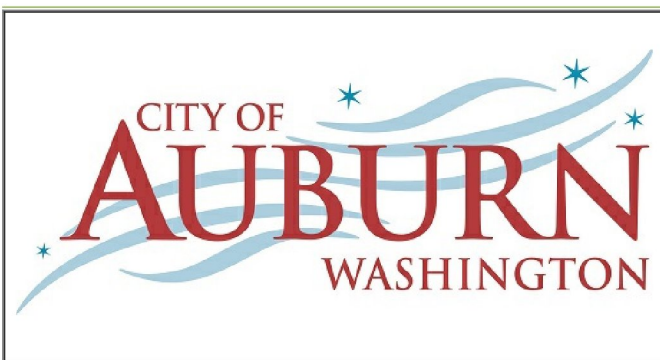


	City Council Study Session HHS SFA May 29, 2018 - 5:30 PM Council Chambers - City Hall AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

A. Roll Call

II. ANNOUNCEMENTS REPORTS AND PRESENTATIONS

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

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

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

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

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

IV. HEALTH AND HUMAN SERVICES DISCUSSION ITEMS

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

Presenters:

Ingrid Gourley Mungia, Director of Government Relations for MultiCare Health System

Ann McBride, President of CHI Franciscan Post-Acute Care Services

Maureen Womack, CEO of Alliance for South Sound

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

V. OTHER DISCUSSION ITEMS

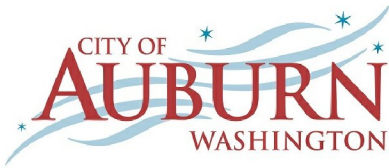
VI. NEW BUSINESS

VII. MATRIX

A. Matrix

VIII. ADJOURNMENT

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

SR167 and SR509 Gateway Project (Gaub) (20 Minutes)

Date:

May 21, 2018

Department:

CD & PW

Attachments:

[City of Auburn Benefit Assessment](#)

[Memorandum of Understanding](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

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

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. Funding for the Puget Sound Gateway Program has been approved to come from the state gas tax, tolls, potential federal and state grants, and has a legislative mandate to secure local funding contributions. Since the approval of the Program, WSDOT has been working with several local agencies to create a plan to meet the local funding requirement. The Legislature requires that a Memorandum of Understanding (MOU) with the local agencies involved be completed by July 1, 2018.

Agency contributions have been determined based upon the benefits that the various agencies may receive from the Gateway Program. The analysis that was completed to determine Auburn's level of involvement is attached for information. At this time Auburn is considered a Tier 3 City and as such our involvement includes supporting the local funding strategy as identified in the MOU and reviewing the design of the project. Auburn is not being asked to provide any direct funding to the Program.

WSDOT will provide a briefing of the Gateway Program and the proposal that has been developed in coordination with the local agencies to meet the local funding requirement set by the Legislature. It is anticipated that a Resolution approving the MOU will come before Council for approval at the June 4, 2018 meeting in order to meet the July 1st deadline.

Reviewed by Council Committees:

