-	-	-	-	-	-
Unsecured Grant	-	640,000	200,000	4,000,000	-	-	-	4,840,000
Traffic Impact Fees	-	160,000	50,000	-	-	-	-	210,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	800,000	250,000	4,000,000	-	-	-	5,050,000
Capital Expenditures:								
Design	-	800,000	-	-	-	-	-	800,000
Right of Way	-	-	250,000	-	-	-	-	250,000
Construction	-	-	-	4,000,000	-	-	-	4,000,000
Total Expenditures:	-	800,000	250,000	4,000,000	-	-	-	5,050,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 43

ARTERIAL STREET FUND (102)

Project Title: Auburn Way South (SR-164) Corridor Safety Improvements

STIP# AUB-44

Project No: cp1218

Project Type: Capacity

Project Manager: Jacob Sweeting

LOS Corridor ID# 4

Description:

This project will improve access management, including u-turns, upgrade transit stops and street lighting, widen to accommodate turn-lanes and pedestrian and bicycle facilities, upgrade pavement markings, install pedestrian signals and audible pedestrian push buttons, and upgrade traffic signals to change the phasing and to improve the visibility of the signal heads.

Progress Summary:

Grant funding was awarded in 2012 and does not require a local match.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	2,684	-	-	-	-	-	-	-	2,684
Grants (Fed, State, Local)	2,738	2,083,108	-	-	-	-	-	-	2,333,108
Traffic Impact Fees	-	250,000	-	-	-	-	-	-	250,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	5,422	2,333,108	-	-	-	-	-	-	2,585,792
Capital Expenditures:									
Design	5,422	93,000	-	-	-	-	-	-	338,184
Right of Way	-	62,000	-	-	-	-	-	-	69,500
Construction	-	2,178,108	-	-	-	-	-	-	2,178,108
Total Expenditures:	5,422	2,333,108	-	-	-	-	-	-	2,585,792

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 49

Project Title: West Valley Highway Improvements (15th Street NW to W Main Street) STIP# AUB-N/A
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD LOS Corridor ID# 35

Description:											
This project scope includes pavement rehabilitation and re-channelization, roadway widening, bicycle lanes, pedestrian facilities, roadway lighting, required storm system improvements, and Intelligent Transportation System Improvements.											
Progress Summary:											
Survey, base mapping and pre-design are planned to be completed in 2015 to complete preliminary plans and refine project cost-estimate.											
Future Impact on Operating Budget:											
This project will have no impact on the operating budget for street maintenance.											
Activity:		Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost	
				2015	2016	2017	2018	2019	2020		Beyond 2020
Funding Sources:	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	480,000	-	-	2,400,000	-	-	-	2,880,000
	Traffic Impact Fees	-	-	120,000	-	-	600,000	-	-	-	820,000
	Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	-	600,000	-	-	3,000,000	-	-	-	3,700,000
Capital Expenditures:											
	Design	-	-	600,000	-	-	-	-	-	-	700,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	3,000,000	-	-	-	3,000,000
Total Expenditures:		-	-	600,000	-	-	3,000,000	-	-	-	3,700,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 55

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

Project Title: W Main Street Multimodal Corridor and ITS Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity

Project Manager: TBD

LOS Corridor ID# 11

Description:

This project will repurpose the existing W Main St corridor within Auburn's designated Regional Growth Center and will construct Intelligent Transportation System (ITS) improvements serving local and regional transportation networks and a major commercial retail center. Improvements include converting the existing four-lane roadway section to a three-lane section including center two-way left turn lane with new bike lanes, new sidewalks, new LED street lighting, and streetscape improvements between West Valley Highway and the Interurban Trail. ITS Improvements include interconnecting and coordinating traffic signals From C St NW along W Main St to W Valley Highway south to 15th St SW including two interchanges with SR-18 and one with SR-167.

Progress Summary:

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
				2015	2016	2017	2018	2019	Beyond 2020	
Unrestricted Street Revenue		-	-	56,490	209,650	-	-	-	-	266,140
Unsecured Grant		-	-	804,100	2,970,240	-	-	-	-	3,774,340
Traffic Impact Fees		-	-	-	-	-	-	-	-	-
Other (Arterial Pres. Fund)		-	-	85,410	314,510	-	-	-	-	399,920
Total Funding Sources:		-	-	946,000	3,494,400	-	-	-	-	4,440,400
Capital Expenditures:										
Design		-	-	946,000	-	-	-	-	-	946,000
Right of Way		-	-	-	-	-	-	-	-	-
Construction		-	-	-	3,494,400	-	-	-	-	3,494,400
Total Expenditures:		-	-	946,000	3,494,400	-	-	-	-	4,440,400

Six Year Transportation Improvement Plan

TIP# 58

ARTERIAL STREET FUND (102)

Project Title: Auburn Way S Corridor Improvements (Fir St SE to Hemlock St SE) STIP# AUB-38

Project No: cp1119

Project Type: Capacity

Project Manager: Jacob Sweeting LOS Corridor ID# 4

Description:

This project will widen Auburn Way South between Fir St SE and Hemlock St SE to five lanes with curb, gutter, sidewalk, illumination and storm improvements. A new traffic signal will be constructed at Hemlock Street SE and connect to Auburn's Intelligent Transportation System.

Progress Summary:

Washington State Transportation Improvement Board (TIB) awarded the City grant funds in the amount of \$2,426,400 on November 19, 2010. The Muckleshoot Indian Tribe is a project partner and is contributing ROW dedications and project funding in the amount \$836,601.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	150	-	-	-	-	-	-	150
Secured State Grant	364,449	-	-	-	-	-	-	2,426,400
Traffic Impact Fees	-	200,000	-	-	-	-	-	200,000
Other (MIT)	91,112	-	-	-	-	-	-	836,601
Total Funding Sources:	455,711	200,000	-	-	-	-	-	3,463,151
Capital Expenditures:								
Design	425,068	-	-	-	-	-	-	515,068
Right of Way	30,643	-	-	-	-	-	-	436,643
Construction	-	200,000	-	-	-	-	-	2,511,440
Total Expenditures:	455,711	200,000	-	-	-	-	-	3,463,151

RES. B

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 60

Project Title: M Street SE Corridor (8th St SE to AWS)

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

Project Manager: TBD

LOS Corridor ID# 6

Description:

Widen M Street SE into a multi-lane arterial between 8th St SE and AWS. This project will improve mobility and is tied to corridor development. It is consistent with the Comprehensive Plan and contributes to the completion of a north/south arterial corridor.

Progress Summary:

Future Impact on Operating Budget:

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	925,000	3,750,000	-	-	4,675,000
Traffic Impact Fees	-	-	-	-	-	750,000	750,000	-	-	1,500,000
Other (Development)	-	-	-	-	-	250,000	250,000	-	-	500,000
Total Funding Sources:	-	-	-	-	-	1,925,000	4,750,000	-	-	6,675,000
Capital Expenditures:										
Design	-	-	-	-	-	650,000	-	-	-	650,000
Right of Way	-	-	-	-	-	1,275,000	-	-	-	1,275,000
Construction	-	-	-	-	-	-	4,750,000	-	-	4,750,000
Total Expenditures:	-	-	-	-	-	1,925,000	4,750,000	-	-	6,675,000

City of Auburn Transportation Improvement Program

R.F.S.B.	Six Year Transportation Improvement Plan		TIP# 61
	ARTERIAL STREET FUND (102)		

Project Title:	Auburn Way South Bypass - Riverwalk Dr to SR-18 at R St SE	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity	
Project Manager:	TBD	LOS Corridor ID# N/A

Description:									
This project will construct a new roadway corridor to bypass Auburn Way South. The new roadway will extend from Riverwalk Drive to R Street SE to the north of SR-18. A new connection to a new interchange with SR-18.									
Progress Summary:									
Future Impact on Operating Budget:									
Activity:	Funding Sources:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
			2015	2016	2017	2018	2019	2020	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	43,560,000	48,360,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-
	Other (Development)	-	-	-	-	-	-	10,890,000	12,090,000
	Total Funding Sources:	-	-	-	-	-	-	6,000,000	60,450,000
Capital Expenditures:									
	Design	-	-	-	-	-	-	6,000,000	6,000,000
	Right of Way	-	-	-	-	-	-	-	6,000,000
	Construction	-	-	-	-	-	-	-	48,450,000
	Total Expenditures:	-	-	-	-	-	-	6,000,000	60,450,000

Six Year Transportation Improvement Plan
ARTERIAL STREET FUND (102)

TIP# 62

Project Title: **AWS Streetscape Improvements (SR-18 to M St SE)** STIP# AUB-N/A
 Project No: **cpxxxx**
 Project Type: **Miscellaneous**
 Project Manager: **TBD** LOS Corridor ID# 3

Description:

This project will revitalize and beautify AWS from the SR-18 interchange to the intersection with M Street SE. Proposed improvements include: enhancement of crosswalks and pedestrian linkages; new and repaired sidewalks; curb and gutter; pedestrian ramps; new landscaped medians; street trees; new lighting; pedestrian benches; trash receptacles; recycling containers and other appropriate amenities.

Progress Summary:

Future Impact on Operating Budget:

Activity:	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
		2,015	2,016	2,017	2,018	2,019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	-	-	200,000	200,000	-	400,000
Unsecured Grant	-	-	-	-	1,750,000	2,600,000	-	4,350,000
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	1,950,000	2,800,000	-	4,750,000
Capital Expenditures:								
Design	-	-	-	-	500,000	-	-	500,000
Right of Way	-	-	-	-	1,450,000	-	-	1,450,000
Construction	-	-	-	-	-	2,800,000	-	2,800,000
Total Expenditures:	-	-	-	-	1,950,000	2,800,000	-	4,750,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan		TIP# 64
ARTERIAL STREET FUND (102)		

Project Title:	Lea Hill Rd Segment 1 (R St NE to 105th PI SE)	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity	
Project Manager:	TBD	LOS Corridor ID# 19

Description: Widen the existing roadway to provide a four-lane cross section with pedestrian and bicycle facilities. The project includes widening the Green River Bridge.										
Progress Summary: Two parcels along the future roadway alignment were procured in 2014. Corridor pre-design effort is planned to begin in mid 2015 following adoption of the Comprehensive Transportation Plan major update.										
Future Impact on Operating Budget:										
Activity:	2014 YE Estimate	Budget			2017	Forecast Project Cost			Beyond 2020	Total Project Cost
		2015	2016	2018		2019	2020			
Funding Sources:	Prior to 2014	-	-	-	-	-	-	-	-	-
Unrestricted Street Revenue	-	-	-	-	-	1,950,000	8,000,000	-	-	9,950,000
Unsecured Grant	-	150,000	-	-	-	500,000	2,000,000	-	-	3,250,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	600,000	150,000	-	-	-	2,450,000	10,000,000	-	-	13,200,000
Capital Expenditures:										
Design	-	150,000	-	-	-	1,950,000	-	-	-	2,100,000
Right of Way	-	-	-	-	-	500,000	-	-	-	1,100,000
Construction	-	-	-	-	-	-	10,000,000	-	-	10,000,000
Total Expenditures:	600,000	150,000	-	-	-	2,450,000	10,000,000	-	-	13,200,000

City of Auburn Transportation Improvement Program

RE S B	Six Year Transportation Improvement Plan	TIP# 65
	ARTERIAL STREET FUND (102)	

Project Title:	Lea Hill Rd Segment 2 (105th PI SE to 112th Ave SE)	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity	
Project Manager:	TBD	LOS Corridor ID# 19

Description:	Project includes widening the existing roadway to provide a four-lane cross-section including pedestrian and bicycle facilities.
Progress Summary:	
Future Impact on Operating Budget:	

Activity:	2014 YE Estimate	Budget		2017	Forecast Project Cost				Total Project Cost
		2015	2016		2018	2019	2020	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	2,900,000	7,100,000	-	10,000,000
Traffic Impact Fees	-	-	-	-	-	600,000	1,400,000	-	2,000,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	3,500,000	8,500,000	-	12,000,000
Capital Expenditures:									
Design	-	-	-	-	-	2,000,000	-	-	2,000,000
Right of Way	-	-	-	-	-	1,500,000	-	-	1,500,000
Construction	-	-	-	-	-	-	8,500,000	-	8,500,000
Total Expenditures:	-	-	-	-	-	3,500,000	8,500,000	-	12,000,000

City of Auburn Transportation Improvement Program

RE S B	Six Year Transportation Improvement Plan	TIP# 66
	ARTERIAL STREET FUND (102)	

Project Title:	Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity	
Project Manager:	TBD	LOS Corridor ID# 19

Description: Project includes widening the existing roadway to provide a four-lane cross-section including pedestrian and bicycle facilities.											
Progress Summary:											
Future Impact on Operating Budget:											
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2015	2016	2017	2018	2019	2020	Beyond 2020	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	-	3,000,000	-	-	3,000,000
	Traffic Impact Fees	-	-	-	-	-	1,000,000	-	-	-	1,000,000
	Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	-	-	-	-	1,000,000	3,000,000	-	-	4,000,000
Capital Expenditures:											
	Design	-	-	-	-	-	500,000	-	-	-	500,000
	Right of Way	-	-	-	-	-	500,000	-	-	-	500,000
	Construction	-	-	-	-	-	-	3,000,000	-	-	3,000,000
Total Expenditures:		-	-	-	-	-	1,000,000	3,000,000	-	-	4,000,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 72

ARTERIAL STREET FUND (102)

Project Title: West Valley Highway Improvements (SR-18 to 15th Street SW) STIP# AUB-N/A
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD LOS Corridor ID# 35

Description:		This project scope includes pavement rehabilitation and re-channelization, pedestrian and bicycle facility improvements, improved roadway lighting, required storm system improvements, intersection signal replacement at 15th St SW, and Intelligent Transportation System Improvements.									
Progress Summary:		Survey, base mapping and pre-design are planned to be completed in 2015 to complete preliminary plans and refine project cost-estimate.									
Future Impact on Operating Budget:		This project will have no impact on the operating budget for street maintenance.									
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Beyond 2020	Total Project Cost
				2015	2016	2017	2018	2019	2020		
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	400,000	2,000,000	-	-	-	2,400,000
	Traffic Impact Fees	-	-	100,000	-	100,000	500,000	-	-	-	700,000
	Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	-	100,000	-	500,000	2,500,000	-	-	-	3,100,000
	Capital Expenditures:	-	-	-	-	-	-	-	-	-	-
	Design	-	-	100,000	-	500,000	-	-	-	-	600,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	2,500,000	-	-	-	2,500,000
Total Expenditures:		-	-	100,000	-	500,000	2,500,000	-	-	-	3,100,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 17

ARTERIAL STREET FUND (102)

Project Title: Harvey Rd NE/8th St NE Intersection Improvements
 Project No: cp0611
 Project Type: Capacity
 Project Manager: None
 STIP# AUB-N/A
 LOS Corridor ID# 5,19

Description: Add one eastbound through/right turn-lane on 8th St NE to the west of Harvey Rd. Modify traffic signals and traffic channelization to accommodate the new lane. The additional lane will reduce traffic delays and queuing at the intersection of Harvey Rd and 8th St NE in all directions. This project will reconstruct M St NE from 4th St NE to 8th St NE, a segment of roadway approximately 0.3 miles long with a four-lane cross-section. The reconstruction will address the existing poor pavement condition and fill in any gaps in the sidewalk network.											
Progress Summary: Project was completed in 2010. Ongoing budget is for PWTF L debt payments.											
Future Impact on Operating Budget: This project will have no impact on the operating budget for street maintenance.											
Activity: <i>Unrestricted Street Revenue</i> <i>Unsecured Grant</i> <i>Traffic Impact Fees (Debt Service)</i> <i>Traffic Impact Fees</i> <i>PWTF</i> Total Funding Sources: Capital Expenditures: <i>Design</i> <i>Right of Way</i> <i>Construction</i> Long Term Debt: PWTF Total Expenditures:	Funding Sources:		2014 YE		Budget		Forecast Project Cost				Total Project Cost
	Prior to 2014	Estimate	2015	2016	2017	2018	2019	2020	Beyond 2020		
	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	
	349,000	86,500	86,000	85,600	85,200	84,800	84,400	84,000	657,600	1,603,100	
	204,500	-	-	-	-	-	-	-	-	204,500	
	1,527,300	-	-	-	-	-	-	-	-	1,527,300	
	2,080,800	86,500	86,000	85,600	85,200	84,800	84,400	84,000	657,600	3,334,900	
	327,500	-	-	-	-	-	-	-	-	327,500	
	200,400	-	-	-	-	-	-	-	-	200,400	
	1,203,900	-	-	-	-	-	-	-	-	1,203,900	
	349,000	86,500	86,000	85,600	85,200	84,800	84,400	84,000	657,600	1,603,100	
	2,080,800	86,500	86,000	85,600	85,200	84,800	84,400	84,000	657,600	3,334,900	

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 18

ARTERIAL STREET FUND (102), CAPITAL IMPROVEMENT FUND (328)

Project Title: 8th St NE/104th Ave SE Intersection Improvements

STIP# AUB-40

Project No: cp1104

Project Type: Capacity

Project Manager: Matt Larson

LOS Corridor ID# 19

Description:

This project includes the design, right-of-way acquisition and construction of intersection improvements including a new traffic signal.

Progress Summary:

Design began in 2011. Construction is scheduled to be completed in 2014.

Future Impact on Operating Budget:

The annual maintenance cost for this project is estimated to be \$6,600.

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2015	2016	2017	2018	2019	2020	Beyond 2020	
Unrestricted Street Revenue		8,600	148,400	5,000	-	-	-	-	-	-	162,000
Secured Federal Grant		40,816	59,184	-	-	-	-	-	-	-	100,000
Traffic Impact Fees		-	-	-	-	-	-	-	-	-	-
Cap Imp Fund 328 (REET2)		2,608	119,000	-	-	-	-	-	-	-	121,608
Other		-	-	-	-	-	-	-	-	-	-
Total Funding Sources:		52,024	326,584	5,000	-	-	-	-	-	-	383,608
Capital Expenditures:											
Design		50,546	38,000	-	-	-	-	-	-	-	88,546
Right of Way		1,478	-	-	-	-	-	-	-	-	1,478
Construction		-	288,584	5,000	-	-	-	-	-	-	293,584
Total Expenditures:		52,024	326,584	5,000	-	-	-	-	-	-	383,608

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 19

ARTERIAL STREET FUND (102)

Project Title: Auburn Way North/1st Street NE Signal Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity

Project Manager: TBD

LOS Corridor ID# 2

Description:

This project will construct a new traffic signal with controller cabinet and battery backup along with necessary intersection improvements.

Progress Summary:

Design is scheduled to be completed in 2015.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	50,000	-	125,000	-	-	-	175,000
Grants (Fed, State, Local)	-	-	-	425,000	-	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	-	550,000	-	-	-	600,000
Capital Expenditures:								
Design	-	50,000	-	-	-	-	-	50,000
Right of Way	-	-	-	100,000	-	-	-	100,000
Construction	-	-	-	450,000	-	-	-	450,000
Total Expenditures:	-	50,000	-	550,000	-	-	-	600,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 20

ARTERIAL STREET FUND (102)

Project Title: Auburn Way South/M St SE Intersection Improvements

STIP# AUB-N/A

Project No: cp1024

Project Type: Capacity

Project Manager: Jacob Sweeting

LOS Corridor ID# 3,4

Description:

This project is the first phase of improvements at the Auburn Way South/M St SE intersection. The project will construct new westbound to northbound right-turn pockets, improved turning radius on the northeast corner, realignment of the westbound 17th St SE approach to Auburn Way South, lighting improvements, related traffic signal modifications and right-of-way acquisition.

Progress Summary:

Pre-design was completed in 2012. Final design, right-of-way acquisition, and construction are planned for completion in 2014.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:	Prior to 2014							
Unrestricted Street Revenue	38,815	5,000	-	-	-	-	-	105,000
Secured State Grant	59,080	-	-	-	-	-	-	450,000
Traffic Impact Fees	-	-	-	-	-	-	-	125,000
Traffic Mitigation Funds	37,368	-	-	-	-	-	-	150,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	135,263	5,000	-	-	-	-	-	830,000
Capital Expenditures:								
Design	121,174	-	-	-	-	-	-	284,174
Right of Way	14,089	-	-	-	-	-	-	99,826
Construction	-	5,000	-	-	-	-	-	446,000
Total Expenditures:	135,263	5,000	-	-	-	-	-	830,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 21

ARTERIAL STREET FUND (102)

Project Title: Main Street Signal Upgrades
 Project No: cp1406
 Project Type: Non-Capacity
 Project Manager: Seth Wickstrom

STIP# AUB-N/A

LOS Corridor ID# 11

Description: Reconstruct the existing traffic signals at C St NW and W Main St and at E Main St and Auburn Ave/A St SE. The new C St NW signal would provide protected left-turn phasing for C St, and would provide additional safety related to the railroad pre-emption. The Auburn Ave/A St signal would replace one of the City's oldest signals which has exceeded its design life.											
Progress Summary: Design started in 2014 and construction is expected to start in 2014.											
Future Impact on Operating Budget: This project will have no impact on the operating budget for street maintenance.											
Activity:	Funding Sources:	2014 YE Estimate	Budget			Forecast Project Cost			Beyond 2020	Total Project Cost	
			2015	2016	2017	2018	2019	2020			
	Unrestricted Street Revenue	-	5,000	-	-	-	-	-	-	320,000	-
	Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-	-	150,000	-
	Traffic Mitigation Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	5,000	-	-	-	-	-	-	470,000	
Capital Expenditures:											
	Design	-	-	-	-	-	-	-	-	50,000	-
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	5,000	-	-	-	-	-	-	420,000	-
	Total Expenditures:	-	5,000	-	-	-	-	-	-	470,000	

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan
CAPITAL IMPROVEMENT FUND (328)

TIP# 34

Project Title: **Traffic Signal Improvements** STIP# AUB-N/A
Project No: **Various**
Project Type: **Non-Capacity (Annual)**
Project Manager: **Scott Nutter** LOS Corridor ID# N/A

Description:
This project includes procuring capital equipment needed to replace cabinets, video detection cameras, conflict monitors and upgrade pedestrian pushbuttons to APS. This project is also used to make safety improvements to our signals like auxiliary heads and flashing yellow arrows, or capacity improvements like right turn overlap signals. The City uses current traffic counts and accident data to determine intersections for these improvements.

Progress Summary:
Project continues to complete various intersection improvements.

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
			2015	2016		2018	2019	Beyond 2020	
Funding Sources:	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	1,225,000
REET 2	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	1,225,000
Capital Expenditures:									
Design	-	25,000	25,000	25,000	25,000	25,000	25,000	25,000	175,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,050,000
Total Expenditures:	-	175,000	175,000	175,000	175,000	175,000	175,000	175,000	1,225,000

RFB

Six Year Transportation Improvement PlanARTERIAL STREET FUND (102) **TIP# 38**

Project Title: **37th St NW & B St NW Railroad Crossing Safety Improvements** **STIP# AUB-43**

Project No: **cp1304**

Project Type: **Non-Capacity (Safety)**

Project Manager: **Jacob Sweeting** **LOS Corridor ID# N/A**

Description:

This project will fund the design and construction of a pre-signal at the 37th Street NW/B Street NW intersection adjacent to the at-grade BNSF rail crossing, and to mitigate impacts from the proposed BNSF third rail project. The project will include communication improvements and advanced train detection for new warning times for advanced railroad pre-emption at the signal.

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

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

Activity:	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	12,310	5,000	-	-	-	-	-	81,900
Unsecured Grant	22,112	-	-	-	-	-	-	307,550
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	34,422	5,000	-	-	-	-	-	389,450
Capital Expenditures:								
Design	34,422	-	-	-	-	-	-	84,422
Right of Way	-	-	-	-	-	-	-	-
Construction	-	5,000	-	-	-	-	-	305,028
Total Expenditures:	34,422	5,000	-	-	-	-	-	389,450

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 47

ARTERIAL STREET FUND (102)

Project Title:	Traffic Management Center Improvements	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity, ITS	
Project Manager:	TBD	LOS Corridor ID# N/A

Description:

The rapid growth of the City traffic signal and Intelligent Transportation Systems infrastructure has severely strained the capacity and reliability of the existing network processing capabilities. This project will implement network communications, software, video, and physical improvements to the Traffic Management Center which will improve the network data processing speed, reliability, and redundancy improving the City's ability to manage the transportation system and respond to emergencies. Additionally, these improvement will allow Information & Technology staff to isolate the Traffic Management data processing demands from the City's general facility security data processing demands resulting in improvements to both processes.

Progress Summary:

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	150,000	-	-	-	-	-	150,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	150,000	-	-	-	-	-	150,000
Capital Expenditures:								
Design	-	25,000	-	-	-	-	-	25,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	125,000	-	-	-	-	-	125,000
Total Expenditures:	-	150,000	-	-	-	-	-	150,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 48

ARTERIAL STREET FUND (102)

Project Title: A St SE & 6th St SE Safety and Access Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Capacity

LOS Corridor ID# N/A

TBD

Description:

This project is a partnership between Auburn and Burlington Northern Santa Fe Railway to improve the intersection of A St SE and 6th St SE. The scope of the project includes adding a phase to the traffic signal for traffic entering and exiting the BNSF railway.

Progress Summary:

Design and construction is planned to be completed in 2015 pending agreement with BNSF.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
			2015	2016		2018	2019	Beyond 2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other (BNSF)	-	-	50,000	-	-	-	-	-	50,000
Total Funding Sources:	-	-	50,000	-	-	-	-	-	50,000
Capital Expenditures:									
Design	-	-	10,000	-	-	-	-	-	10,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	40,000	-	-	-	-	-	40,000
Total Expenditures:	-	-	50,000	-	-	-	-	-	50,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 50

ARTERIAL STREET FUND (102)

Project Title: ITS Dynamic Message Signs

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity (ITS)

Project Manager: TBD

LOS Corridor ID# N/A

Description:

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

Progress Summary:

The first phase of this project is scheduled to begin in 2016 or sooner if grant funding becomes available.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget				Forecast Project Cost				Total Project Cost
		Prior to 2014	2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	15,000	30,000	30,000	-	-	-	75,000
Unsecured Grant	-	-	-	85,000	170,000	170,000	-	-	-	425,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	100,000	200,000	200,000	-	-	-	500,000
Capital Expenditures:										
Design	-	-	-	10,000	20,000	20,000	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	90,000	180,000	180,000	-	-	-	450,000
Total Expenditures:	-	-	-	100,000	200,000	200,000	-	-	-	500,000

ARTERIAL STREET FUND (102)

TIP# 51

STIP# AUB-N/A

LOS Corridor ID# 10

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

Federal Grant application was submitted to PSRC in May 2014.

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost				Total Project Cost
			2015	2016		2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	82,950	711,000	-	-	-	-	-	793,950
Traffic Impact Fees	-	-	22,050	189,000	-	-	-	-	-	211,050
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	105,000	900,000	-	-	-	-	-	1,005,000
Capital Expenditures:										
Design	-	-	105,000	-	-	-	-	-	-	105,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	900,000	-	-	-	-	-	900,000
Total Expenditures:	-	-	105,000	900,000	-	-	-	-	-	1,005,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 52

ARTERIAL STREET FUND (102)

Project Title: 8th Street NE and C Street NW ITS Improvements

STIP# AUB-N/A

Project No: cp1226

Project Type: Capacity

Project Manager: Matt Larson

LOS Corridor ID# 18,19

Description:

This project will expand the City's ITS network to improve travel reliability, maintenance response, and emergency management capabilities. The project includes the design, coordination, permitting, and construction of the ITS expansion on the 8th Street NE/Lea Hill Road corridor and at the C Street NW/W Main Street, C Street NW/3rd Street NW, and A Street NW/3rd Street NW intersections.

Progress Summary:

Project is planned to be completed in 2014.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
			2015	2016		2018	2019	Beyond 2020	
Funding Sources:									
Fund Balance	-	-	-	-	-	-	-	-	-
Grants (Fed,State,Local)	-	-	-	-	-	-	-	-	-
REET2	-	50,000	5,000						55,000
Other	-	-	-						-
Total Funding Sources:	-	50,000	5,000						55,000
Capital Expenditures:									
Design	-	10,000	-						10,000
Right of Way	-	-	-						-
Construction	-	40,000	5,000						45,000
Total Expenditures:	-	50,000	5,000						55,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 53

ARTERIAL STREET FUND (102)

Project Title: Auburn Way South and 12th Street SE Intersection Improvements
 Project No: cp1114
 Project Type: Capacity
 Project Manager: Ryan Vondrak
 STIP# AUB-N/A
 LOS Corridor ID# N/A

Description: The project will design multi-modal intersection improvements at the AWS/12th Street SE intersection. The improvements will include pedestrian access, bicycle lanes, signal phasing and timing, and ITS upgrades. All aspects of the project will be completed with the exception of construction which will be initiated with the allocation of future funding or the award of a grant.										
Progress Summary: Design is scheduled to be completed in 2015.										
Future Impact on Operating Budget: This project will have no impact on the operating budget for street maintenance.										
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
				2015	2016		2018	2019	Beyond 2020	
	<i>Unrestricted Street Revenue</i>	-	-	-	-	-	-	-	-	-
	<i>Unsecured Grant</i>	-	-	-	250,000	-	-	-	-	250,000
	<i>Traffic Impact Fees</i>	-	-	-	100,000	-	-	-	-	150,000
	<i>Other</i>	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	350,000	-	-	-	-	400,000
	Capital Expenditures:									
	<i>Design</i>	-	-	-	-	-	-	-	-	50,000
	<i>Right of Way</i>	-	-	-	-	-	-	-	-	-
	<i>Construction</i>	-	-	-	350,000	-	-	-	-	350,000
	Total Expenditures:	-	-	-	350,000	-	-	-	-	400,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 59

ARTERIAL STREET FUND (102)

Project Title: Auburn Ave NE & 3rd St NE Pedestrian & Access Improvements

STIP# AUB-N/A

Project No: cp1023

Project Type: Capacity

LOS Corridor ID# 2

TBD

Description:

This project will improve access, safety and operations for pedestrian, bicyclists and motorized vehicles at the intersections of 3rd St NE/Auburn Ave, 4th St NE/Auburn Ave, and 4th St NE/Auburn Way North. Improvements include a new traffic signal and geometric improvements at 3rd St NE to add a missing pedestrian crossing and accommodate the northbound left-turn movement; improving pedestrian facilities to meet ADA requirements, restricting uncontrolled accesses near the intersection, and modifying the traffic signal at Auburn Way North and 4th St NE to eliminate the east/west split phase operation.

Progress Summary:

Survey and pre-design were started in 2010-2011. Pre-design will be completed in 2015, with construction scheduled for 2017, pending grant funding.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	8,778	-	-	-	-	-	-	-	-	8,778
Unsecured Grant	-	-	-	-	250,000	-	-	-	-	250,000
Traffic Impact Fees	-	-	50,000	-	50,000	-	-	-	-	100,000
REET2	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	8,778	-	50,000	-	300,000	-	-	-	-	358,778
Capital Expenditures:										
Design	8,778	-	50,000	-	-	-	-	-	-	58,778
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	300,000	-	-	-	-	300,000
Total Expenditures:	8,778	-	50,000	-	300,000	-	-	-	-	358,778

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan
ARTERIAL STREET FUND (102)

TIP# 63

Project Title: 29th St SE/R St SE Intersection Improvements STIP# AUB-N/A
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD LOS Corridor ID# 16, 27

Description: This project funds the design, right-of-way acquisition and construction of intersection capacity and safety improvements at the 29th St SE/R St SE intersection. This project will include creating eastbound/westbound dual left-turn lanes, auxiliary signal heads and pedestrian safety enhancements.										
Progress Summary:										
Future Impact on Operating Budget: This project will have no impact on the operating budget for street maintenance.										
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
				2015	2016	2017	2018	2019	Beyond 2020	
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-
	Unsecured Grant	-	-	-	-	-	1,300,000	-	-	1,300,000
	Traffic Impact Fees	-	-	-	-	-	500,000	-	-	500,000
	Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	-	-	1,800,000	-	-	1,800,000
	Capital Expenditures:									
	Design	-	-	-	-	-	350,000	-	-	350,000
	Right of Way	-	-	-	-	-	450,000	-	-	450,000
	Construction	-	-	-	-	-	1,000,000	-	-	1,000,000
	Total Expenditures:	-	-	-	-	-	1,800,000	-	-	1,800,000

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 67

ARTERIAL STREET FUND (102), CAPITAL IMPROVEMENT FUND (328)

Project Title: Citywide Traffic Signal Safety Improvements
 Project No: cp1222
 Project Type: Non-Capacity (Safety)
 Project Manager: Matt Larson

STIP# AUB-45

LOS Corridor ID# N/A

Description:		This project will convert nine signals to Flashing Yellow Arrow operation, improve traffic signal phasing and timing, and improve visibility of traffic signal heads.									
Progress Summary:		Federal Grant funding was awarded June 2012. Project was designed in 2013 and constructed in 2014.									
Future Impact on Operating Budget:		There is no impact to the street maintenance budget.									
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Beyond 2020	Total Project Cost
		6,916	55,000	2015	2016	2017	2018	2019	2020		
		Unrestricted Street Revenue	368,376	5,000	-	-	-	-	-	-	66,916
		Secure Federal Grant	-	-	-	-	-	-	-	-	400,000
		Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	REET2 (328)	4,316	20,684	-	-	-	-	-	-	-	25,000
		Other	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	42,856	444,060	5,000	-	-	-	-	-	-	491,916
	Capital Expenditures:	41,075	-	-	-	-	-	-	-	-	41,075
		Design	-	-	-	-	-	-	-	-	-
		Right of Way	-	-	-	-	-	-	-	-	-
	Construction	1,781	444,060	5,000	-	-	-	-	-	-	450,841
Total Expenditures:		42,856	444,060	5,000	-	-	-	-	-	-	491,916

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 68

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

Project Title: 37th Street SE and A Street SE Traffic Signal Safety Improvement STIP# AUB-N/A
 Project No: cpxxxx
 Project Type: Non-Capacity, Safety
 Project Manager: TBD LOS Corridor ID# 10

Description:
 This project includes the design, right-of-way acquisition, and construction of a new traffic signal at the 37th Street SE intersection with A Street SE. This project will be designed to accommodate and support future access management safety improvements along the A St SE Corridor.

Progress Summary:
 Grant Application will be submitted in July 2014.

Future Impact on Operating Budget:
 The annual maintenance cost for this project is estimated to be \$2,500.

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Total Project Cost
				2015	2016		2018	2019	2020	
	Unrestricted Street Revenue	-	-	55,000	45,000	-	-	-	-	100,000
	Unsecured Grant	-	-	121,400	440,000	-	-	-	-	561,400
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-
	Arterial Preserv. Funds (105)	-	-	-	152,500	-	-	-	-	152,500
	Total Funding Sources:	-	-	176,400	637,500	-	-	-	-	813,900
	Capital Expenditures:									
	Design	-	-	110,000	-	-	-	-	-	110,000
	Right of Way	-	-	66,400	-	-	-	-	-	66,400
	Construction	-	-	-	637,500	-	-	-	-	637,500
	Total Expenditures:	-	-	176,400	637,500	-	-	-	-	813,900

City of Auburn Transportation Improvement Program

Six Year Transportation Improvement Plan

TIP# 69

ARTERIAL STREET FUND (102)

Project Title: I Street NE and 22nd Street NE Roundabout Safety Improvement STIP# AUB-N/A
 Project No: cpxxxx
 Project Type: Capacity (Safety)
 Project Manager: TBD LOS Corridor ID# 21

Description:

This project includes the design and construction of a roundabout at the 22nd Street NE intersection with I Street NE. This is currently a 4-way stop controlled intersection.

Progress Summary:

Multiple grant applications were submitted in May/July 2014.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Beyond 2020	Total Project Cost	
				2015	2016	2017	2018	2019	2020			
	Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-	
	Unsecured Grant	-	-	160,000	940,000	-	-	-	-	-	1,100,000	
	Traffic Impact Fees	-	-	40,000	235,000	-	-	-	-	-	275,000	
	Other	-	-	-	-	-	-	-	-	-	-	
Total Funding Sources:		-	-	200,000	1,175,000	-	-	-	-	-	1,375,000	
	Capital Expenditures:											
		Design	-	-	-	-	-	-	-	-	-	200,000
		Right of Way	-	-	-	-	-	-	-	-	-	-
		Construction	-	-	-	-	-	-	-	-	-	1,175,000
Total Expenditures:		-	-	200,000	1,175,000	-	-	-	-	-	1,375,000	



Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 23

Project Title: A Street SE Non-Motorized and Access Improvements
 Project No: cpxxxx
 Project Type: Class 1 Trail (Capacity)
 Project Manager: TBD

STIP# AUB-N/A
 LOS Corridor ID# N/A

Description:

Preliminary design of improvements to A Street SE between the White River Bridge and 41st Street SE, including a signalized pedestrian crossing and access management including consolidation of commercial driveways.

Progress Summary:

Remaining grant funds from the BNSF/E Valley Highway Pedestrian Underpass project are in the process of being reprogrammed to this project. Preliminary design work has not begun. Expenditures prior to 2013 were for project c229a0.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		Forecast Project Cost			Beyond 2020	Total Project Cost
			2015	2016	2017	2018	2019	2020	
Funding Sources:									
Unrestricted Street Revenue	53,900	-	-	-	-	-	-	-	53,900
Secured Federal Grant	170,400	-	89,029	-	-	-	-	-	259,429
REET	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other (Agencies)	-	-	-	-	-	-	-	-	-
Total Funding Sources:	224,300	-	89,029	-	-	-	-	-	313,329
Capital Expenditures:									
Design	224,300	-	89,029	-	-	-	-	-	313,329
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-
Total Expenditures:	224,300	-	89,029	-	-	-	-	-	313,329

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 24

Project Title: Academy Drive Multi-Use Trail
 Project No: cpxxxx
 Project Type: Class 1 Trail (Capacity)
 Project Manager: TBD

STIP# AUB-N/A
 LOS Corridor ID# N/A

Description:		This project will use existing Academy Dr right-of-way to create a multi-use trail on between the Green River Rd and Auburn Way S.									
Progress Summary:											
Future Impact on Operating Budget:		The annual maintenance cost for this project is estimated to be \$5,000.									
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Beyond 2020	Total Project Cost
				2015	2016		2018	2019	2020		
	Unrestricted Street Revenue	-	-	-	-	-	42,500	42,500	-	-	85,000
	Unsecured Grant	-	-	-	-	-	382,500	382,500	-	-	765,000
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	-	-	-	425,000	425,000	-	-	850,000
Capital Expenditures:											
	Design	-	-	-	-	-	100,000	-	-	-	100,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	325,000	425,000	-	-	750,000
	Total Expenditures:	-	-	-	-	-	425,000	425,000	-	-	850,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 26

Project Title: METRO Shuttle: Lakeland Hills Shuttle
 Project No: NA
 Project Type: Other
 Project Manager: Joe Welsh

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

Operating costs associated with the Commuter Shuttle from the Lakeland Hills neighborhood to Auburn Station.

Progress Summary:

The Lakeland Hills route began in 2009, the community shuttle in 2010. Funding assistance will be requested through the Transit Now Partnership Program. Funding shown for 2015-2020 is reduced to reflect King County Metro Transit's proposed service cuts starting in 2015 to eliminate the Transit Now Partnership Route 910.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			2017	Forecast Project Cost			Beyond 2020	Total Project Cost
			2015	2016	2017		2018	2019	2020		
Funding Sources:											
Unrestricted Street Revenue	-	240,000	200,000	135,000	140,000		145,000	150,000	155,000	-	1,165,000
Unsecured Grant	-	-	-	-	-		-	-	-	-	-
REET	-	-	-	-	-		-	-	-	-	-
Other (Agencies)	-	-	-	-	-		-	-	-	-	-
Total Funding Sources:	-	240,000	200,000	135,000	140,000		145,000	150,000	155,000	-	1,165,000
Capital Expenditures:											
Design	-	-	-	-	-		-	-	-	-	-
Right of Way	-	-	-	-	-		-	-	-	-	-
Transit Service	-	240,000	200,000	135,000	140,000		145,000	150,000	155,000	-	1,165,000
Total Expenditures:	-	240,000	200,000	135,000	140,000		145,000	150,000	155,000	-	1,165,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 30

Project Title: Citywide Pedestrian Accessibility and Safety Program
 Project No: cpxxxx
 Project Type: Non-Capacity (Annual)
 Project Manager: Pablo Para

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

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

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

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	
Funding Sources:									
Unrestricted Street Revenue	-	-	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Unsecured Grant	-	-	-	-	-	-	-	-	-
REET	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Capital Expenditures:									
Design	-	-	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	85,000	85,000	85,000	85,000	85,000	85,000	510,000
Total Expenditures:	-	-	100,000	100,000	100,000	100,000	100,000	100,000	600,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 31

Project Title: Citywide Arterial Bicycle & Safety Improvements

STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity (Safety)

LOS Corridor ID# N/A

Various

Description:

This is a bi-annual program to fund bicycle and safety improvements on classified roadways. Projects are prioritized annually based upon field studies. Project was previously called "Citywide Roadway Safety Infrastructure Improvements".

Progress Summary:

2013 project is funding improvements at the W Main St/C Street intersection as part of TIP # 21, and at the 37th Street NW/B Street NW intersection as part of TIP # 38.

Future Impact on Operating Budget:

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

Activity:	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Unrestricted Street Revenue	-	-	100,000	-	100,000	-	-	300,000
Unsecured Grant	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	100,000	-	100,000	-	-	300,000
Capital Expenditures:								
Design	-	-	10,000	-	10,000	-	-	30,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	90,000	-	90,000	-	-	270,000
Total Expenditures:	-	-	100,000	-	100,000	-	-	300,000

Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUND (328)

TIP# 32

Project Title: Citywide Sidewalk Repairs & Improvements
 Project No: cp1301
 Project Type: Non-Capacity (Annual)
 Project Manager: Jai Carter

STIP# AUB-N/A
 LOS Corridor ID# N/A

Description:

Project funds sidewalk improvements at multiple locations throughout the City. A sidewalk inventory was completed in 2004. Annual projects are selected based upon criteria such as: gap closure, safe walking routes to schools, completion of downtown pedestrian corridor or "linkage", connectivity to transit service, ADA requirements, and "Save our Streets" (SOS) project locations.