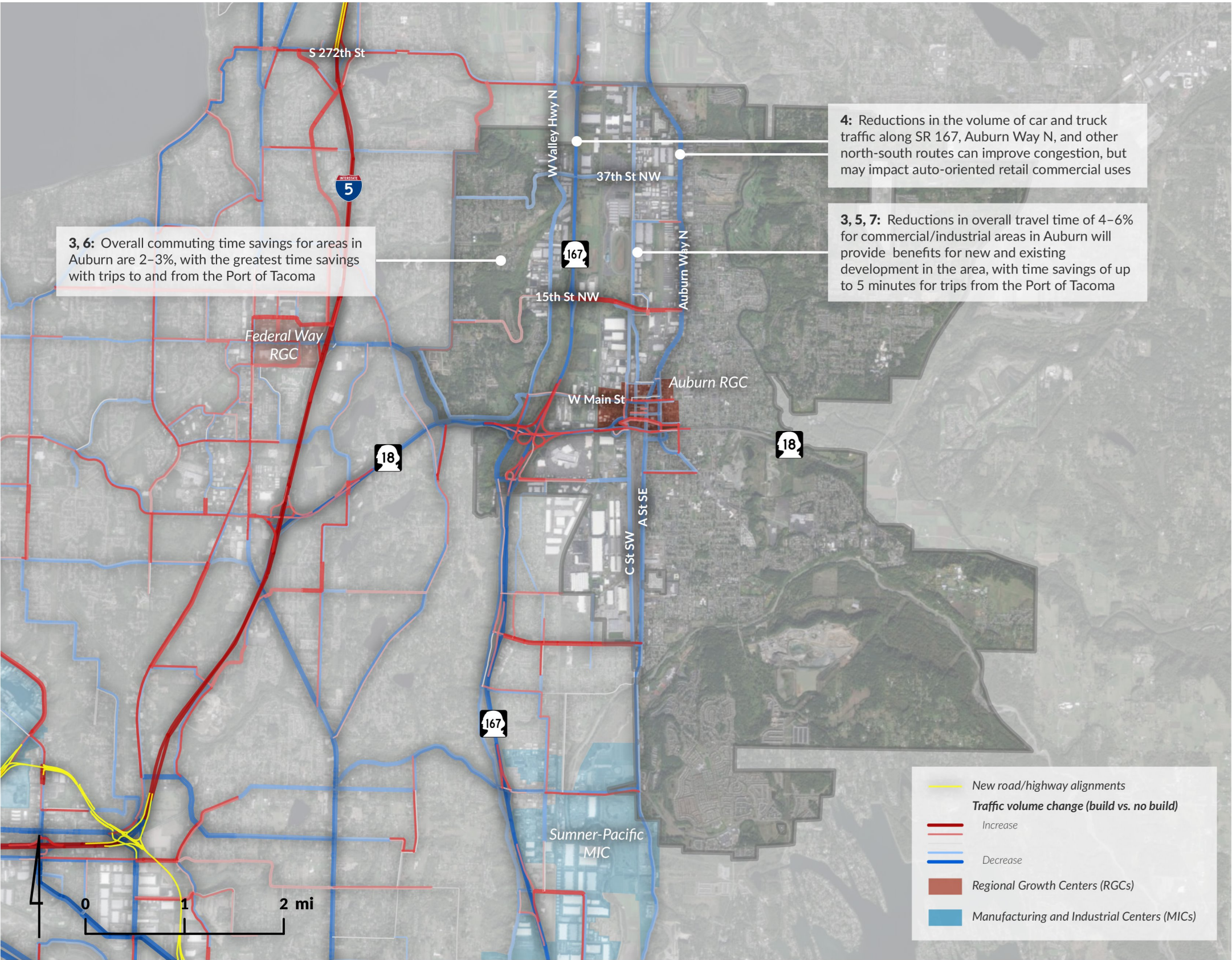
Councilmember:

Meeting Date: May 29, 2018

Staff:

Gaub

Item Number:



Overview

Population:	78,960 (2017 est.)
Employment:	45,489 (2016)
Operating Budget:	\$82.3 million (2017)

The City of Auburn is expected to receive **low** net local benefits under the Puget Sound Gateway Program, based on the characteristics summarized below:

- 1. Direct transportation linkages
- 2. Effects on local sales taxes
- 3. Travel time savings
- 4. Traffic diversion from local streets
- 5. Effects on local employment
- 6. Effects on developable residential lands
- 7. Effects on developable employment lands
- 8. Achievement of local policy goals
- 9. Environmental and social benefits

Auburn is located along SR 167, approximately 7 miles from the new SR 167/I-5 interchange and 12 miles from the new SR 509 alignment. The city is strongly linked to SR 167 for regional transportation access, with the SR 18 / SR 167 interchange providing an important east-west link to I-5.

The benefits of the Puget Sound Gateway Program are primarily related to reductions in traffic volume along SR 167 and SR 18, and associated improvements to congestion and travel times for truck traffic. Benefits to commuting traffic in the city are expected to be low.