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

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Beyond 2020	Total Project Cost
			2015	2016	2017	2018	2019	2020		
Funding Sources:										
Fund Balance	-	-	25,000	25,000	25,000	25,000	25,000	25,000	-	150,000
Unsecured Grant	-	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000
REET 2	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	125,000	125,000	125,000	125,000	125,000	125,000	-	750,000
Capital Expenditures:										
Design	-	-	15,000	15,000	15,000	15,000	15,000	15,000	-	90,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	110,000	110,000	110,000	110,000	110,000	110,000	-	660,000
Total Expenditures:	-	-	125,000	125,000	125,000	125,000	125,000	125,000	-	750,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 44

Project Title: A Street NE Pedestrian Improvements
 Project No: cpxxxx
 Project Type: Sidewalk Improvements (Non-Capacity)
 Project Manager: TBD

STIP# AUB-N/A
 LOS Corridor ID# N/A

Description:

This project completes a pedestrian connection between Downtown Auburn and the 8th St NE business district. This project will improve a pedestrian crossing at 3rd St NE, and construct sidewalks/access ramps along the A St NE corridor.

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

The annual maintenance cost for this project is estimated to minimal.

Activity:	2014 YE Estimate	Budget		Forecast Project Cost			Total Project Cost
		2015	2016	2017	2018	2019	
Funding Sources:							
Unrestricted Street Revenue	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	150,000	-	150,000
Traffic Impact Fees	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	150,000	-	150,000
Capital Expenditures:							
Design	-	-	-	-	15,000	-	15,000
Right of Way	-	-	-	-	-	-	-
Construction	-	-	-	-	135,000	-	135,000
Total Expenditures:	-	-	-	-	150,000	-	150,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 45

Project Title: Interurban Trailhead Improvements
 Project No: cpxxxx
 Project Type: Class 1 Trail (Non-Capacity)
 Project Manager: TBD

STIP# AUB-N/A
 LOS Corridor ID# N/A

Description: This project provides funding for enhancements to existing trailheads and construction of new trailheads. Improvements include bike racks, kiosks, parking and access.											
Progress Summary:											
Future Impact on Operating Budget: This project will have no impact on the operating budget for street maintenance.											
Activity: Funding Sources: <i>Unrestricted Street Revenue</i> <i>Unsecured Grant</i> <i>Traffic Impact Fees</i> <i>Other</i> Total Funding Sources: Capital Expenditures: <i>Design</i> <i>Right of Way</i> <i>Construction</i> Total Expenditures:	Prior to 2014	2014 YE Estimate	Budget			2017	Forecast Project Cost			Total Project Cost	
			2015	2016	2017		2018	2019	2020	Beyond 2020	
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	210,000	-	-	-	210,000
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	210,000	-	-	-	210,000
	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	20,000	-	-	-	20,000
	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	190,000	-	-	-	190,000	
-	-	-	-	-	-	210,000	-	-	-	210,000	

Six Year Transportation Improvement Plan**TIP# 56****ARTERIAL STREET FUND (102)**

Project Title:	Evergreen Heights Safe Routes to School Improvements	STIP# AUB-N/A
Project No:	cpxxxx	
Project Type:	Capacity, Non-Motorized	
Project Manager:	TBD	LOS Corridor ID# 23

Description:

The project will widen S 316th Street from 51st Avenue S to the west of the Evergreen Elementary School frontage, and 56th Avenue S between S 316th Street and S 318th Street. The proposed widening will allow the addition of bike lanes and sidewalks on both sides of the street to match the existing roadway cross-section to the east of the school. A roundabout will be constructed at the S 316th Street/56th Avenue S intersection replacing the existing all-way stop-control and the school driveway will be relocated to the west to align with the roundabout. The reconstruction of S 316th Street includes the vertical alignment of the existing roadway along the school frontage which creates sight-distance problems associated with the school driveways, and at the intersection with 56th Avenue S. Other project elements include undergrounding of aerial utilities, street lighting, and upgrades to the storm water system.

Progress Summary:

Grant funding applications were submitted in May 2014.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	118,500	84,500	693,000	-	-	-	-	896,000
Unsecured Grant	-	-	671,500	478,500	3,927,000	-	-	-	-	5,077,000
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	790,000	563,000	4,620,000	-	-	-	-	5,973,000
Capital Expenditures:										
Design	-	-	790,000	-	-	-	-	-	-	790,000
Right of Way	-	-	-	563,000	-	-	-	-	-	563,000
Construction	-	-	-	-	4,620,000	-	-	-	-	4,620,000
Total Expenditures:	-	-	790,000	563,000	4,620,000	-	-	-	-	5,973,000



Six Year Transportation Improvement Plan**TIP# 13****ARTERIAL STREET FUND (102), CAPITAL IMPROVEMENT FUND (328)**

Project Title: **Mohawks Plastics Site Mitigation Project**
 Project No: **cp0767**
 Project Type: **Non-Capacity**
 Project Manager: **Jeff Dixon**

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

The project consists of the design, construction, maintenance and monitoring of approximately 2.2-acres of wetland creation and approximately 0.4-acres of wetland enhancement within the Goedecke South Property owned by the Sewer Utility in order to compensate for approximately 1.6-acre wetland loss on the Mohawk Plastics property (Parcel # 1321049056). The project was approved under an existing agreement approved by Resolution No. 4196, June 2007.

Progress Summary:

The City received the DOE WQ Certification, WDFW HPA, and on May 7, 2009, the Army Corps of Engineers (Corps) 404 wetland permit (NWS-2007-1913). Subsequently, bid specifications and construction plans were prepared and construction began in October 2009. Construction was completed in January 2010 and the project is currently within the 10-year monitoring period, which involves annual maintenance, monitoring and reporting.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
			2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:									
Fund Balance	-	-	-	-	-	-	-	-	-
Unsecured Grant	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	382,304	25,000	25,000	20,000	20,000	65,000	20,000	-	557,304
REET 2 (328)	169,186	-	-	-	-	-	-	-	169,186
Total Funding Sources:	551,490	25,000	25,000	20,000	20,000	65,000	20,000	-	726,490
Capital Expenditures:									
Design	-	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-	-
Construction	551,490	25,000	25,000	20,000	20,000	65,000	20,000	-	726,490
Total Expenditures:	551,490	25,000	25,000	20,000	20,000	65,000	20,000	-	726,490

Six Year Transportation Improvement Plan
ARTERIAL STREET FUND (102)

TIP# 27

Project Title: **A Street SE Safety Improvements Study**
 Project No: **cp11110**
 Project Type: **Safety (Non-Capacity)**
 Project Manager: **James Webb**

STIP# AUB-N/A

LOS Corridor ID# 10,33

Description:		Study the A Street SE corridor between 6th Street SE and Lakeland Hills Way SE including 41st St SE from D St SE to C St SE. The study will review the safety and access needs of the traveling public and the adjacent properties.						
Progress Summary:		In-house pre-design will be done to refine project scope, alignment, and cost will be complete in 2014. 2015 design will complete detailed corridor plan for future improvements.						
Future Impact on Operating Budget:		This study will have no impact on the operating budget for street maintenance.						
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget		Forecast Project Cost		Total Project Cost
				2015	2016	2017	2018	
	Unrestricted Street Revenue	1,230	45,000	5,000	-	-	-	51,230
	Unsecured Grant	-	-	-	-	-	-	-
	Traffic Impact Fees	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-
	Total Funding Sources:	1,230	45,000	5,000	-	-	-	51,230
	Capital Expenditures:							
	Design	1,230	45,000	5,000	-	-	-	51,230
	Right of Way	-	-	-	-	-	-	-
	Construction	-	-	-	-	-	-	-
	Total Expenditures:	1,230	45,000	5,000	-	-	-	51,230

TIP# 29

STIP# AUB-N/A

LOS Corridor ID# N/A

Progress Summary:

Future Impact on Operating Budget:

[illegible]

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 46

Project Title: 104th Ave SE & Green River Road Study
 Project No: cpxxxx
 Project Type: Non-Capacity (Intersection Safety)
 Project Manager: James Webb

STIP# AUB-N/A

LOS Corridor ID# 24

Description:

This project funds a pre-design study to determine the right-of-way, environmental and construction requirements for intersection safety improvements. The project is anticipated to include sight-distance improvements, constructing turn-lanes, channelization, environmental mitigation, signage and clear zone improvements.

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

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Unrestricted Street Revenue	-	-	5,000	-	-	-	-	-	-	5,000
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	5,000	-	-	-	-	-	-	5,000
Capital Expenditures:										
Design	-	-	5,000	-	-	-	-	-	-	5,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	5,000	-	-	-	-	-	-	5,000

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# 54

Project Title: Kersey Way SE Corridor Study
 Project No: cpxxxx
 Project Type: Capacity
 Project Manager: TBD

STIP# AUB-N/A

LOS Corridor ID# 4

Description:

This project will study improvements to the Kersey Way SE corridor from the White River Bridge to the southern city limits. The study will develop the scope and costs for horizontal/vertical geometric roadway improvements, roadside hazard mitigation, street lighting and non-motorized trail construction. The project length is approximately two miles.

Progress Summary:

Design will begin in 2015 following the completion of the update to the Comprehensive Plan.

Future Impact on Operating Budget:

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

Activity:	Prior to 2014	2014 YE Estimate	Budget		2017	Forecast Project Cost			Beyond 2020	Total Project Cost
			2015	2016		2018	2019	2020		
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-	-
Traffic Mitigation Fees	-	-	50,000	-	-	-	-	-	-	50,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	50,000	-	-	-	-	-	-	50,000
Capital Expenditures:										
Design	-	-	50,000	-	-	-	-	-	-	50,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Total Expenditures:	-	-	50,000	-	-	-	-	-	-	50,000



Six Year Transportation Improvement Plan**TIP # 7****ARTERIAL PRESERVATION FUND (105)**

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

STIP# AUB-N/A
LOS Corridor ID# 12

Description:

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

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

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost
			2015	2016	2017	2018	2019	2020	
Funding Sources:									
Arterial Preservation Fund	-	-	-	-	75,000	500,000	-	-	575,000
Unsecured Grant	-	-	-	-	300,000	2,500,000	-	-	2,800,000
Other	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	375,000	3,000,000	-	-	3,375,000
Capital Expenditures:									
Design	-	-	-	-	375,000	-	-	-	375,000
Right of Way	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	3,000,000	-	-	3,000,000
Total Expenditures:	-	-	-	-	375,000	3,000,000	-	-	3,375,000

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# 22

Project Title: Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way) STIP# AUB-N/A

Project No: cpxxxx

Project Type: Preservation

Project Manager: Jai Carter LOS Corridor ID# 17

Description: The Lake Tapps Parkway Preservation project will complete a patch and overlay of pavement between the Auburn/Summer City limit and Lakeland Hills Way including all required ADA improvements to curb ramps, sidewalks, and pedestrian signals.

Progress Summary:

Application for Federal grant was submitted May 2014. If awarded funds will be available in 2015.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2014 YE Estimate	Budget			Forecast Project Costs			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Fund Balance	-	-	26,480	176,370	-	-	-	202,850
Unsecured Grant	-	-	97,900	652,100	-	-	-	750,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	124,380	828,470	-	-	-	952,850
Capital Expenditures:								
Design	-	-	124,380	-	-	-	-	124,380
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	828,470	-	-	-	828,470
Total Expenditures:	-	-	124,380	828,470	-	-	-	952,850

Six Year Transportation Improvement Plan
ARTERIAL PRESERVATION FUND (105) **TIP# 28**

Project Title: **Annual Bridge Structure Preservation** **STIP# AUB-N/A**
 Project No: **Various**
 Project Type: **Non-Capacity, Preservation**
 Project Manager: **Scott Nutter** **LOS Corridor ID# N/A**

Description:
 This is an annual program to fund improvements to bridge structures identified by the city's annual bridge inspection program.

Progress Summary:
 Program completed load rating calculations for nine bridges in 2011. 2012 project completed miscellaneous bridge repairs. Inspections of nine bridges were completed in 2012.

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

Activity:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
			2015	2016	2017	2018	2019	2020	Beyond 2020	
Funding Sources:										
Arterial Preservation Fund	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000
Grants (Fed, State, Local)	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000
Capital Expenditures:										
Design	-	5,000	5,000	5,000	5,000	5,000	5,000	5,000	-	35,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	45,000	45,000	45,000	45,000	45,000	45,000	45,000	-	315,000
Total Expenditures:	-	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000

City of Auburn Transportation Improvement Program

RES. B

Six Year Transportation Improvement Plan										TIP# 35
ARTERIAL PRESERVATION FUND (105)										
Project Title:		Arterial Street Preservation Program					STIP# AUB-N/A			
Project No:		varies annually								
Project Type:		Non-Capacity, Preservation								
Project Manager:		Jai Carter					LOS Corridor ID# N/A			
Description: Implement regular pavement maintenance and/or rehabilitation of various classified streets citywide. These projects may include a combination of overlays, rebuilds, and spot repairs. This program is funded through a 1% utility tax that was adopted by City Council during 2008.										
Progress Summary:										
Future Impact on Operating Budget:										
There is no impact to the street maintenance budget.										
Activity:		2014 YE	Budget			Forecast Project Costs				
	Prior to 2014	Estimate	2015	2016	2017	2018	2019	2020	Beyond 2020	Total Project Cost
Funding Sources:										
Arterial Preservation Fund	-	2,620,579	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	-	10,570,579
Unsecured Grant	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	2,620,579	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	-	10,570,579
Capital Expenditures:										
Design	-	100,000	50,000	50,000	50,000	50,000	50,000	20,000	-	370,000
Right of Way	-	-	-	-	-	-	-	-	-	-
Construction	-	2,520,579	1,650,000	600,000	700,000	1,200,000	1,750,000	1,780,000	-	10,200,579
Total Expenditures:	-	2,620,579	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	-	10,570,579

RES. B

Six Year Transportation Improvement Plan										TIP# 36
ARTERIAL PRESERVATION FUND FUND (105)										
Project Title:		Annual Arterial Crackseal Program				STIP# AUB-N/A				
Project No:		cpxxxx								
Project Type:		Non-Capacity, Preservation								
Project Manager:		Jai Carter				LOS Corridor ID# N/A				
Description:		Implement regular maintenance of various classified streets by sealing newly formed cracks. Sealing the cracks will prolong the life of the pavement by stopping water from draining into the sub-base of the road.								
Progress Summary:										
Future Impact on Operating Budget:		There is no impact to the street maintenance budget.								
Activity:	2014 YE Estimate	Budget			Forecast Project Costs			Total Project Cost		
		Prior to 2014	2015	2016	2017	2018	2019		Beyond 2020	
Funding Sources:										
Arterial Preservation Fund	-	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	
Unsecured Grant	-	-	-	-	-	-	-	-	-	
Other	-	-	-	-	-	-	-	-	-	
Total Funding Sources:	-	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	
Capital Expenditures:										
Design	-	10,000	10,000	10,000	10,000	10,000	10,000	-	70,000	
Right of Way	-	-	-	-	-	-	-	-	-	
Construction	-	90,000	90,000	90,000	90,000	90,000	90,000	-	630,000	
Total Expenditures:	-	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	

RES. B

Six Year Transportation Improvement Plan											TIP# 37
LOCAL STREET PRESERVATION FUND (103)											
Project Title:		Local Street Improvement Program				STIP# AUB-N/A					
Project No:		Various									
Project Type:		Non-Capacity, Preservation									
Project Manager:		Jai Carter				LOS Corridor ID# N/A					
Description:											
The program preserves local (unclassified) streets. The work includes crack sealing, asphalt patching, pre-leveling, asphalt overlays and roadway reconstruction. Beginning in 2013 sales tax on construction was dedicated by council to fund this program.											
Progress Summary:											
This program has successfully completed overlays, chip seals and complete reconstructions since 2005. The program will focus on completing reconstruction needs in addition regular maintenance treatments.											
Future Impact on Operating Budget:											
There is no impact to the street maintenance budget.											
Activity:	Funding Sources:	Prior to 2014	2014 YE Estimate	Budget			Forecast Project Cost			Total Project Cost	
				2015	2016	2017	2018	2019	2020		Beyond 2020
	Local Street Preserv. Fund	-	2,545,396	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	13,145,396	
	Unsecured Grant	-	-	-	-	-	-	-	-	-	
	Other	-	-	-	-	-	-	-	-	-	
Total Funding Sources:		-	2,545,396	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	13,145,396	
Capital Expenditures:											
	Design	-	400,000	300,000	300,000	300,000	300,000	300,000	300,000	2,200,000	
	Right of Way	-	-	-	-	-	-	-	-	-	
	Construction	-	2,145,396	2,300,000	1,300,000	1,300,000	1,300,000	1,300,000	1,300,000	10,945,396	
Total Expenditures:		-	2,545,396	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	13,145,396	

RES. B

Six Year Transportation Improvement Plan										TIP# 57
ARTERIAL PRESERVATION FUND (105)										
Project Title:		Bridge Deck Preservation			STIP# AUB-N/A					
Project No:		cpxxxx								
Project Type:		Non-Capacity, Preservation								
Project Manager:		Scott Nutter			LOS Corridor ID# 17					
Description:										
This is an annual program to fund the rehabilitation of bridge decks as identified by the city's annual bridge inspection program.										
Progress Summary:										
R St SE Stuck River Bridge deck repairs were completed in 2014.										
Future Impact on Operating Budget:										
This project will have no impact on the operating budget for street maintenance.										
Activity:		2014 YE		Budget		Forecast Project Costs			Total Project Cost	
Funding Sources:		Prior to 2014	Estimate	2015	2016	2017	2018	2019	2020	Beyond 2020
Arterial Preservation Fund		-	50,000	100,000	100,000	100,000	100,000	100,000	100,000	-
Utility Tax		-	-	-	-	-	-	-	-	-
Bond proceeds		-	-	-	-	-	-	-	-	-
Total Funding Sources:		-	50,000	100,000	100,000	100,000	100,000	100,000	100,000	-
Capital Expenditures:										
Design		-	-	-	-	-	-	-	-	-
Right of Way		-	-	-	-	-	-	-	-	-
Construction		-	50,000	100,000	100,000	100,000	100,000	100,000	100,000	-
Total Expenditures:		-	-	100,000	100,000	100,000	100,000	100,000	100,000	-

Six Year Transportation Improvement Plan**TIP# 70****ARTERIAL PRESERVATION FUND (105)**

Project Title: **Auburn Way N Preservation (22nd Street NE to 45th Street NE)** **STIP# AUB-N/A**

Project No: **cpxxxx**

Project Type: **Non-Capacity, Preservation**

Project Manager: **Jai Carter** **LOS Corridor ID# 21**

Description: The project proposes to grind and overlay Auburn Way N from the 22nd Street NE to 45th Street NE. The project will restore 7.3 lane miles of pavement, upgrade 26 curb ramps to meet current ADA standard, as we as remove unused driveway openings as an upgrade to non ADA compliant pedestrian facilities. The project funds the design, coordination, permitting, and construction of the pavement preservation project.

Progress Summary:

Application for Federal grant was submitted May 2014. If awarded funds will be available in 2015.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

Activity:	2014 YE Estimate	Budget		Forecast Project Costs				Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Arterial Preservation Fund	-	60,000	650,000	-	-	-	-	710,000
Unsecured Grant	-	60,000	650,000	-	-	-	-	710,000
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	120,000	1,300,000	-	-	-	-	1,420,000
Capital Expenditures:								
Design	-	120,000	-	-	-	-	-	120,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	1,300,000	-	-	-	-	1,300,000
Total Expenditures:	-	120,000	1,300,000	-	-	-	-	1,420,000

Six Year Transportation Improvement Plan**TIP# 71****ARTERIAL PRESERVATION FUND (105)**

Project Title: 15th Street NE/NW Preservation (SR-167 to 8th Street NE) STIP# AUB-N/A

Project No: cpxxxx

Project Type: Non-Capacity, Preservation

Project Manager: Jai Carter LOS Corridor ID# 9

Description: The project proposes to grind and overlay 15th Street NW/NE from the SR167 to Auburn Way N; and grind and overlay Harvey Road NE from Auburn Way N to 8th Street NE. The project will restore 7.57 lane miles of pavement, upgrade 30 curb ramps to meet current ADA standard, as well as remove unused driveway openings as an upgrade to non ADA compliant pedestrian facilities. The project funds the design, coordination, permitting, and construction of the pavement preservation project.

Progress Summary:

Application for Federal grant was submitted May 2014. If awarded funds will be available in 2015.

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

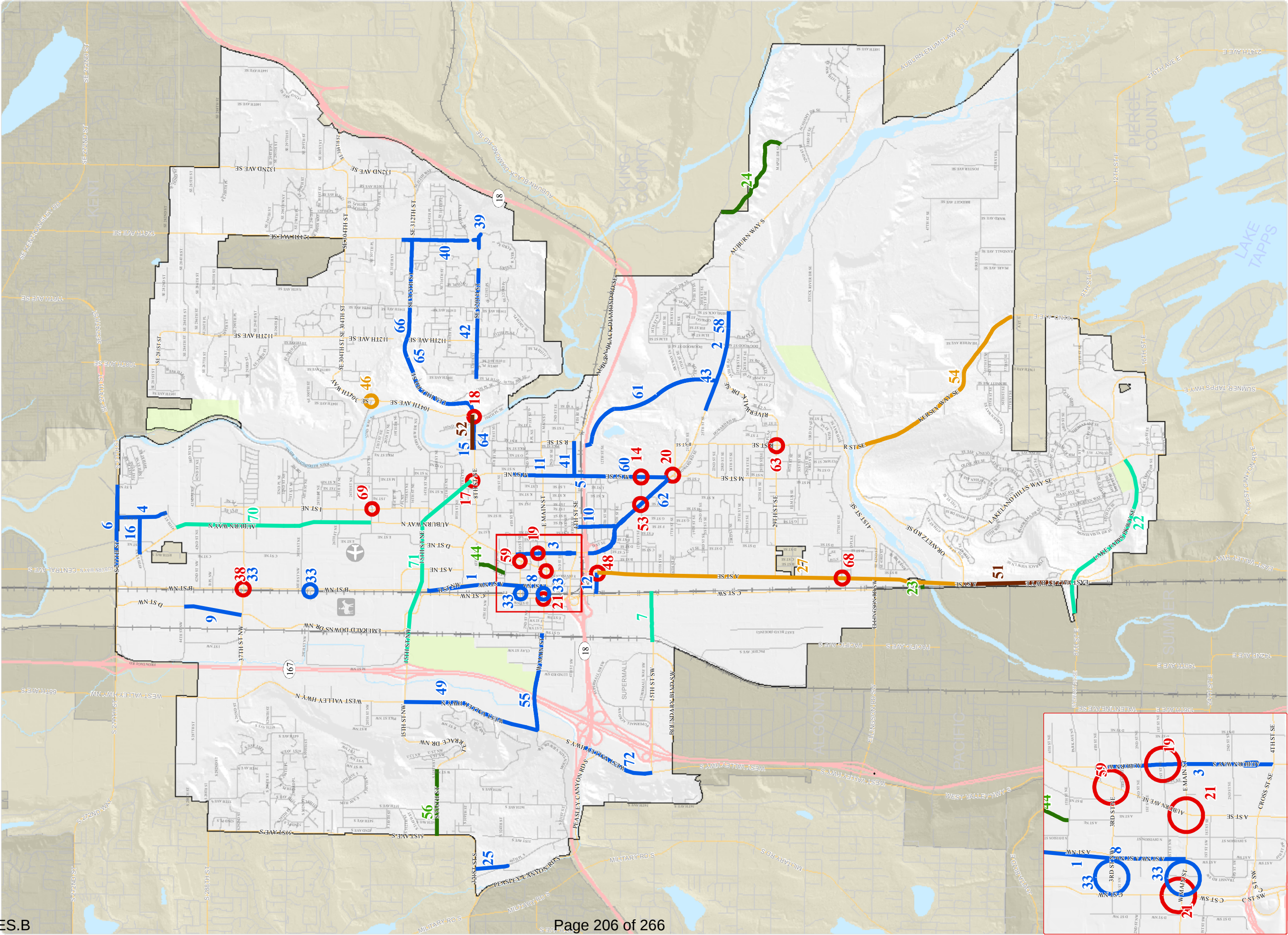
Activity:	2014 YE Estimate	Budget			Forecast Project Costs			Total Project Cost
		2015	2016	2017	2018	2019	Beyond 2020	
Funding Sources:								
Arterial Preservation Fund	-	-	67,500	750,000	-	-	-	817,500
Unsecured Grant	-	-	67,500	750,000	-	-	-	817,500
Other	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	135,000	1,500,000	-	-	-	1,635,000
Capital Expenditures:								
Design	-	-	135,000	-	-	-	-	135,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	1,500,000	-	-	-	1,500,000
Total Expenditures:	-	-	135,000	1,500,000	-	-	-	1,635,000



City of Auburn
2015-2020 Transportation Improvement Program Summary

Project Number	TIP #	Project Title	Grant Status	Prior to 2015	2015	2016	2017	2018	2019	2020	Beyond 2020	Total Project Cost	Project Category
c207a0	1	A St NW - Phase 1 (3rd St NW to 14th St NW)	Secured	8,257,129	350,000	25,000	25,000	25,000	25,000	25,000	175,000	8,907,129	Roadway
cp1118	2	Auburn Way South Pedestrian Improvements (Dogwood St SE to Fir St SE)	Secured	1,270,830	115,000	-	-	-	-	-	-	1,385,830	Roadway
c409a0	3	Auburn Way South (4th St NE to 4th St SE)	Unsecured	78,251	-	-	-	818,700	3,000,000	-	-	3,896,951	Roadway
c415a0	4	I Street NE Corridor (45th St NE to S 277th St)	Unsecured	3,892	-	-	-	6,760,000	-	-	-	6,763,892	Roadway
c201a0	5	M Street Underpass (3rd St SE to 8th St SE)	Secured	21,318,029	109,550	109,070	109,590	107,550	106,520	105,490	2,286,640	24,251,439	Roadway
c222a0	6	S 277th Street (AWN to L Street NE)	Secured	2,711,301	5,581,800	-	-	-	-	-	-	8,293,101	Roadway
cpxxxx	7	15th St SW Reconstruction	Unsecured	-	-	-	375,000	3,000,000	-	-	-	3,375,000	Preservation
cpxxxx	8	A Street NW, Phase 2 (W Main St to 3rd St NW)	Unsecured	150,000	-	-	-	-	3,000,000	-	-	3,150,000	Roadway
cpxxxx	9	D Street NW (37th St NW to 44th St NW)	Unsecured	-	-	-	-	300,000	-	6,000,000	-	6,300,000	Roadway
cp0911	10	F Street SE (4th St SE to AWS)	Unsecured	7,620	400,000	250,000	1,800,000	-	-	-	-	2,457,620	Roadway
cpxxxx	11	M Street NE (E Main St to 4th St NE)	Unsecured	-	100,000	-	275,000	1,150,000	-	-	-	1,525,000	Roadway
cpxxxx	12	Grade-Separated Crossing of BNSF Railyard	Unsecured	-	-	-	-	-	-	1,125,000	31,000,000	32,125,000	Roadway
cp0767	13	Mohawk Plastics Site Mitigation Project	N/A	576,490	25,000	20,000	20,000	65,000	20,000	-	-	726,490	Miscellaneous
cpxxxx	14	M Street SE/12th Street SE Traffic Signal	Unsecured	-	-	-	-	625,000	-	-	-	625,000	Intersection, Signal & ITS
cpxxxx	15	8th Street NE Widening (Pike St NE to R St NE)	Unsecured	-	-	-	450,000	1,000,000	-	-	-	1,450,000	Roadway
cpxxxx	16	48th Street NE (Auburn Way North to I St NE)	Unsecured	-	-	-	-	850,000	2,500,000	-	-	3,350,000	Roadway
cp0611	17	Harvey Rd NE/8th NE Intersection Improvements	N/A	2,167,300	86,000	85,600	85,200	84,800	84,400	84,000	657,600	3,334,900	Intersection, Signal & ITS
cp1104	18	8th St NE/104th Ave SE Intersection Improvements	Secured	378,608	5,000	-	-	-	-	-	-	383,608	Intersection, Signal & ITS
cpxxxx	19	Auburn Way North/1st Street NE Signal Improvements	Unsecured	-	50,000	-	550,000	-	-	-	-	600,000	Intersection, Signal & ITS
cp1024	20	Auburn Way South/M Street SE Intersection Improvements	Secured	825,000	5,000	-	-	-	-	-	-	830,000	Intersection, Signal & ITS
cpxxxx	21	Main Street Signal Upgrades	Secured	465,000	5,000	-	-	-	-	-	-	470,000	Intersection, Signal & ITS
cpxxxx	22	Lake Tapps Parkway Preservation (City Limit to Lakeland Hills Way)	Unsecured	-	-	124,380	828,470	-	-	-	-	952,850	Preservation
cpxxxx	23	A Street SE Non-Motorized and Access Improvements	Unsecured	224,300	89,029	-	-	-	-	-	-	313,329	Non-Motorized
cpxxxx	24	Academy Drive Multi Use Trail	Unsecured	-	-	-	-	425,000	425,000	-	-	850,000	Non-Motorized
cpxxxx	25	46th Place S Realignment	N/A	-	-	-	-	-	-	-	-	825,000	Roadway
NA	26	METRO Shuttle: Lakeland Hills Shuttle	N/A	240,000	200,000	135,000	140,000	145,000	150,000	155,000	-	1,165,000	Transit
cp1110	27	A Street SE Safety Improvements Study	N/A	48,230	5,000	-	-	-	-	-	-	51,230	Study
cp1008	28	Annual Bridge Structure Preservation	N/A	50,000	50,000	50,000	50,000	50,000	50,000	50,000	-	350,000	Preservation
c410a0	29	S 277th Street - Wetland Mitigation	N/A	319,084	25,000	-	-	-	-	-	-	344,084	Miscellaneous
Various	30	Citywide Pedestrian Accessibility and Safety Program	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	600,000	Non-Motorized
Various	31	Citywide Arterial Bicycle & Safety Imp	N/A	-	-	100,000	-	100,000	-	100,000	-	300,000	Non-Motorized
Various	32	Citywide Sidewalk Repairs and Improvements	N/A	-	125,000	125,000	125,000	125,000	125,000	125,000	-	750,000	Non-Motorized
cpxxxx	33	BNSF 3rd Rail Expansion Roadway Improvements	Unsecured	-	25,000	-	-	-	-	-	-	25,000	Roadway
Various	34	Traffic Signal Improvements	N/A	175,000	175,000	175,000	175,000	175,000	175,000	175,000	-	1,225,000	Intersection, Signal & ITS
Various	35	Arterial Street Preservation Program	N/A	2,620,579	1,700,000	650,000	750,000	1,250,000	1,800,000	1,800,000	-	10,570,579	Preservation
Various	36	Arterial Street Crack Seal	N/A	100,000	100,000	100,000	100,000	100,000	100,000	100,000	-	700,000	Preservation
Various	37	Local Streets Improvement Program	N/A	2,545,396	2,600,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	-	13,145,396	Preservation
cp0820	38	37th St NW & B St NW Railroad Crossing Safety Improvements	Secured	384,450	5,000	-	-	-	-	-	-	389,450	Intersection, Signal & ITS
cpxxxx	39	124th Ave SE & SE 320th St Intersection Imp.	Unsecured	-	-	-	-	100,000	800,000	-	-	900,000	Roadway
cpxxxx	40	124th Ave SE Corridor Improvements - Phase 2	Unsecured	-	500,000	1,100,000	2,500,000	-	-	-	-	4,100,000	Roadway
cpxxxx	41	R Street Bypass	Unsecured	-	-	-	-	-	-	500,000	5,700,000	6,200,000	Roadway
cpxxxx	42	SE 320th St Corridor Improvements	Unsecured	-	800,000	250,000	4,000,000	-	-	-	-	5,050,000	Roadway
cp1218	43	Auburn Way South (SR-164) Corridor Safety Improvements	Secured	252,684	2,333,108	-	-	-	-	-	-	2,585,792	Roadway
cpxxxx	44	A Street NE Pedestrian Improvements	Unsecured	-	-	-	-	150,000	-	-	-	150,000	Non-Motorized
cpxxxx	45	Interurban Trailhead Improvements	Unsecured	-	-	-	210,000	210,000	-	-	-	210,000	Non-Motorized
cp1021	46	104th Ave SE & Green River Road Study	N/A	-	5,000	-	-	-	-	-	-	5,000	Study
cpxxxx	47	A Traffic Management Center Improvements	N/A	-	150,000	-	-	-	-	-	-	150,000	Intersection, Signal & ITS
cpxxxx	48	A St SE and 6th St SE Safety and Access Improvements	N/A	-	50,000	-	-	-	-	-	-	50,000	Intersection, Signal & ITS
cpxxxx	49	West Valley Hwy Improvements (15th St NW to W Main St)	Unsecured	-	100,000	-	600,000	3,000,000	-	-	-	3,700,000	Roadway
cpxxxx	50	ITS Dynamic Message Signs	Unsecured	-	-	100,000	200,000	200,000	-	-	-	500,000	Intersection, Signal & ITS
cpxxxx	51	Lake Tapps Parkway ITS Expansion	Unsecured	-	105,000	900,000	-	-	-	-	-	1,005,000	Intersection, Signal & ITS
cpxxxx	52	8th Street NE and C Street NW ITS Improvements	Unsecured	50,000	5,000	-	-	-	-	-	-	55,000	Intersection, Signal & ITS
cpxxxx	53	AWS and 12th Street SE Intersection Improvements	Unsecured	-	50,000	350,000	-	-	-	-	-	400,000	Intersection, Signal & ITS
cpxxxx	54	Kersey Way SE Corridor Study	N/A	-	50,000	-	-	-	-	-	-	50,000	Study
cpxxxx	55	W Main Street Improvements	Unsecured	-	946,000	3,494,400	-	-	-	-	-	4,440,400	Roadway
cp1120	56	Evergreen Heights Safe Routes to School Improvements	Unsecured	-	790,000	563,000	4,620,000	-	-	-	-	5,973,000	Non-Motorized
cpxxxx	57	Arterial Bridge Deck Rehabilitation	N/A	-	100,000	100,000	100,000	100,000	100,000	100,000	-	650,000	Preservation
cp1119	58	AWS Corridor Imp (Fir St SE to Hemlock St SE)	Secured	2,311,440	200,000	-	-	-	-	-	-	2,511,440	Roadway
cp1023	59	Auburn Ave NE & 3rd St NE Pedestrian & Access Improvements	Unsecured	8,778	50,000	-	300,000	-	-	-	-	358,778	Intersection, Signal & ITS
cpxxxx	60	M Street SE Corridor (8th St SE to AWS)	Unsecured	-	-	-	-	1,925,000	4,750,000	-	-	6,675,000	Roadway
cpxxxx	61	AWS Bypass	Unsecured	-	-	-	-	-	-	6,000,000	54,450,000	60,450,000	Roadway
cpxxxx	62	AWS Streetscape Improvements (SR-18 to M St SE)	Unsecured	-	-	-	-	1,950,000	2,800,000	-	-	4,750,000	Roadway
cpxxxx	63	28th St SE/R St SE Intersection Improvements	Unsecured	-	-	-	-	1,800,000	-	-	-	1,800,000	Intersection, Signal & ITS
cpxxxx	64	Lea Hill Rd Segment 1 (R St NE to 105th Pl SE)	Unsecured	600,000	150,000	-	-	2,450,000	10,000,000	-	-	13,200,000	Roadway
cpxxxx	65	Lea Hill Rd Segment 2 (105th Pl SE to 112th Ave SE)	Unsecured	-	-	-	-	-	3,500,000	8,500,000	-	12,000,000	Roadway
cpxxxx	66	Lea Hill Rd Segment 3 (112th Ave SE to 124th Ave SE)	Unsecured	-	-	-	-	1,000,000	3,000,000	-	-	4,000,000	Roadway
cp1222	67	Citywide Traffic Signal Safety Improvements	Secured	486,916	5,000	-	-	-	-	-	-	491,916	Intersection, Signal & ITS
cpxxxx	68	37th Street SE and A Street SE Traffic Signal Safety Improvement	Unsecured	-	176,400	637,500	-	-	-	-	-	813,900	Intersection, Signal & ITS
cpxxxx	69	I Street NE and 22nd Street NE Roundabout Safety Improvement	Unsecured	-	200,000	1,175,000	-	-	-	-	-	1,375,000	Intersection, Signal & ITS
cpxxxx	70	Auburn Way N Preservation (22nd Street NE to 45th Street NE)	Unsecured	-	120,000	1,300,000	-	-	-	-	-	1,420,000	Preservation
cpxxxx	71	15th Street NE/NW Preservation (SR-167 to NE 8th Street)	Unsecured	-	-	135,000	1,500,000	-	-	-	-	1,635,000	Preservation
cpxxxx	72	West Valley Hwy Improvements (SR-18 to 15th Street SW)	Unsecured	-	100,000	-	500,000	2,500,000	-	-	-	3,100,000	Roadway

Total 48,624,307 18,916,887 13,755,950 21,377,260 31,741,050 38,210,920 27,469,490 94,269,240 294,413,104



Roadway Improvements

Signal & ITS Projects

Intersection Improvements

Non-Motorized Improvements

Prelim Eng and Misc Improvements

Preservation

City of Auburn

Parks

Water Features

0 1,100 2,200 3,300 4,400 5,500

FEET

Appendix B

N

E

S

W

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:

Resolution No. 5076

Date:

June 6, 2014

Department:

Community Development
and Public Works

Attachments:

[Resolution No. 5076](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Resolution No. 5076.

Background Summary:

The current federal surface transportation program authorization, Moving Ahead for Progress in the 21st Century (MAP-21), signed in 2012, funds highway, transit, and other surface transportation programs through the end of FY2014. However, the law did not address long-term funding challenges facing federal surface transportation funding. The Highway Account of the Highway Trust Fund is expected to encounter a shortfall before the end of FY2014, coinciding with the expiration of the current transportation spending program. The National League of Cities is encouraging its member communities to pass resolutions supporting a new funded federal transportation program and to reach out to their Congressional delegations and other state and federal officials to express support for this program. The National League of Cities is also working with members of Congress to ensure that the Congress:

- 1 Authorizes a new, comprehensive federal surface transportation program that acknowledges the central role of transportation to metropolitan and regional economies, includes the local voice in planning and project selection, and allows local involvement in choosing the best mix of transportation options to fit regional needs; and
- 1 Provides full funding for federal transportation programs and initiatives that support bridges, roads, highways, transit, and passenger rail, and give priority to projects that promote long-term mobility options, protect the environment, create jobs, and support economic growth

The lack of certain federal funding will impact the progress of current and future regional projects affecting Auburn's quality of life and economic development. Further, the uncertainty of federal funding may challenge the City's ability to obtain current and future

federal funding for local priority street projects.

Staff recommends that the City Council pass Resolution No. 5076. Following Council's passage of this Resolution, the Mayor's Office will be able to send an official letter to the City's congressional delegation and work with other public and private sector partners to ensure that there is committed and certain federal transportation funding.

Reviewed by Council Committees:

Finance, Public Works Other: City Attorney, Mayor's Office, CD & PW Department

Councilmember: Osborne

Staff: Snyder

Meeting Date: June 16, 2014

Item Number: RES.C

RESOLUTION NO. 5076

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
AUBURN, WASHINGTON SUPPORTING A NEW FUNDED
FEDERAL TRANSPORTATION PROGRAM**

WHEREAS, transportation is fundamental to the vitality and strength of the City of Auburn and the State of Washington, its cities and neighborhoods, its economy and public safety; and

WHEREAS, the transportation infrastructure is underfunded and in many ways inadequate to facilitate economic growth, businesses' distribution needs, downtown revitalization, and future population trends; and

WHEREAS, key projects including but not limited to the Auburn Way South (State Route [SR] 164) Corridor Improvements Plan, SR-167 / SR-18 Interchange Completion, SR-167 to SR-164 Bypass Road and Interchange, and Stewart Rd / 8th Street S.E. Road Widening, remain incomplete, despite widespread support and decades of study, due to inadequate available funding; and

WHEREAS, public transportation continues to gain riders yet suffers from a shortfall in funding; and

WHEREAS, public transportation and other alternatives help alleviate traffic, minimize pollution and accommodate under served and environmentally aware residents; and

WHEREAS, road, highway, transit and bridge improvements have traditionally enjoyed bipartisan support in Congress; and

WHEREAS, federal transportation programs expire on September 30, 2014 and federal funding may run out before that time; and

WHEREAS, the federal tax on gasoline has not been raised since 1993; and

WHEREAS, the US Department of Transportation has warned states that funding for projects will cease.

Resolution No. 5076
June 10, 2014
Page 2

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Purpose. The uncertainty by Congress in not approving federal transportation funding will cause projects to be delayed, result in the loss of economic activity and hurt business mobility and threaten economies. In order to improve the economy and quality of life in the City of Auburn and to better ensure the safety of our citizens, the City of Auburn does hereby endorse and support federal efforts to pass a bipartisan, long term funding program for transportation.

Section 2. Request of the United States Congress. That Congress move quickly on a long-term program for highway, bridge, and transit that provides local officials a voice in selecting the projects that encourage economic vitality, strengthen neighborhoods and public safety.

Section 3. Implementation. That the Mayor is hereby authorized to take necessary steps and actions to communicate the City's position on this matter to the United States Congressional delegation, the Governor's Office, other local, regional state and federal officials and the citizens of Auburn.

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

SIGNED and DATED this _____ day of _____, 2014

CITY OF AUBURN

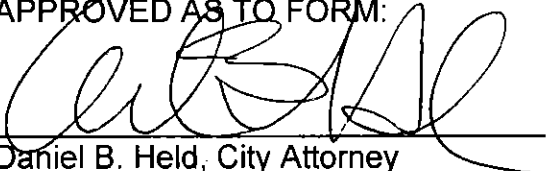
NANCY BACKUS, Mayor

ATTEST:

Danielle E. Daskam, City Clerk

Resolution No. 5076
June 10, 2014
Page 2

APPROVED AS TO FORM:



Daniel B. Held, City Attorney

Resolution No. 5076
June 10, 2014
Page 2



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5077

Date:

June 4, 2014

Department:

Administration

Attachments:

[Resolution No. 5077](#)

[Regional Coordination Framework](#)

[Regional Coordination Framework](#)

[Agreement](#)

Budget Impact:

\$0

Administrative Recommendation:

City Council adopt Resolution No. 5077.

Background Summary:

In December 2002, Auburn City Council adopted the King County Regional Disaster Plan (RDP), a county-wide mutual aid agreement. That plan has sunset and been replaced by the King County Regional Coordination Framework (RCF) for Disasters and Planned Events. The RCF allows public, private, and non-profit organizations to provide mutual aid to one another during disasters and planned events and to seek reimbursement for associated costs.

Reviewed by Council Committees:

Municipal Services, Planning And Community Development

Councilmember: Peloza

Staff: Hursh

Meeting Date: June 16, 2014

Item Number: RES.D

RESOLUTION NO. 5077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, AUTHORIZING THE CITY OF AUBURN TO ADOPT THE KING COUNTY REGIONAL COORDINATION FRAMEWORK FOR DISASTERS AND PLANNED EVENTS AND AUTHORIZING THE MAYOR TO EXECUTE THE NECESSARY AGREEMENTS

WHEREAS, the City of Auburn has a responsibility to respond to disasters and planned events within the City Limits; and

WHEREAS, Cities and other organizations recognize the need to provide mutual aid to each other in order to provide a comprehensive response to disasters and planned events; and

WHEREAS, it is important and appropriate for the City of Auburn to coordinate with surrounding governmental and non-governmental agencies in the case of a regional disaster or planned event; and

WHEREAS, it is in the public interest for the City of Auburn to adopt the King County Regional Coordination Framework for Disasters and Planned Events ,

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

Section 1. Purpose. The City Council of the City of Auburn hereby approves the adoption of the King County Regional Coordination Framework for Disasters and Planned Events.

Section 2. Implementation. The Mayor of the City of Auburn is hereby authorized to execute the Signatory Documentation Sheet associated with the

Regional Coordination Framework, and the "Agreement for Organizations Participating in the Regional Disaster Plan for Public and Private Organizations in King County" and to implement such administrative procedures as may be necessary to carry out the directions of this resolution.

Section 3. Effective Date. This Resolution shall be in full force and effect upon passage and signatures hereon.

SIGNED and DATED this _____ day of June 2014.

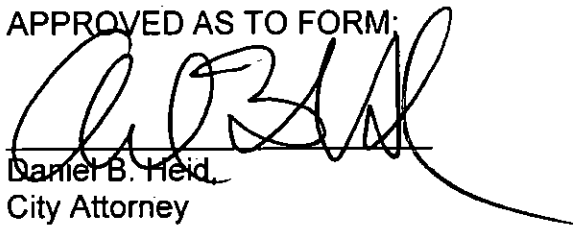
CITY OF AUBURN

Nancy Backus
MAYOR

ATTEST:

Danielle Daskam,
City Clerk

APPROVED AS TO FORM:



Daniel B. Heid,
City Attorney

Regional Coordination Framework for Disasters and Planned Events

for Public and Private Organizations in King County, Washington



King County

Emergency Management Partners,

As we arrive at another milestone in our regional planning efforts here in King County, we would like to share a brief look back on the cornerstone efforts of the ‘Regional Disaster Plan’ and its notable history.

It is reality that disasters do not respect jurisdictional boundaries, let alone economic environments. Our citizens throughout King County expect the public, private, non-profit and tribal entities to work together in responding to and recovering from a disaster. Geographical King County is 2,134 square miles of diverse terrain with over 1.9 million people, 39 cities, over 120 special purpose districts, two tribal nations, and over 700 elected officials. With our population density, complex system of governance, and significant hazards we face, disasters present the need to plan for a coordinated response among governments, non-profits and businesses.

In 1998, elected officials from Seattle, Suburban Cities and King County passed a motion (#10566) to initiate the planning efforts of a ‘regional response plan and mechanism to share resources.’ That effort was pioneering new territory by establishing a cooperative and voluntary platform linking private businesses, non-profit organizations, government agencies, and special purpose districts. Through collaborative planning and participation, hundreds of entities can behave in a coordinated manner, provide assistance to each other and maintain their authority.

The King County Office of Emergency Management (KCOEM) began the ‘regional planning’ effort in 1999 and formed the Regional Disaster Planning Task Force (now the Regional Disaster Planning Work Group). Any and all partnering disciplines, agencies and organizations were invited to the table and actively participated in taking the ground breaking steps to create the ‘Regional Disaster Plan for Public and Private Organizations in King County.’ Over a two-year period many meetings were held, numerous ideas and concepts discussed and debated, and multitudes of briefings and updates all contributed to a collaborative and transparent regional planning process. Throughout the process the multi-disciplinary groups representing King County Emergency Management Advisory Committee (EMAC) and the King County Regional Policy Committee were briefed and engaged. By early 2001, a Basic Plan and legally vetted ‘Omnibus Legal and Financial Agreement’ were completed, and then... September 11th occurred.

All of us found ourselves in a new era. Our view of the world changed significantly post September 11th and we collectively recognized the need to be even more collaborative in our emergency management efforts. Even the largest of cities would not be able to do it alone. The cumulative efforts of all those engaged partners had moved the regional plan from a concept to the reality of an actual plan ready for signature and implementation. In January 2002, with EMAC endorsement, the EMAC Chair Barb Graff (City of Bellevue Emergency Management) and Co-Chair Bill Wilkinson (Port of Seattle) initiated the inaugural promulgation of the ‘Regional Disaster Plan for Public and Private Organizations in King County.’ By December 2002, 99 cities, fire districts, businesses, schools, water and sewer districts and non-profits were official signatory partners. That same year the 9-11 Commission and the National Association of Counties (NACo) formally awarded and recognized KCOEM for the regional collaboration and planning endeavor – the ‘Regional Disaster Plan.’

The original Regional Disaster Plan was designed using the model of the Federal Response Plan, i.e. a basic plan followed by a series of “Emergency Support Functions,” such as communications and transportation. Through the following years and various Presidential Directives (transitions to the National Response Plan and the National Incident Management System), the Regional Disaster Planning effort continued to engage regional partners from public, private, non-profit and tribes and alternations were made to keep the Plan current. Additional promulgations occurred with Plan updates and more signatory partners joined. With the last official promulgation and signatory process in March 2008, and with continued interest since then, there are currently 145 signatories.

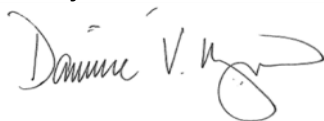
Over time partners and the region have matured with additional focused planning efforts (mass care, evacuation, regional catastrophic, etc.), putting the Regional Disaster Plan in a good position to evolve. After over a year’s work of transformation, the Plan (along with the associated Agreement, which is the legal and financial document addressing sharing of resources; formerly the ‘Omnibus’) are in a new state. Embodying again true regional coordination, the Plan has transitioned to a new format: ‘Regional Coordination Framework for Disasters and Planned Events.’ In a streamlined form, the new Framework (like the former Plan) facilitates a systematic, coordinated, and effective response to multi-agency or multi-jurisdictional disasters or planned events that occur within the geographic boundaries of King County. By leveraging existing plans, the Framework focuses on five key areas of coordination:

- Direction and Coordination
- Information Collection, Analysis and Dissemination
- Public Information
- Communications
- Resource Management

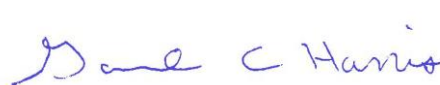
All emergency management partners will be provided the opportunity to review and comment on this new and fresh Framework through an identified process. The goal is to roll out the Framework and Agreement to all partners in January 2014 for official promulgation and signature. Regional Disaster Planning Work Group and EMAC members will be active in informing and promoting the intent and benefits of the Framework and Agreement.

The efforts put forth by the Work Group have been well coordinated, and the EMAC has been kept apprised and has advised as needed. We look forward to your agency and organization officially joining in supporting this Framework. Through this Framework, together we can assist one another in a more coordinated response, which will ultimately assist in the quicker recovery of our communities and economy.

Sincerely,



Dominic Marzano, Chair
City of Kent Emergency Management



Gail Harris, Vice Chair
City of Shoreline Emergency Management

Emergency Management Advisory Committee (EMAC)
This page intentionally left blank.

Log of Changes

Date of Change	Description of Change	Page #

Introductory Materials

Promulgation

The Regional Coordination Framework (formerly the Regional Disaster Plan) is intended to embody the true essence of regional collaboration and coordination. From its inception in 1998, by King County Motion #10566, this regional plan "... allows for shared resources and cooperation within existing capabilities and is consistent with emergency management priorities established by the governing body of each jurisdiction, special district, organization or appropriate agency." The value of the Framework that is that the organizational networking and administrative workload can be coordinated in advance of a disaster, thus expediting the response capability from partner to partner and throughout the region.

Approval and Implementation

The Regional Disaster Planning Work Group (RDPWG) is the inter-jurisdictional and multi-disciplinary group responsible for developing, enhancing, and maintaining the Regional Coordination Framework. The RDPWG consists of representatives from regional partners and serves as a subcommittee to the King County Emergency Management Advisory Committee (EMAC), which in turn serves as an advisory entity to the King County Executive and the King County Office of Emergency Management (OEM). All emergency management partners are included and encouraged to participate throughout the review and vetting process.

Modifications to the Framework and its related documents are shared and distributed to all partners. Ongoing reviews and feedback shall occur routinely. When Framework modifications have been vetted through the RDPWG and initial review conducted by partners, the RDPWG Chair/Co-Chair will present them to EMAC for review and endorsement. In accordance with King County Motion #10566, "Any draft regional plan proposed by the Emergency Management Advisory Committee (EMAC) should be submitted through each jurisdiction, special district, organization, or appropriate agency governing body for review and comment." Therefore, all updated documentation is presented for 'Open Comment' for at least 30 days. Emergency management partners are responsible for reviewing and vetting through their internal channels for any concerns and/or issues. Those concerns and/or issues that arise may be documented and sent to the King County Office of Emergency Management. All comments will be reviewed and addressed by the RDPWG, which will in turn recommend amendments and/or changes to EMAC for consideration and recommendation.

The RDPWG holds open meetings, keeps all partners apprised of work and products, and provides reports to EMAC. According to King County Motion #10566, the RDPWG in coordination with EMAC, will "...report to the regional policy committee periodically on its progress in developing the plan, and bring forward to the regional policy committee significant policy issues arising in the process."

Distribution

EMAC will formally endorse the Framework and associated Agreement, and through their 'letter of endorsement,' begin encouraging adoption by partners (public, private, non-profit) within their respective jurisdiction, agency and/or organization. The King County Office of Emergency Management will be responsible for collecting, gathering and maintaining the emergency contact information for participating partners as well as the signatory sheets for those partners who are signatory to this Framework's associated Agreement.

In recognition of the expanding nature of this Framework and the partnerships it encourages, a comprehensive distribution list cannot be provided within this document. Please visit the King County Office of Emergency Management website for a full and current listing of partners to the Regional Coordination Framework and signatories to the associated Agreement.

<http://www.kingcounty.gov/safety/prepare/EmergencyManagementProfessionals.aspx>

Table of Contents

I.	Purpose, Scope, Situation Overview and Assumptions	9
II.	Concept of Operations	11
III.	Responsibilities	14
IV.	Direction and Coordination	18
V.	Information Collection, Analysis, and Dissemination	21
VI.	Public Information.....	23
VII.	Communication	26
VIII.	Administration, Finance, and Logistics.....	28
IX.	Document Development and Maintenance	31
X.	Terms and Definitions	33
XI.	Authorities and References.....	35

I. Purpose, Scope, Situation Overview and Assumptions

Purpose

The Regional Coordination Framework for Disasters and Planned Events facilitates a systematic, coordinated, and effective response to multi-agency or multi-jurisdictional disasters or planned events that occur within the geographic boundaries of King County, Washington. It provides a framework whereby cooperative relationships can be formed among public, private, tribal and non-profit organizations in order to accomplish this common goal. Through the implementation of this framework, the resources and capabilities of the public, private, tribal and non-profit sectors can be more efficiently utilized to minimize the loss of life and property and to protect the environmental and economic health within King County.

The Regional Coordination Framework is a voluntary guide to regional response and short term recovery actions. Signatory partners are those organizations from the public, private, tribal, and non-profit sectors in geographic King County that are committed to working together in accordance with this framework and have signed the associated Agreement. There is no preferential treatment or priority given to those partners who are signatory to the Agreement versus those who are not. The benefit of being a signatory partner to the RCF and the Agreement is to save time during a disaster by having decision making authority for jurisdictions already in place and on file.

Scope

The RCF applies to any disaster or planned event that concurrently challenges multiple jurisdictions or multiple disciplines within King County or affects a single entity to such a degree that it relies upon external assistance. The Framework and the associated Agreement are intended to be utilized in conjunction with other state and local emergency plans, including but not limited to mutual aid agreements such as the Intra-state Mutual Aid System (within Washington State), the Emergency Management Assistance Compact (state-to-state), other public, non-governmental organization, tribal, or private sector agreements, and the Pacific Northwest Emergency Management Arrangement (States of Alaska, Idaho, Oregon and Washington and the Province of British Columbia).

The Framework addresses strategic response activities and allocation of incoming scarce resources for those disasters or planned events where normal emergency response processes and capabilities become overtaxed, or where there is a need for regional coordination of response operations shared situational awareness and coordinated public information due to the complexity or duration of the disaster(s). The

associated Agreement articulates the financial aspects of voluntarily participating in accordance with the Framework.

Although the focus is on disaster response, the Framework assumes future coordinated efforts to address regional protection, mitigation, preparedness, and recovery issues. Likewise, while relationships with other counties and neighboring jurisdictions are not specifically included in this Framework, they are not precluded from participating as a partner.

The framework describes five key areas of coordination:

- Direction and Coordination
- Information Collection, Analysis and Dissemination
- Public Information
- Communications
- Resource Management

Situation Overview

Disasters and planned events can present unique challenges to the public and private sectors for the efficient and effective use of resources, the protection of lives and property, the protection of the regional economy, and the preservation of the environment or other essential functions. Natural or human-caused hazards may have impacts sufficient to require partners to seek assistance or manage emergency resources and supplies through use of this Framework. Specific information about natural or human-caused hazards may be accessed from emergency management jurisdictions.

Planning Assumptions

- No perfect response is implied by the availability of this framework
- Local, regional, and state resources may not be sufficient to respond to all needs in a timely fashion
- Damages to regional infrastructure may result in unreliable communications and slow delivery or distribution of requested resources
- Impacts to some partners may require assistance from other partners, adjacent counties, the State of Washington, Emergency Management Assistance Compact partners, or the Federal Government and other entities
- Emergencies may require the establishment and/or multi-jurisdictional coordination of emergency actions
- Participation in the Regional Coordination Framework is voluntary

- Acquisition, use, and return of resources as well as the reimbursement for those resources are guided by the associated Agreement
- Regional policy decision-making participants will vary from disaster to disaster
- All partners will comply with federal, state, and local legal obligations
- The King County Office of Emergency Management (KCOEM) will serve as the lead for regional emergency management activities. KCOEM will activate the Regional Communications and Emergency Coordination Center (RCECC) in support of disaster response or planned event coordination, during which the RCECC will be the focal point for information sharing and regional resource coordination
- First responders will continue to be directed by their incident commanders
- Each partner will retain its own internal policies, processes, authorities, and obligations and organize and direct its internal organization continuity

II. Concept of Operations

In the event of a disaster or planned event requiring central coordination at the RCECC, operational authority will remain with partners and local incident commanders. Local procedures will be followed and Emergency Operations Centers or Emergency Coordination Centers (EOCs or ECCs) staffed in accordance with partner plans. Procedures governing internal actions will be maintained by the partner. All necessary decisions affecting response, protective actions, and advisories will be made by those officials under their existing authorities, policies, plans, and procedures. Use of and adherence to the Regional Coordination Framework is voluntary.

The Framework provides a structure for disaster response operations that:

- Uses geographic divisions or zones of the county to:
 - Facilitate coordination of information sharing
 - Assist in the management of resource request processes, prioritization and tracking
- Provides centrally coordinated emergency functions within the region utilizing the King County RCECC
- Provides a mechanism for regional policy decision-making
- Augments existing mutual aid agreements by providing pre-designated legal and financial ground rules for the sharing of resources
- Is consistent with the National Incident Management System (NIMS) and is based on the Incident Command System (ICS)

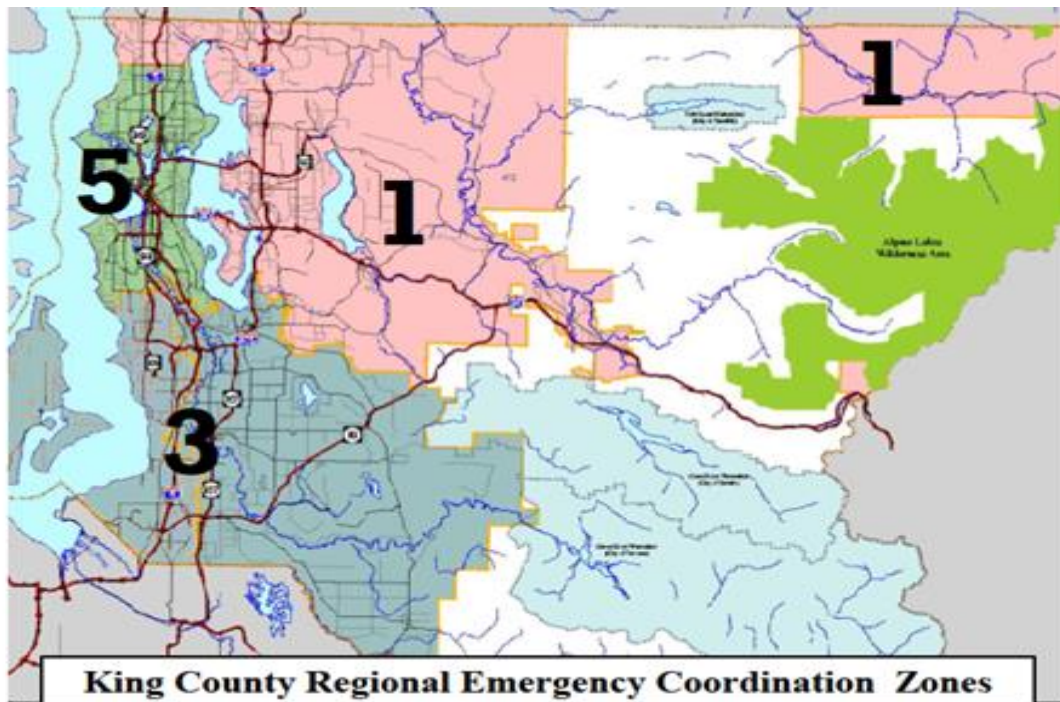


Figure 1: King County Emergency Coordination Zones (2012)

Geographic Divisions

Predetermined geographic divisions of the County have facilitated efficient preplanning efforts as well as the sharing of information and coordination of priorities, operations, and application of resources during a disaster or planned event. The three Regional Emergency Coordination Zones correlate to the existing King County Fire Zones are (see Figure 1):

- Emergency Coordination Zone 1 – North and East King County
- Emergency Coordination Zone 3 – South King County
- Emergency Coordination Zone 5 - the City of Seattle

Each Zone may develop protocols and procedures for carrying out inter- and intra-zone coordination and response functions. During the response to a disaster or planned event, these zone coordination functions may operate through a Zone Coordinator from the King County RCECC or in a decentralized location.

Organizations that provide services throughout geographic King County (“regional service providers”) may not have the resources to coordinate their service delivery and response activities directly with all three Emergency Coordination Zones simultaneously. Instead, these regional service providers may provide a single point of coordination through the King County RCECC. Examples of regional service providers include: public health/medical, banking and finance, energy, transportation, information

and telecommunications, agriculture, emergency services, chemical industry, food, water, etc. Regional service providers may provide a representative directly to the affected zone and/or the King County RCECC.

Central Coordination

Where central coordination of regional emergency actions is needed, the King County RCECC may provide a location from which to coordinate.

In accordance with the National Response Framework, the King County RCECC utilizes a hybrid response organization that embeds subject matter experts into the Incident Command System structure through Emergency Support Functions (ESFs). The ESFs, listed below, represent fifteen broad categories that enable subject matter expertise, like resources, and similar capabilities to be aligned into groups to aid coordination.

ESF 1 – Transportation	ESF 9 – Search & Rescue
ESF 2 – Communications	ESF 10 – Oil & Hazardous Materials
ESF 3 – Public Works & Engineering	ESF 11 – Agriculture & Natural Resources
ESF 4 – Fire Response	ESF 12 – Energy
ESF 5 – Emergency Management	ESF 13 – Public Safety & Security
ESF 6 – Mass Care, Housing, & Human Services	ESF 14 – Recovery
ESF 7 – Resource Management	ESF 15 – External Affairs
ESF 8 – Public Health, Medical and Mortuary Services	ESF 20 – Military Support to Civil Authorities

In its role as an Emergency Coordination Center, the King County RCECC facilitates operational response at the regional level and supports operational response activities that are managed at the local level; the RCECC does not make operational decisions for local jurisdictions or partners unless specifically requested. Rather, the RCECC facilitates regional support activities that have been developed collaboratively amongst the appropriate stakeholders, represented through the ESFs and Zone Coordinators.

When the RCECC has been activated, Zone Coordinators and regional service providers may coordinate their efforts from the King County RCECC, via their respective ESF Coordinator, the EOC/ECC of their local emergency management jurisdiction or most impacted partner. Coordination between regional service providers and partners may be from locations remote to the RCECC by electronic means. Healthcare organizations will coordinate through the Northwest Healthcare Response Network, which will in turn coordinate with emergency management jurisdictions through ESF 8, Public Health, Medical and Mortuary Services.

When the RCECC has not been staffed by ESFs, partners will continue to coordinate with other partners, contractors, or mutual aid partners and will brief their local EOC/ECC or emergency management office (with emergency management jurisdiction as defined in RCW 38.52) and the King County Office of Emergency Management (KCOEM) Duty Officer if appropriate. Partners should establish a relationship with their local emergency management jurisdiction in advance.

Once the RCECC has been activated, the RCECC will be contacted through the main RCECC email, radio talk group, or phone number. Information and resource requests will be directed to the most appropriate combination of zone coordinator(s), logistics, planning, or operations (ESFs) sections for their actions.

The King County RCECC Regional Communications and Emergency Coordination Center (KC RCECC) facility is located at 3511 NE 2nd Street, Renton, Washington, 98056.

Transition from regional response to regional long-term recovery

Response efforts at the RCECC entail the immediate actions needed to protect lives and safety of the population, protect or affect temporary repairs to infrastructure, and protect property or the environment. Long-term recovery includes permanent repair, relocation, or replacement of that infrastructure or property. Long-term recovery may take months or many years depending on the nature of impacts. Long-term recovery and potential federal assistance to tribal nations, the public and private sectors is governed by the Stafford Act and other documents with specific terms including the Code of Federal Regulations and Treaties. A separate document addresses regional long-term recovery.

III. Responsibilities

In accordance with Ordinance 17075, King County Government has the responsibility to foster cooperative planning within regional concepts to its emergency mitigation, preparedness, response, and recovery efforts and to serve as the coordinating entity for cities, county governmental departments and other appropriate agencies during incidents and events of regional significance. In addition, King County shall enter into mutual aid agreements in collaboration with private and public entities in an event too great to be managed without assistance.

When an emergency impacts regional King County, the King County RCECC and local EOCs or ECCs may be staffed to address the consequences of the emergency impacts to the public, government, and regional partners or to support regional first responders.

This section of the framework introduces the concept of a regional coordination process that may be needed to enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, determine strategies for the allocation of scarce resources or transition into long term recovery. The diagram below describes the structure and relationship of regional organizations in response. Also, see Direction and Coordination as well as the Terms and Definitions at the end of this framework.

All Signatory Partners will:

- Identify an Emergency Point of Contact
- Work with their authorized emergency agency in their operations or coordination centers as identified under RCW 38.52.070
- Develop, maintain, and utilize internal emergency plans and procedures
- Direct information and resource communications to their local Emergency Operations or Coordination Center, or the RCECC Section as appropriate
- Equip and train a workforce to sustain emergency operations
- Participate in the development of this framework
- Seek and secure mutual aid documentation
- Abide by the caveats of the this Framework's associated Agreement
- Request regional decision-making on policy issues as needed

The mechanism for regional policy coordination:

- Collaboration on the execution of emergency powers, suspension or limitation of civil liberties
- Collaboration to establish strategic priorities for the allocation of limited resources in support of King County strategic goals and regional objectives
- Communicate with partners and the general public directly or to the public through the RCECC Joint Information Center (JIC)

Elected and Appointed Officials will:

- King County Executive will Serve as the facilitator of the mechanism for regional policy decision-making
- Establish and work through their authorized Emergency Operations or Coordination Centers
- Utilize their established emergency and continuity plans
- Identify Emergency Points of Contact for the jurisdiction with full authority to commit or request resources, personnel, and make decisions on behalf of the jurisdiction

- Work with and through their designated emergency managers for resource needs that cannot be filled within their jurisdiction, mutual aid agreements, available private sector sources, or within the emergency management zone
- Coordinate with private sector partners through their designated EOC or ECC
- Issue emergency proclamations and implement authorized emergency powers
- Coordinate selection and implementation of emergency powers through the mechanism for regional policy decision-making
- Abide by the caveats of the this Framework's associated Agreement

RCECC Incident Manager will:

- Direct RCECC coordination activities
- Recommend formation of and composition of a mechanism for regional policy decision-making
- Keep the those involved with regional policy decision-making informed of policy issues, incident coordination and progress
- Communicate regional policy decisions to the RCECC staff
- Recommend and have drafted a County emergency proclamation as needed
- Work with and direct the Joint Information Center and functional sections of the activated RCECC
- Host Zone Coordinators and regional partners as liaisons to the RCECC
- Establish and adjust regional objectives, identify policy issues, and allocate resources with input from Zone Coordinators and regional service providers
- Facilitate regional situational awareness, Common Operation Picture and information sharing with regional partners and the public
- Facilitate an effective and efficient resource management process

RCECC Joint Information Center will:

- Communicate information to the public and partners that may affect their lives, safety, health, property, or services
- Implement a Joint Information System to assist in coordinating public information

Zone Coordinator(s) may:

- Represent the cities within their designated zone in the RCECC
- Collect and communicate information to the RCECC and the Incident Manager
- Collaborate with the Incident Manager to establish and adjust regional objectives, identify policy issues, and allocate resources
- Direct partner representatives to seek resources within their zone before forwarding requests to the RCECC

- Request regional decision-making on policy issues with notice to the emergency managers
- Maintain situation awareness on needed policy issues and resource requests
- Make limited operational decisions on behalf of their designated zone
- Facilitate information sharing between RCECC and Zone

RCECC Sections will:

- Develop situational awareness and support information sharing throughout the region and up to the state.
- Receive, allocate, track resource issues from county departments and regional partners. Any resources that cannot be provided from within the geographic county shall be attained via contract or forwarded onto the state for action.
- Manage and retain documentation in support of the incident.
- Serve as network control for regional radio communications between regional Emergency Operations or Coordination Centers

Local Authorized EOCs and ECCs will:

- Work within their organization's and zone's resources and capabilities before requesting resources from the RCECC
- Communicate resource requests to the RCECC Logistics Section and their Zone Coordinator in the RCECC when availability within their zone has been exhausted
- Include private sector, non-governmental sector, and tribal nations in local EOC decisions, information sharing and resource management
- Utilize the appropriate mechanism for resource requests to the RCECC
- Support the functions and protocols established in this framework
- Have or can quickly get the authority to commit available equipment, services, and personnel to the (borrowing) organization
- Participate in decision making conference calls or physical meetings as appropriate and conditions allow

Emergency Contact Points will:

- Be in an established line of succession that includes names, addresses, and 24-hour phone numbers for each partner
- Make emergency contact information available to regional partners, King County OEM, and the RCECC when staffed
- Have or can quickly get the authority to commit available equipment, services, and personnel to the (borrowing) organization

- Participate in decision-making conference calls or physical meetings as appropriate and conditions allow

Resource Lenders will:

- Make available such resources as will not deter the Lender of the ability to continue efforts toward its own response objectives
- Abide by the conditions described in the this Framework's associated Agreement

Resource Borrowers will:

- First seek and exhaust access to resources within their organizational authority
- Seek mutual aid and commercial resources within their emergency management zone
- Request resources through the King County RCECC in accordance with the this Framework's associated Agreement

State of Washington will:

- Seek and accept damage reports and situation reports from the King County RCECC
- Accept and process resource requests received from the King County RCECC
- Seek sources of assistance to fill regional King County logistical needs
- Proclaim a state of emergency, if warranted

Federal government will:

- Provide response assistance to the State of Washington as available and requested under a state proclamation of emergency
- Direct appropriate federal agencies to lend assistance to the State of Washington where possible
- As appropriate, declare a state of emergency in support of response and recovery from the impacts of an emergency in Washington State and/or to regional tribal nations

IV. Direction and Coordination

The Regional Coordination Framework does not carry the authority of code. It is a voluntary agreement between partners to the Regional Coordination Framework and the associated Agreement and any annexes that may be crafted for the benefit of the region. King County and each authorized emergency management agency within King

County are required to have, maintain, and implement their own emergency plans in accordance with Revised Code of Washington (RCW) 38.52. Similarly, other public entities, private sector, non-governmental organizations (NGOs), and tribal nations may maintain plans that describe how they will direct and manage emergencies within their scope of authority. The National Incident Management System (NIMS), National Response Framework and King County Ordinance 17075 are the basis for the regional direction and coordination function described here.

Purpose

The purpose of this section is to identify a mechanism for regional policy decision-making, a process for policy coordination and strategies for the allocation of limited resources to regional disasters within established criteria and priorities.

Situation and Scope

Tactical direction and control of resources available to onsite/on scene incident commanders remains within the established organizational direction of the incident commander. See this Framework's associated Agreement.

Loaned employees remain the employees of the lending organization while under the direction of the borrowing organization during their assignment.

Where regional policy decision-making is needed, elected officials may enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, determine strategies for the allocation of scarce resources under proclaimed emergencies. Regional Partners may not be bound by all of the regional decisions made. Decisions may impact regional partners that are not signatories to the Framework's associated Agreement.

All political subdivisions retain the authority to direct requests for assistance to the Washington State Governor's Office and the State Emergency Management EOC.

Establishing Regional Decision-Making

Regional policy decision-making may be informed by the King County Executive, Local Health Officer, the legal representative(s) of cities and tribal nations as required by the disaster and subject matters experts, as necessary. Initial coordination between impacted regional partners may occur through the initiation of a conference call by the King County RCECC, the request for such coordination by one or more Zone Coordinators, or at the request of one or more partners. Subsequent meetings, whether at the RCECC or by conference call will be scheduled and announced to all authorized emergency management agencies in sufficient time to allow maximum participation.

Coordination meetings and call announcements will include representatives from authorized emergency management agencies under RCW 38.52.070 and tribal nations. The interests of private sector and non-governmental organizations should be represented by their most appropriate authorized emergency management agency.

The King County Executive or designee will facilitate the meetings whether virtual or conducted at the RCECC. Partners and representatives participating in regional policy decision-making may vary from disaster to disaster depending on the experienced impacts to the region. All partner representatives must have the authority to represent their organization for consensus decision-making and commitment or request resources. Verification of personnel will be conducted internally through local EOCs or ECCs.

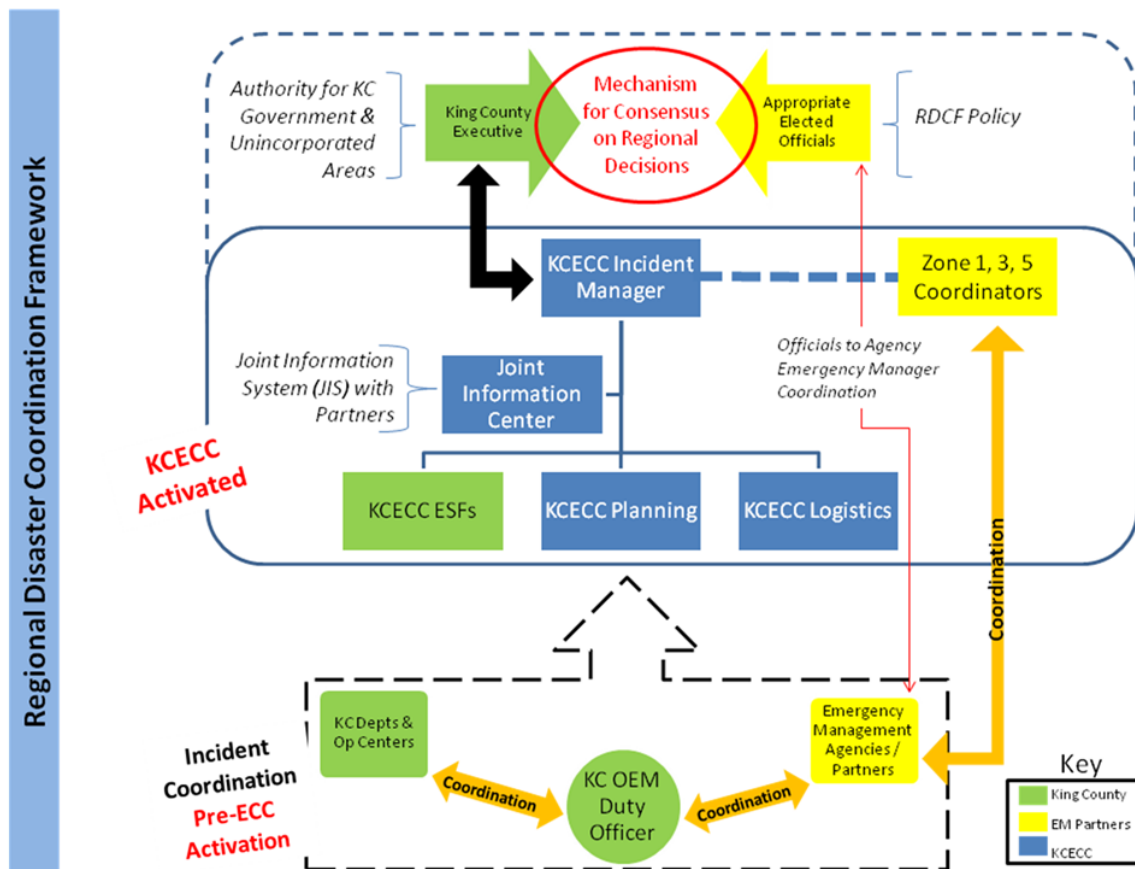


Figure 2: Information and escalation flow for regional policy decisions

Establish regional response priorities, policies, and decisions

Information guiding the decision-making process will be made available to all partners prior to the conference call or physical meeting.

Policy deliberations will occur between the County Executive and whichever cities and tribal nations are needed to participate in regional policy decision-making. When regional decision-making is needed, all attempts will be made to come to consensus on all decisions.

General criteria for policy decisions will include doing the most good possible within each category and may include but is not limited to:

- Preservation of life, safety and preservation of human health
- Caring for vulnerable populations
- Preservation of public infrastructure and property
- Protection of the regional economy
- Protection of the environment
- Preservation of private property

The King County Incident Manager will assign someone to document the announcement of the conference call and/or physical meeting, the participants and attendees, the agenda, decisions, next steps, and known or anticipated future conference calls or meetings times/dates and locations as may apply.

Policy decisions will be communicated through local Emergency Operations and Coordination Centers and disseminated via the Joint Information System.

V. Information Collection, Analysis, and Dissemination

For the purposes of the Regional Coordination Framework, the collection, analysis, and dissemination of information include Situational Awareness and Public Information.

Situational Awareness

Situational awareness is knowing what is going on around the region, understanding what needs to be done in the region, and distributing such information to regional partners.

Purpose

The purpose of this section is to describe the process of how the region establishes and maintains situational awareness during regional incidents and events. This process is critical to effectively create stability, implement response, and undertake recovery within the region. With this process documented, the region will have a major component of its Common Operating Picture (COP) established.

Situation and Scope

Situational awareness is developed by timely and accurate information about the level of impact, resources currently utilized in the response, resources available to support the response, and perceived needs of the jurisdiction, partner and public. Each entity manages the information and needs specific to that entity and its area of responsibility. When entities share their specific situational awareness with each other and partners develop an understanding of each other's impacts and needs, a Common Operating Picture (COP) is created. The development and management of situational awareness and a Common Operating Picture are vital to effective and efficient response and proactive planning on a regional level.

Responsibilities

It is expected that all partners (public entities, tribal nations, private sector, and non-governmental organizations) manage their own situational awareness streams. When disasters occur, impacted partners will consolidate damage and situational information with their most appropriate emergency management jurisdiction EOC or ECC. Local EOCs and ECCs will relay all appropriate information to the King County RCECC. The region's situational awareness and Common Operating Picture are dependent on all streams of information.

The County Zone Coordinators will play a pivotal role by incorporating information from their related geographic areas into the region's COP. The King County RCECC will have the responsibility to collate these streams into a shared situational awareness as part of the region's COP.

Concept of Operations

Information collection, analysis, and dissemination are critical elements that must be maintained before, during, and after a disaster. Through coordination and collaboration, KCOEM and regional partners support a regional information management strategy through all phases of emergency management with a particular emphasis on both preparedness and response to ensure a smooth transition into a response drive information management cycle.

Since situational awareness is part of a larger COP, an information management cycle (often referred as a reporting cycle) will be developed to facilitate regional partners providing their information streams. The cycle will identify when information will be collected and distributed.

The 24 hour cycle of the regional planning clock consists of two operational shifts within the RCECC, beginning at 0700 and 1900 respectively. In general, the RCECC will

compile information and publish it in a situation report every 12 hours. Additionally, snapshots, brief updates to the more complete situation report, may be generated every three hours. Partners are expected to maintain the capability to share and receive information and to actively participate in information sharing within the region.

Recognizing that not every incident will occur on a timetable to easily fit within the 24 hour planning clock established; the King County RCECC may adjust the planning clock as necessary but will always strive to attain a 0700 and 1900 cycle. One benefit of the planning clock is the pre-determined sequence of events that are necessary to best prepare for and inform critical decision making throughout the response coordination. The planning clock recognizes the importance of sequencing events where the collection and analysis of available information is followed by internal briefings, distribution of information to partners and the public, internal and external conference calls, and objective setting for future operational periods. The schedule of these information management steps recognizes the local and national media deadlines for the morning work commute (usually about 0430) and the evening commute deadline (usually about 1500).

Fundamental products of situational awareness such as snapshots, situation reports, etc., are designed to represent the current situation and ultimately project the future status of an incident or event. Essential elements of information will be identified for each disaster or planned event. At a minimum the following essential elements of information will be incorporated within snapshots and situation reports:

- Current situation or situation update
- Availability of regional services
- Local operation and coordination center activation status(es)
- Impact on and response by geographic area (i.e. city or zone) or Emergency Support Function (i.e. transportation, public health, utility, etc)

References

- Zone 1, 3, and 5 Situation Report Templates
- KC RCECC Situation Report and Snapshot Templates
- King County CEMP
- List of Plans-Reference to “Plans Inventory”

VI. Public Information

A cooperative and technically effective use of the media, Internet, social media channels, and community warning systems will provide the best chance of conveying life-safety and public awareness information to large numbers of at-risk people.

Purpose

The purpose of this section is to establish a regional Joint Information System (JIS) that will support emergency response through the effective development, coordination, and dissemination of emergency public information in the event of a wide-spread emergency or disaster within King County. The expected outcomes of this coordinated planning effort are intended to facilitate:

- Coordinating communications between agencies, tribal nations, and organizations with the media and public for accurate and consistent messaging
- Establishing a central point for information distribution on behalf of partners needing public information assistance as well as facilitating regional information coordination
- Expanding the utility of electronic notification systems to include online multi-organizational systems to intentionally enhance information sharing amongst partners
- Establishing and/or utilizing redundant community warning systems to ensure messaging is sent to impacted areas by the most expedient means possible

Situation and Scope

When multiple regional partners recognize a need to coordinate the distribution of emergency information to the public, a Joint Information System may provide a process for consistent messaging. A Joint Information System may include a wide range of public, private, non-governmental, or tribal partners to include partners from beyond the geographic boundaries of King County.

Responsibilities

All partners are invited to contribute to this communication capability. While there are some agencies, prescribed by law or designated authority, that are responsible to enact specific systems, such as the Emergency Alert System and other jurisdictional or community warning systems (i.e. reverse 911 capabilities), it is with the combined and coordinated use of all our collective communication systems that we can reach the broadest number of people with the most accurate information.

Public and Tribal Entities

E911 Centers in King County, The King County RCECC, Public Health - Seattle & King County, cities, special purpose districts, and Tribal EOC's, National Weather Service, Washington State Emergency Management Division, are all

examples of public sector organizations and Tribal Nations with warning and notification capabilities. These organizations use their access to electronic notification systems, websites, web based systems, reverse dialing from 911 database, social media, PIO's, media releases, phone banks, trap lines, and volunteers who hand deliver information to disseminate and receive critical information.

Private Sector

Private partners can aid in warning and notification by coordinating the release of critical information or receiving information through their own internal communication processes and working within the Regional Joint Information System (see below for definition) to disseminate and receive critical information.

Non-Governmental Organizations (NGOs)

Non-government organizational partners also aid in reaching the more vulnerable populations that may not receive warning messages from more traditional means. Ensuring that NGOs support the receipt and dissemination of critical information is critical to meeting the needs of vulnerable community members.

Concept of Operations

This section assumes that regional partners will establish a public information function to provide emergency information and warning to their respective communities and constituent's before, during, and after a disaster or planned event. This emergency information function should include the coordination of information with other affected organizations. For the purposes of the Regional Coordination Framework, we are addressing the need to coordinate for a wide scale disaster with regional impacts.

Notification and Warning

There are multiple warning systems that currently exist throughout all levels of government that provide alert and warning notification to governmental agencies as well as the public. Details on specific systems can be accessed through the appropriate local emergency management jurisdiction. Non-governmental, private and non-profit partners should be familiar with the various systems available through their respective emergency management jurisdiction. All partner organizations should also be familiar with the various systems utilized by partner emergency management jurisdictions to activate support personnel and Emergency Contact Points identified in accordance with this Framework. All partner organizations are encouraged to use their agency's email, social media sites, and phone systems to pass on appropriate warnings to employees and customers.

Joint Information Centers/System (JIC/JIS)

Joint Information Centers (JICs) are physical and centralized locations from which public affairs and critical emergency information responsibilities are performed. JICs facilitate operation of a Joint Information System (JIS) – the mechanism used to organize, integrate, and coordinate information to ensure timely, accurate, accessible, and consistent messaging across multiple jurisdictions and organizations.

The King County RCECC will activate a regional JIC/JIS as needed to verify and align various streams of information, and release timely messages to the media, key stakeholders, and the general public. This information is issued in cooperation with affected jurisdictions, agencies, and organizations. Regional partners may be asked to send a representative to assist with JIC/JIS operations, either through direct support within the JIC or via remote access (phone, internet, video conferencing). This does not preclude any jurisdiction, agency, organization, or Tribal Nation from issuing information that pertains to them exclusively; however it is highly recommended that the regional JIC/JIS be informed of those communications.

References

- King County CEMP ESF 15
- King County Emergency Coordination Center Operations Manual
- King County Public Information Officers (PIO) Procedures Guidelines
- Regional Joint Information Center (JIC) Manual

VII. Communication

The ability to communicate through a variety of different mediums in order to share timely information and to gain accurate situational awareness is critical during disasters and planned events. During a large scale regional disaster it is paramount to sound decision-making.

Purpose

The purpose of this section is to establish a communication process where regional partners will have the capability to access information “lines” to the King County RCECC, while establishing one central location to collect, prioritize, and disseminate information. These access modalities can generate from several different technologies. Redundant systems are in place for better odds of gaining access during times when many of these communication modes may not be functional.

Situation and Scope

This section of the Framework describes the communications process and systems needed to manage information collection and distribution during a disaster or planned event as the organizational structure expands and contracts within geographic King County.

Responsibilities

It is expected that all partner organizations will endeavor to obtain and maintain a variety of ways to communicate their status and resource needs to their respective emergency management jurisdiction and the King County RCECC during disasters and planned events. The King County Office of Emergency Management will test these internal communication systems on a regular basis to ensure communication connectivity with regional partners. Maintaining communication connectivity is critical to successful response during a disaster. It is expected that regional partners will work with KCOEM to maintain their internal communications systems, test them, and improve upon them as resources allow.

King County RCECC may act as a network control manager for radio frequencies and talk groups used to maintain situation awareness, support decision-making, manage resources, or to continue regional services.

Concept of Operations

To facilitate internal communication for situational awareness, partners have a variety of means at their disposal to give and receive information.

Emergency communications includes tools, processes, interoperability, and redundancy that govern the management of information, warning and notifications, decision-making, and resource management. Survivable infrastructure is an important element of the support needed to ensure continuous communications within and between regional partners. Available tools may include email, regular phone service, cell phones, 800 MHz radios and talk groups, VHF radio frequencies, amateur radio, facsimiles, the internet, social media, reverse 911 programs, or other technology.

King County, in cooperation with other local jurisdictions and organizations, will support regional collaboration and information sharing. The RCECC will serve as the primary information hub for regional communications including a regional Common Operating Picture. Information on operational or policy topics may be posted as available.

References

- King County Communications Plan
- Tactical Interoperable Communications Plan

VIII. Administration, Finance, and Logistics

This section to the Regional Coordination Framework describes the maintenance of the document and the management of resources in response to emergency impacts to geographic King County. The financial management of costs and expenses incurred during an emergency is covered in the associated Agreement to this Framework.

Resource Management

Mutual Aid is considered the pre-agreed sharing of resources between entities to support response activities. During a disaster or planned event, requests for mutual aid within the zone should be the first call for help. During a disaster or when requests for mutual aid cannot be granted, any threatened participating organization can request resources from other participating organizations. This document facilitates the sharing of resources amongst regional partners willing and able to share resources.

The Resources section of the Regional Coordination Framework Agreement addresses resource lending and borrowing protocols. When a disaster is large or complex enough to initiate an emergency proclamation from the city, county or state level; various emergency powers may be enacted to aid and support resource management. Only jurisdictional cities, counties and tribal nations can sign an emergency proclamation. If further support is needed, the chief elected official or their successor/designee of the affected partner will proclaim an emergency, and then contact their designated Zone Coordinator or other Point of Contact and/or the King County RCECC to request further assistance.

Assistance may be requested by using one of the following mechanisms:

- A request or supply of resources under the auspices of this Framework's associated Agreement, or
- A request or supply of resources under the auspices of Intra-State Mutual Aid or Emergency Management Assistance Compact, or
- A request or supply of resources under the auspices of another form of mutual aid or other assistance.

Resource management involves knowing what resources are available to the region or county (inventory), identifying them based on what they are and what they can do (type and kind) and developing procedures and protocols for their use (request, dispatch, demobilization/recall).

Purpose

The purpose of this section is to describe a resource management process which regional partners within King County will follow in a disaster.

Situation and Scope

This section of the Framework describes the processes for management of regional finance and logistics during and after a disaster impacting regional partners to the Regional Coordination Framework and associated Agreement. This Framework expands on those principals described under Intra-State Mutual Aid RCW 38.56 for sharing resources.

Responsibilities

Regional partners will endeavor to obtain the ability identify, inventory, request, deploy, track and recall the critical resources needed to respond to, and recover from, any disaster.

Logistical and resource coordination will be through the three King County Emergency Coordination Zones and the King County Regional Communications and Emergency Coordination Center (RCECC).

The staff of the activated RCECC will coordinate and support regional resource management activities in collaboration with the region's Resource Management Workgroup through all phases of emergency management. Since resource management is critical to a successful resolution during a disaster, it is important that each regional partner commits to establish a process to describe, inventory, request, deploy and track resources within their jurisdictions and to work in a cooperative effort with the King County RCECC.

Equipment, supplies, and personnel needed by partner organizations should be sought first from within their own agency/jurisdictions/organization, other local sources, mutual aid agreements, then within the King County Fire/Emergency Management zone, and then from King County RCECC. Resource needs beyond the capacity of the local level and King County will be forwarded to the State of Washington or through the State to the Federal Government.

Regional Coordination Framework partners will follow the legal and financial guidelines established in the associated Agreement.

In situations where important resources are scarce, the regional decision-making mechanism may be utilized to recommend strategies for resource management. The King County Executive, or designee, still retains the authority for King County government resource priorities and distribution. As noted earlier and also reflected in the Framework's associated Agreement, all entities retain authority over their resources, and respective elected officials retain authority over their government resource priorities and distribution. See Direction and Coordination.

Concept of Operations

King County Office of Emergency Management maintains a 24/7 duty officer capability to assist partners during events when coordination needs arise. When activated for disasters or planned events, the RCECC will be the focal point for resource management for all regional partners within King County, King County government and unincorporated areas.

KC RCECC, in cooperation with other local jurisdictions, will

- Provide technology to assist with the primary tasks associated with resource management
- Manage a process to describe, inventory, request and track resources
- Activate these systems before and during a disaster/event
- Dispatch resources before and during a disaster/event
- Deactivate/demobilize or recall resources during or after a disaster/event

The KC RCECC will accept resource requests utilizing information provided on accepted forms. The resource requests will be accepted by: phone, email, radio, facsimile, hardcopy or any verifiable electronic method. Confirmation of receipt with the requestor will be made as soon as possible.

Requests for resources should be stated in terms of need (i.e. type and kind, mission requirements, etc.) and the particular resource if known. Should clarification of the request be required, follow-up may be conducted by a RCECC Logistics Section staff member, appropriate Zone Coordinator, or appropriate ESF representative.

The KC RCECC will update the resource request status, ensuring full disclosure of where the request is within the process. All requested resources will be tracked through completion of assignment as many resources will be in high demand amongst the many regional partners within King County. Effective and efficient response coordination is

aided by expeditious reassignment of resources from partner to partner rather than having a high demand resource is completely demobilized from the disaster and returned to its parent organization prior to reassignment to another requesting partner.

The borrowing organization will maintain status and resource information for effective and efficient resource use. Resources committed to a disaster will remain available to that incident site until they are released by the on-scene command structure or re-called by their own organization.

When resources are no longer needed, they will be released and demobilized by the on-scene Incident Commander/Manager, the organization that made the initial request, or the RCECC Incident Manager. The requestor must ensure that the resource is in the agreed upon condition prior to returning to the lending agency or vendor. In addition, the requestor must communicate the resource status to the KC RCECC for tracking.

References

- Memorandum of Understanding for Coordinated Policy and Decision Making During an Emergency
- Resource Typing System Governance Document
- King County CEMP ESF 7 Resource Support
- KC RCECC Resource Request Process
- Revised Code of Washington 38.56

IX. Document Development and Maintenance

Planning Limitations

This Framework and associated Agreement forge new territory as a cooperative agreement among public and private organizations, and as such, may not have completely anticipated the issues in public/private cooperation and resource sharing. During simulations, exercises, or real disaster, interactions may occur that illustrate shortcomings in the design that would require modifications or clarifications in this Framework.

In a situation where the King County RCECC cannot perform the duties outlined in this document, those duties could be assumed by the Washington State EOC.

Regional partners to this Framework will make every reasonable effort to prepare for their responsibilities identified within this document in the event of a disaster. However, all resources and systems are vulnerable to natural, technological and human caused

disasters and may be overwhelmed. Regional partners can only attempt to respond based on the situation, information and resources available at the time.

There is no guarantee implied by this Framework that a perfect response to a disaster or planned event will be practical or possible. Regional partners, including their officials and employees, shall not be liable for any claim based upon the exercise of, or failure to exercise or perform a public duty or a discretionary function or duty while carrying out the provisions of this Framework.

Training and Exercises

Training

Training is a vital component to helping all regional partners understand the purpose and scope of the document. Collaboratively, regional partners are responsible for training their organizations to the purpose, scope and operations of the Framework. The King County Office of Emergency Management is responsible for assisting potential partners with training their community or organization. The training effort can be accomplished through presentations to public, private and non-profit organizations on the benefits of working within the auspices of the Regional Coordination Framework.

Exercises

Exercises are conducted to determine if the Framework is operationally sound. Exercises of the Regional Coordination Framework may be conducted collectively as a county region, by zone or by individual partner. Evaluations of exercises will identify strengths and weaknesses encountered during the exercise and may identify necessary changes to the document and components. In conjunction, training may also be identified to facilitate in overall effectiveness of the Framework and its support documents.

Ongoing Document Development and Maintenance

This framework has been developed and will be regularly updated by the Regional Disaster Planning Work Group. The Work Group consists of representatives from regional partners and serves as a subcommittee to the King County Emergency Management Advisory Committee (EMAC), which in turn serves as an advisory entity to the King County Executive and the King County Office of Emergency Management (OEM).

The King County OEM will ensure continuity of the Regional Disaster Planning Work Group, which will coordinate updates to this document. King County OEM will maintain

and publish the Framework and supporting materials on the King County OEM web site at <http://www.kingcounty.gov/prepare>.

Suggested changes will be considered yearly and can be mailed to: King County Office of Emergency Management, 3511 NE 2nd Street, Renton WA 98056. Faxes will be received at (206) 205-4056. Telephone messages can be left at OEM's general number: (206) 296-3830. The King County OEM Plans Manager is the staff person specifically tasked with the maintenance of the Regional Coordination Framework, its associated Agreement and any annexes to the Framework.

Modifications to this Regional Coordination Framework and its associated Agreement will be developed by the Regional Disaster Planning Work Group and then submitted to the Emergency Management Advisory Committee for review and comment. Further vetting with regional partners beyond the membership of EMAC will also be conducted.

X. Terms and Definitions

'Agreement' – refers to identical agreements executed in counterparts which bind the executing signatory partners to its terms and conditions to provide and receive Emergency Assistance. The terms and conditions of the Agreement are all identical and the execution of the Agreement binds a signatory partner to all other signatory partners who have executed identical Agreements in counterparts. To be effective for purposes of receiving Emergency Assistance, this Agreement and the Regional Coordination Framework must be fully executed and received by the King County Office of Emergency Management.

'Borrower' – refers to a signatory partner who has adopted, signed and subscribes to the associated Agreement, and has made a request for emergency assistance and has received commitment(s) to deliver emergency assistance pursuant to the terms of the Agreement.

'Disaster' – refers to but is not limited to, a human-caused or natural event or circumstance within the area of operation of any participating partner causing or threatening loss of life, damage to the environment, injury to person or property, human suffering or financial loss, such as: fire, explosion, flood, severe weather, drought, earthquake, volcanic activity, spills or releases of hazardous materials, contamination, utility or transportation emergencies, disease, infestation, civil disturbance, riots, act of terrorism or sabotage; said event being or is likely to be beyond the capacity of the affected signatory partner, in terms of personnel, equipment and facilities, thereby requiring emergency assistance.

‘Emergency Contact Points’ – refers to the persons, in a line of succession, listed on the Emergency Contact Information Form to be submitted to the Zone Coordinator and the King County Office of Emergency Management by each partner. The list includes names, addresses, and 24-hour phone numbers of the Emergency Contact Points of each partner. The people listed as Emergency Contact Points will have (or can quickly get) the authority of the partner to commit available equipment, services, and personnel for the organization. Note: The phone number of a dispatch office staffed 24 hours a day that is capable of contacting the Emergency Contact Point(s) is acceptable.

‘Emergency Operations or Coordination Center (EOC/ECC)’ – refers to a location from which coordination of emergency response and recovery functions can be hosted.

‘Framework’ – ‘Regional Coordination Framework for Public and Private Organizations in King County’ (“Framework”) means an all-hazards architecture for collaboration and coordination among jurisdictional, organizational and business entities during emergencies in King County.

‘Lender’ – refers to a signatory partner who has signed the Agreement and has agreed to deliver Emergency Assistance to another signatory partner pursuant to the terms and conditions of the Agreement.

‘Long-term Recovery’ – (FEMA description) refers to the phase of recovery that may continue for months or years and addresses complete redevelopment and revitalization of the impacted area.

‘National Incident Management System’ (NIMS) – (FEMA description) refers to the systematic, proactive approach to guide departments and agencies at all levels of government, nongovernmental organizations, and the private sector to work seamlessly to prevent, protect against, respond to, recover from, and mitigate the effects of incidents, regardless of cause, size, location, or complexity, in order to reduce the loss of life and property and harm to the environment.

‘RCECC’ – refers to the King County Regional Communications and Emergency Coordination Center; the location from which information and resource management is conducted in support of disasters or planned events.

‘Region’ – refers to geographic King County and its adjacent jurisdictions.

‘Regional Partners’ – refers to all public, private, non-governmental, or tribal organizations that may or may not be signatory/subscribing organizations to the Regional Coordination Framework, the associated Agreement and its annexes.

‘Regional Policy Decision-Making’ – refers to the mechanism established to enact emergency powers, suspend or limit civil liberties, coordinate executive decisions, and/or determine strategies for the allocation of scarce resources under proclaimed emergencies.

‘Regional Service Providers’ – refers to those organizations, both public and private, that provide services to the region. These may include but are not limited to: adult and juvenile detention facilities, water and sewer utilities, power companies, transit, food distribution, or other services.

‘Response’ - (FEMA description) refers those capabilities necessary to save lives, protect property and the environment, and meet basic human needs after a disaster has occurred.

‘Short Term Recovery’ – (FEMA description) refers to the phase of recovery which addresses the health and safety needs beyond rescue, the assessment of the scope of damages and needs, the restoration of basic infrastructure and the mobilization of recovery organizations and resources including restarting and/or restoring essential services for recovery decision-making.

‘Signatory Partners’ – refers to those organizations signatory to the associated Agreement of the current Regional Coordination Framework.

‘Zone(s)’ – refers to those geographic areas conforming to the fire response zones in King County and designated Zone 1 (north and northeast county), Zone 3 (south and southeast county to include Vashon Island), and Zone 5 (the City of Seattle).

‘Zone Coordination Function’ – refers to those activities that may include pre-planning, training, or information collection and resource status activities within a particular Zone.

‘Zone Coordinators’ – refers to those individuals who may perform the Zone Coordination Function.

XI. Authorities and References

RCW 38.52.070 (summary)

Incorporated jurisdictions in King County are mandated by RCW 38.52.070 to perform emergency management functions within their jurisdictional boundaries. Although

special purpose jurisdictions and private businesses are not mandated under RCW 38.52, this framework allows such entities to participate in this regional response plan.

RCW 38.56 Intrastate Mutual Aid System (summary)

Code that describes the sharing of resources between political subdivisions of Washington State, documents like mutual aid agreements, and others governing the terms under which resource may be borrowed, loaned, and reimbursement protocols.

King County Ordinance 17075, May 2, 2011

The King County Office of Emergency Management is tasked with regional coordination in disaster preparedness, response, recovery and mitigation by King County ordinance 17075.

Excerpts: “The mission of the office of emergency management shall be to provide for the effective direction, control, and coordination of county government emergency services functional units, to coordinate with other governments and the private, non-governmental sector, in compliance with a state-approved comprehensive emergency management plan, and to serve as the coordinating entity for cities, county governmental departments, and other appropriate agencies during incidents and events of regional significance.

And,

“Foster cooperative planning at all levels to enable a uniform and rational approach to the coordination of multi-agency and multi-jurisdictional actions for all regional mitigation, preparedness, response, and recovery efforts.”

The Washington Mutual Aid Compact (WAMAC)

The Washington Mutual Aid Compact (WAMAC) is the operational implementation of the Intrastate Mutual Aid System and provides for resource sharing between governments in response to a disaster which overwhelms local and mutual aid resources. The elements of this Regional Coordination Framework are designed to work in conjunction with the operational elements of WAMAC.

Mutual Aid Agreements

Any participating organization may enter into separate emergency assistance or mutual aid agreements with any other entity. No such separate agreement shall terminate any responsibility under the Regional Coordination Framework or associated Agreement.



AGREEMENT

Regional Coordination Framework for Disasters and Planned Events

**for Public and Private Organizations
in King County, Washington**

February 2014

Updating Process of former “Omnibus Legal and Financial Agreement”

As the development of the ‘Regional Disaster Plan’ began in 1999, there was also a need to create a ‘mechanism to share resources.’ The Plan focused on establishing a cooperative and voluntary platform linking private businesses, nonprofit organizations, government agencies, and special purpose districts. A legal document was needed to address emergency assistance covering the legal and financial obligations of partners sharing personnel, equipment materials and/or support during a disaster.

Back in 1999 to 2001, legal advisors from King County Prosecuting Attorney’s Office and several other public and private entities worked together to frame the appropriate legal and liability language forming the ‘Omnibus Legal and Financial Agreement.’ The Agreement withstood the legal review and approval of many public, private and nonprofit organizations that thereafter signed onto the Plan and Omnibus.

As the Plan transitioned and evolved into the ‘Framework,’ the time was also appropriate to revisit the Omnibus. Over the twelve year tenure of the Omnibus, mutual aid methodology and practices had evolved at the regional, State and Federal levels; as well as alterations in the Federal Emergency Management Agency (FEMA) public assistance arena.

In 2012 a subcommittee of the Regional Disaster Planning Work Group began the process to revisit the Omnibus language. The subcommittee existed of legal advisors from King County, City of Auburn and City of Seattle and emergency managers from King County, Seattle, Bellevue, Zone 1, Zone 3 and Washington State. Through several meetings leveraging the guidance and expertise of the legal and mutual aid subject matter experts involved, the subcommittee finalized the current draft of the ‘*AGREEMENT for Organizations Participating in the Regional Coordination Framework for Disasters and Planned Event for Public and Private Organizations in King County, Washington.*’ A large percentage of the original language has stayed the same with a few language and terminology updates. The key areas of adjustment include:

New Changes
Document re-titled to ‘Agreement’ – simpler title; Replaced ‘Omnibus Legal and Financial Agreement’
Replaced ‘Plan’ wording throughout document with ‘Framework’
Replaced ‘Omnibus’ wording throughout document with ‘Agreement’
Terminology changes made by replacing ‘borrower’ and ‘lender’ with ‘requester’ and ‘responder’
Adjusted language in ‘Article I – Applicability’ to say “...located in King County.”; Replaced “...in and bordering geographic King County.”
Updated verbiage in ‘Article II – Definitions’ on ‘Basic Plan’ and ‘Package’ since it is now a ‘Framework’
Cleaned-up language in ‘Article II – Definitions’ on ‘Emergency’

Regional Coordination Framework AGREEMENT

Cleaned-up language in ‘Article II – Definitions’ on ‘Emergency Contact Points’
Updated respective sections with correct King County Office of Emergency Management address; Former ‘7300 Perimeter Road’ address
Updated verbiage in ‘Article IV – Role of Emergency Contact Point for Signatory Partners
Renaming to and cleaned-up language in ‘Article VI – Payment and Billing’; Formerly titled ‘Article VI – Payment for Services and Assistance’
Cleaned-up language in ‘Article VIII – Requests for Emergency Assistance’
Removed section ‘IX – General Nature of Emergency Assistance’; Repetitive of existing language
Renaming to ‘Article IX – Provision of Equipment’; Formerly ‘Article X – Loans of Equipment’
Renaming to ‘Article X – Provision of Materials and Supplies’; Formerly ‘Article XI – Exchange of Materials and Supplies’
Renaming to ‘Article XI – Provision of Personnel’; Formerly ‘Article XII – Loans of Personnel’
Renaming to and cleaned-up language ‘Article XII – Record Keeping’; Formerly ‘Article XIII – Record keeping’
Renaming to and cleaned-up language ‘Article XIII – Indemnification, Limitation of Liability, and Dispute Resolution’; Formerly ‘Article XIV – Indemnification and Limitation of Liability’
Articles following have been renumbered and renamed appropriately

AGREEMENT

*for organizations participating in the
Regional Coordination Framework for Disasters and Planned Events
for Public and Private Organizations in King County, Washington*

This AGREEMENT (“Agreement”) is entered into by the public and private organizations who become signatories hereto (“Signatory Partners”) to facilitate the provision of Emergency Assistance to each other during times of emergency.

WHEREAS, the Signatory Partners have expressed a mutual interest in the establishment of an Agreement to facilitate and encourage Emergency Assistance among participants; and

WHEREAS, the Signatory Partners do not intend for this Agreement to replace or infringe on the authority granted by any federal, state, or local governments, statutes, ordinances, or regulations; and

WHEREAS, in the event of an emergency, a Signatory Partner may need Emergency Assistance in the form of supplemental personnel, equipment, materials or other support; and

WHEREAS, each Signatory Partner may own and maintain equipment, stocks materials, and employs trained personnel for a variety of services and is willing, under certain conditions, to provide its supplies, equipment and services to other Signatory Partners in the event of an emergency; and

WHEREAS, the proximity of the Signatory Partners to each other enables them to provide Emergency Assistance to each other in emergency situations.

NOW THEREFORE, in consideration of the mutual covenants and agreements hereinafter set forth, each Signatory Partner agrees as follows:

Article I - APPLICABILITY.

A private or public organization located in King County, Washington, may become a Signatory Partner by signing this Agreement and becoming bound thereby. This Agreement may be executed in multiple counterparts.

Article II - DEFINITIONS.

- A. 'Assistance Costs' means any direct material costs, equipment costs, equipment rental fees, fuel, and the labor costs that are incurred by the Responder in providing any asset, service, or assistance requested.
- B. 'Emergency' means an event or set of circumstances that qualifies as an emergency under any applicable statute, ordinance, or regulation.
- C. 'Emergency Assistance' means employees, services, equipment, materials, or supplies provided by a Responder in response to a request from a Requester.
- D. 'Emergency Contact Points' means persons designated by each Signatory Partner who will have (or can quickly get) the authority to commit available equipment, services, and personnel for their organization.
- E. 'King County Emergency Management Advisory Committee ("EMAC")' is the Committee established in King County Code 2.36.055.
- F. 'Regional Coordination Framework for Disasters and Planned Events for Public and Private Organizations in King County' ("Framework") means an all hazards architecture for collaboration and coordination among jurisdictional, organizational, and business entities during emergencies in King County.
- G. 'Requester' means a Signatory Partner that has made a request for Emergency Assistance.
- H. 'Responder' means a Signatory Partner providing or intending to provide Emergency Assistance to a Requester.
- I. 'Signatory Partner' means any public or private organization in King County, WA, that enters into this Agreement by signature of a person authorized to sign.
- J. 'Termination Date' is the date upon which this agreement terminates pursuant to Article V.

Article III - PARTICIPATION.

Participation in this Agreement, and the provision of personnel or resources, is purely voluntary and at the sole discretion of the requested Responder. Signatory Partners that execute the Agreement are expected to:

- A. Identify and furnish to all other Signatory Partners a list of the Organization's current Emergency Contact Points together with all contact information; and .
- B. Participate in scheduled meetings to coordinate operational and implementation issues to the maximum extent possible.

Article IV - ROLE OF EMERGENCY CONTACT POINT FOR SIGNATORY PARTNERS.

Signatory Partners agree that their Emergency Contact Points or their designees can serve as representatives of the Signatory Partner in any meeting to work out the language or implementation issues of this Agreement.

The Emergency Contact Points of a Signatory Partner shall:

- A. Act as a single point of contact for information about the availability of resources when other Signatory Partners seek assistance.
- B. Maintain a manual containing the Framework, including a master copy of this Agreement (as amended), and a list of Signatory Partners who have executed this Agreement.
- C. Each Signatory Partner will submit its Emergency Contact Information Form to the King County Office of Emergency Management ("KCOEM"). KCOEM will maintain a list showing the succession in all the Signatory Partners. This list will include names, addresses, and 24-hour phone numbers of the Emergency contact points (2-3 deep) of each Signatory Partner. Note: the phone number of a dispatch office staffed 24 hours a day that is capable of contacting the Emergency contact point(s) is acceptable.

Article V - TERM AND TERMINATION.

- A. This Agreement is effective upon execution by a Signatory Partner.

- B. A Signatory Partner may terminate its participation in this Agreement by providing written termination notification to the EMAC, care of the KCOEM, 3211 NE 2nd Street, Renton WA 98056, or by Fax at 206-205-4056. Notice of termination becomes effective upon receipt by EMAC which shall, in turn, notify all Signatory Partners. Any terminating Signatory Partner shall remain liable for all obligations incurred during its period of participation, until the obligation is satisfied.

Article VI - PAYMENT AND BILLING.

- a. Requester shall pay to Responder all valid and invoiced Assistance Costs within 60 days of receipt of Responder's invoice, for the Emergency Assistance services provided by Responder. Invoices shall include, as applicable, specific details regarding labor costs, including but not limited to the base rate, fringe benefits rate, overhead, and the basis for each element; equipment usage detail and, material cost breakdown.
- b. In the event Responder provides supplies or parts, Responder shall have the option to accept payment of cash or in-kind for the supplies or parts provided.
- c. Reimbursement for use of equipment requested under the terms of this Agreement, such as construction equipment, road barricades, vehicles, and tools, shall be at the rate mutually agreed between Requester and Responder. The rate may reflect the rate approved and adopted by the Responder, a rate set forth in an industry standard publication, or other rate.

Article VII - INDEPENDENT CONTRACTOR.

Responder shall be and operate as an independent contractor of Requester in the performance of any Emergency Assistance. Employees of Responder shall at all times while performing Emergency Assistance continue to be employees of Responder and shall not be deemed employees of Requester for any purpose. Wages, hours, and other terms and conditions of employment of Responder shall remain applicable to all of its employees who perform Emergency Assistance. Responder shall be solely responsible for payment of its employees' wages, any required payroll taxes and any benefits or other compensation. Requester shall not be responsible for paying any wages, benefits, taxes, or other compensation directly to the Responder's employees. The costs associated with requested personnel are subject to the reimbursement process outlined in Article XI. In no event shall Responder or its officers, employees, agents, or representatives be authorized (or

represent that they are authorized) to make any representation, enter into any agreement, waive any right or incur any obligation in the name of, on behalf of or as agent for Requester under or by virtue of this Agreement.

Article VIII - REQUESTS FOR EMERGENCY ASSISTANCE.

Requests for Emergency Assistance shall be made by a person authorized by the Requester to make such requests and approved by a person authorized by Responder to approve such requests. If this request is verbal, it must be confirmed in writing within thirty days after the date of the request.

Article IX - PROVISION OF EQUIPMENT.

Provision of equipment and tools loans is subject to the following conditions:

1. At the option of Responder, equipment may be provided with an operator. See Article XI for terms and conditions applicable to use of personnel.
2. Provided equipment shall be returned to Responder upon release by Requester, or immediately upon Requester's receipt of an oral or written notice from Responder for the return of the equipment. When notified to return equipment to Responder, Requester shall make every effort to return the equipment to Responder's possession within 24 hours following notification. Equipment shall be returned in the same condition as when it was provided to Requester.
3. During the time the equipment has been provided, Requester shall, at its own expense, supply all fuel, lubrication and maintenance for Responder's equipment. Requester shall take proper precaution in its operation, storage and maintenance of Responder's equipment. Equipment shall be used only by properly trained and supervised operators. Responder shall endeavor to provide equipment in good working order. All equipment is provided "as is", with no representations or warranties as to its condition, fitness for a particular purpose, or merchantability.
4. Responder's cost related to the transportation, handling, and loading/unloading of equipment shall be chargeable to Requester. Responder shall submit copies of invoices from outside sources that perform such services and shall provide accounting of time and hourly costs for Responder's employees who perform such services.

5. Without prejudice to Responder's right to indemnification under Article XIII herein, in the event equipment is lost, stolen or damaged from the point the Requestor has the beneficial use of the equipment, or while in the custody and use of Requester, or until the Requestor no longer has the beneficial use of the equipment, Requester shall reimburse Responder for the reasonable cost of repairing or replacing said damaged equipment. If the equipment cannot be repaired within a time period required by Responder, then Requester shall reimburse Responder for the cost of replacing such equipment with equipment which is of equal condition and capability. Any determinations of what constitutes "equal condition and capability" shall be at the discretion of Responder. If Responder must lease or rent a piece of equipment while Responder's equipment is being repaired or replaced, Requester shall reimburse Responder for such costs. Requester shall have the right of subrogation for all claims against persons other than parties to this Agreement that may be responsible in whole or in part for damage to the equipment. Requester shall not be liable for damage caused by the sole negligence of Responder's operator(s).

Article X - PROVISION OF MATERIALS AND SUPPLIES.

Requester shall reimburse Responder in kind or at Responder's actual replacement cost, plus handling charges, for use of partially consumed, fully consumed, or non-returnable materials and supplies, as mutually agreed between Requester and Responder. Other reusable materials and supplies which are returned to Responder in clean, damage-free condition shall not be charged to the Requester and no rental fee will be charged. Responder shall determine whether returned materials and supplies are "clean and damage-free" and shall treat material and supplies as "partially consumed" or "non-returnable" if found to be damaged.

Article XI - PROVISION OF PERSONNEL.

Responder may, at its option, make such employees as are willing to participate available to Requester at Requester's expense equal to Responder's full cost, including employee's salary or hourly wages, call back or overtime costs, benefits and overhead, and consistent with Responder's personnel union contracts, if any, or other conditions of employment. Costs to feed and house Responder's personnel, if necessary, shall be chargeable to and paid by Requester. Requester is responsible for assuring such arrangements as may be necessary for the safety, housing, meals, and transportation to and from job sites/housing sites (if necessary) for Responder's personnel. Responder shall bill all costs to Requester, who is responsible for paying

all billed costs. Responder may require that its personnel providing Emergency Assistance shall be under the control of their regular leaders, but the organizational units will come under the operational control of the command structure of Requester. Responder's employees may decline to perform any assigned tasks if said employees judge such task to be unsafe. A request for Responder's personnel to direct the activities of others during a particular response operation does not relieve Requester of any responsibility or create any liability on the part of Responder for decisions and/or consequences of the response operation. Responder's personnel may refuse to direct the activities of others. Responder's personnel holding a license, certificate, or other permit evidencing qualification in a professional, mechanical, or other skill, issued by the state of Washington or a political subdivision thereof, is deemed to be licensed, certified, or permitted in any Signatory Partner's jurisdiction for the duration of the emergency, subject to any limitations and conditions the chief executive officer and/or elected and appointed officials of the applicable Signatory Partners jurisdiction may prescribe in writing. When notified to return personnel to Responder, Requester shall make every effort to return the personnel to Responder promptly after notification.

Article XII - RECORD KEEPING.

Time sheets and/or daily logs showing hours worked and equipment and materials used or provided by Responder will be recorded on a shift-by-shift basis by the Responder and will be submitted to Requester as needed. If no personnel are provided, Responder will submit shipping records for materials and equipment, and Requester is responsible for any required documentation of use of material and equipment for state or federal reimbursement. Under all circumstances, Requester remains responsible for ensuring that the amount and quality of all documentation is adequate to enable reimbursement.

Article XIII – INDEMNIFICATION, LIMITATION OF LIABILITY, AND DISPUTE RESOLUTION.

A. INDEMNIFICATION. Except as provided in section B., to the fullest extent permitted by applicable law, Requester releases and shall indemnify, hold harmless and defend each Responder, its officers, employees and agents from and against any and all costs, including costs of defense, claims, judgments or awards of damages asserted or arising directly or indirectly from, on account of, or in connection with providing, or declining to provide, or not being asked to provide, Emergency Assistance to Requester, whether arising before, during, or after performance of the Emergency Assistance and whether suffered by any of the Signatory Partners or any other person or entity.

Requester agrees that its obligation under this section extends to any claim, demand and/or cause of action brought by or on behalf of any of its employees, or agents. For this purpose, Requester, by mutual negotiation, hereby waives, as respects any indemnitee only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW of the State of Washington and similar laws of other states.

B. ACTIVITIES IN BAD FAITH OR BEYOND SCOPE. Any Signatory Partner shall not be required under this Agreement to indemnify, hold harmless and defend any other Signatory Partner from any claim, loss, harm, liability, damage, cost or expense caused by or resulting from the activities of any Signatory Partners' officers, employees, or agents acting in bad faith or performing activities beyond the scope of their duties.

C. LIABILITY FOR PARTICIPATION. In the event of any liability, claim, demand, action or proceeding, of whatever kind or nature arising out of rendering of Emergency Assistance through this Agreement, Requester agrees to indemnify, hold harmless, and defend, to the fullest extent of the law, each Signatory Partner, whose only involvement in the transaction or occurrence which is the subject of such claim, action, demand, or other proceeding, is the execution and approval of this Agreement.

D. DELAY/FAILURE TO RESPOND. No Signatory Partner shall be liable to another Signatory Partner for, or be considered to be in breach of or default under, this Agreement on account of any delay in or failure to perform any obligation under this Agreement, except to make payment as specified in this Agreement.

E. MEDIATION AND ARBITRATION. If a dispute arises under the terms of this Agreement, the Signatory Partners involved in the dispute shall first attempt to resolve the matter by direct negotiation. If the dispute cannot be settled through direct discussions, the parties agree to first endeavor to settle the dispute in an amicable manner by mediation. Thereafter, any unresolved controversy or claim arising out of or relating to this Contract, or breach thereof, may be settled by arbitration, and judgment upon the award rendered by the arbitrator may be entered in any court having jurisdiction thereof.

F. SIGNATORY PARTNERS LITIGATION PROCEDURES. Each Signatory Partner seeking to be released, indemnified, held harmless or defended under this Article with respect to any claim shall promptly notify Requester of such claim and shall not settle such claim without the prior consent of Requester. Such Signatory Partners shall have the right to

participate in the defense of said claim to the extent of its own interest. Signatory Partners' personnel shall cooperate and participate in legal proceedings if so requested by Requester, and/or required by a court of competent jurisdiction.

Article XIV - SUBROGATION.

A. REQUESTER'S WAIVER. Requester expressly waives any rights of subrogation against Responder, which it may have on account of, or in connection with, Responder providing Emergency Assistance to Requester under this Agreement.

B. RESPONDER'S RESERVATION AND WAIVER. Responder expressly reserves its right to subrogation against Requester to the extent Responder incurs any self-insured, self-insured retention or deductible loss. Responder expressly waives its rights to subrogation for all insured losses only to the extent Responder's insurance policies, then in force, permit such waiver.

Article XV - WORKER'S COMPENSATION AND EMPLOYEE CLAIMS.

Responder's employees, officers or agents, made available to Requester, shall remain the general employees of Responder while engaged in carrying out duties, functions or activities pursuant to this Agreement, and each Signatory Partner shall remain fully responsible as employer for all taxes, assessments, fees, premiums, wages, withholdings, workers' compensation, and other direct and indirect compensation, benefits, and related obligations with respect to its own employees. Likewise, each Signatory Partner shall provide worker's compensation in compliance with statutory requirements of the state of residency.

Article XVI - MODIFICATIONS.

Modifications to this Agreement must be in writing and will become effective upon approval by a two-thirds affirmative vote of the Signatory Partners. Modifications must be signed by an authorized representative of each Signatory Partner. EMAC will be the coordinating body for facilitating modifications of this Agreement.

Article XVII- NON-EXCLUSIVENESS AND PRIOR AGREEMENTS.

This Agreement shall not supersede any existing mutual aid agreement or agreements between two or more governmental agencies, and as to assistance requested by a party to such mutual aid agreement within the scope of the mutual aid agreement, such assistance shall be governed by the terms of the mutual aid agreement and not by this Agreement. This Agreement shall, however, apply to all requests for assistance beyond the scope of any mutual aid agreement or agreements in place prior to the event.

Article XVIII - GOVERNMENTAL AUTHORITY.

This Agreement is subject to laws, rules, regulations, orders, and other requirements, now or hereafter in effect, of all governmental authorities having jurisdiction over the emergencies covered by this Agreement or the Signatory Partner. Provided that a governmental authority may alter its obligations under this Agreement only as to future obligations, not obligations already incurred.

Article XIX - NO DEDICATION OF FACILITIES.

No undertaking by one Signatory Partner to the other Signatory Partners under any provision of this Agreement shall constitute a dedication of the facilities or assets of such Signatory Partners, or any portion thereof, to the public or to the other Signatory Partners. Nothing in this Agreement shall be construed to give a Signatory Partner any right of ownership, possession, use or control of the facilities or assets of the other Signatory Partners.

Article XX - NO PARTNERSHIP.

This Agreement shall not be interpreted or construed to create an association, joint venture or partnership among the Signatory Partners or to impose any partnership obligation or liability upon any Signatory Partner. Further, no Signatory Partner shall have any undertaking for or on behalf of, or to act as or be an agent or representative of, or to otherwise bind any other Signatory Partner.

Article XXI - NO THIRD PARTY BENEFICIARY.

Nothing in this Agreement shall be construed to create any rights in or duties to any third party, nor any liability to or standard of care with reference to any third party. This Agreement shall not confer any right, or remedy upon any person other than the Signatory Partners. This Agreement shall not release or discharge any obligation or liability of any third party to any Signatory Partners.

Article XXII - ENTIRE AGREEMENT.

This Agreement constitutes the entire agreement and supersedes any and all prior agreements of the Parties, with respect to the subject matters hereof.

Article XXIII - SUCCESSORS AND ASSIGNS.

This Agreement is not transferable or assignable, in whole or in part, and any Signatory Partner may terminate its participation in this Agreement subject to Article V.

Article XXIV - GOVERNING LAW.

This Agreement shall be interpreted, construed, and enforced in accordance with the laws of Washington State.

Article XXV - VENUE.

Any action which may arise out of this Agreement shall be brought in Washington State and King County. Provided, that any action against a participating County may be brought in accordance with RCW 36.01.050.

Article XXVI - TORT CLAIMS.

It is not the intention of this Agreement to remove from any of the Signatory Partners any protection provided by any applicable Tort Claims Act. However, between Requester and Responder, Requester retains full liability to Responder for any claims brought against Responder as described in other provisions of this agreement.

Article XXVII - WAIVER OF RIGHTS.

Any waiver at any time by any Signatory Partner of its rights with respect to a default under this Agreement, or with respect to any other matter arising in connection with this Agreement, shall not constitute or be deemed a waiver with respect to any subsequent default or other matter arising in connection with this Agreement. Any delay short of the statutory period of limitations, in asserting or enforcing any right, shall not constitute or be deemed a waiver.

Article XXVIII - INVALID PROVISION.

The invalidity or unenforceability of any provisions hereof, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

Article XXIX - NOTICES.

Any notice, demand, information, report, or item otherwise required, authorized, or provided for in this Agreement shall be conveyed and facilitated by EMAC, care of the KCOEM, 3511 NE 2nd Street, Renton WA 98056, Phone: 206-296-3830, Fax: 206-205-4056. Such notices, given in writing, and shall be deemed properly given if (i) delivered personally, (ii) transmitted and received by telephone facsimile device and confirmed by telephone, (iii) transmitted by electronic mail, or (iv) sent by United States Mail, postage prepaid, to the EMAC.

Signatory Documentation Sheet

The Regional Coordination Framework for Disasters and Planned Events for Public and Private Organizations in King County, Washington is intended to be adopted as the framework for participating organizations, within King County, to assist each other in disaster situations when their response capabilities have been overloaded. Components, as of January 2014, are the following:

- Regional Coordination Framework for Disasters and Planned Events for Public and Private Organizations in King County
- Agreement (legal and financial)

IN WITNESS WHEREOF, the Signatory Partner hereto has caused this Regional Coordination Framework for Disasters and Planned Events to be executed by duly authorized representatives as of the date of their signature:

ORGANIZATION:

ADDRESS:

AUTHORIZED SIGNATURE:

DATE:_____

Please submit this form to the King County Office of Emergency Management
3511 NE 2nd Street
Renton, WA 98056