For More Information
www.wsdot.wa.gov/projects/gateway
Andrew Bjorn, BERK Consulting
andrew@berkconsulting.com
(206) 493-2384

Proposed Participation Level: Tier Three

Per the Policy adopted by the Puget Sound Gateway Funding and Phasing Subcommittee outlining three tiers of participation, the City of Auburn commits to the following responsibilities as a **Tier 3** partner:

- **Support project and grant requests.** The City would commit to supporting project and grant requests that are included under the Gateway Program. This includes providing letters of support to grant applications as necessary, and coordinating applications for other transportation funding to reduce conflicts.
- **Participate in project meetings and reviews.** The City would commit to participating in project meetings and project development reviews for the Puget Sound Gateway Program and allocate sufficient staff time for attendance and participation.

What Are the Net Benefits to the City of Auburn?

The Puget Sound Gateway Program is expected to provide the following net benefits to the City of Auburn:

Direct Effects

- **Single and high-occupancy vehicles will experience low to moderate overall travel time savings.** Compared to the no-build scenario, there will be low to moderate improvements in commuting travel time due to overall system improvements. On average, total travel time savings of 2–3% are expected for commuting trips to and from Auburn. **(3)**
- **There will be moderate overall travel time savings for truck traffic.** Expect to see 4–6% savings for commercial and industrial areas within Auburn, with notable time savings to both the Port of Tacoma and Sea-Tac International Airport. **(3)**
- **Significant truck traffic will be diverted from local streets onto regional systems.** Expect a 12% reduction in truck traffic VMT on local streets during AM and PM peak periods, primarily on north-south routes. Other significant benefits include reduced maintenance, capacity improvements, and local safety. **(4)**

Indirect Effects

- **Strong local and regional transportation connections are critical in maintaining economic competitiveness.** Manufacturing, warehousing, transportation, and wholesaling amount to about 35% of the total employment in Auburn, with a significant amount of commercial and industrial land dedicated to these uses along SR 167 and Auburn Way N in the center of the city. Providing improved access by redirecting traffic volume to I-5 and providing for regional connections can support easier access and shorter trips to these locations for cargo transportation. **(5)**
- **Improving accessibility could support the development of vacant and underutilized residential and employment lands.** Improving travel times over the “no build” scenario can help to support efforts to attract new residential, commercial, and industrial development. Given the changes in access and traffic volumes indicated, the effects of traffic changes may have the greatest potential to affect areas for commercial and industrial development located on SR 167 and Auburn Way N. **(5, 6, 7)**
- **Negative impacts on retail sales taxes may be possible, but the effects are dependent on the mix of auto-oriented retail uses on major corridors.** Reductions in the traffic volumes along major north-south arterials in Auburn have the potential to reduce traffic frequenting auto-oriented commercial uses in these areas. The level of impacts will be dependent on the long-term mix of uses in these areas. **(2)**

Social and Policy Effects

- **Comprehensive Plan policies highlight the need for coordination with the SR 167 Completion Project.** Auburn’s 2015 Comprehensive Plan update indicates the need for coordination with WSDOT and surrounding communities about planning for SR 167, and indicate the SR 167 Completion Project as a major non-city project included for analysis. **(8)**
- **Promoting conversion to manufacturing and light industrial uses.** The economic development component of the 2015 Comprehensive Plan indicates the need to encourage conversion from existing warehousing uses to more fiscally sustainable light industrial and manufacturing activities. Providing for improved regional accessibility can support infill development and redevelopment in the area to support these efforts. **(5, 7, 8)**

What Tiers are included under the assessments?

The Partner Assessments are structured around three Tiers that classify the levels of benefit received by each community along a continuum, and define the resource commitments to the Puget Sound Gateway Project:

- **Tier 1** communities are serviced directly by the new highway alignments, and receive significant direct benefits due to improved accessibility.
- **Tier 2** communities are located close to the new highway alignments, and receive moderate to high benefits due to improved accessibility.
- **Tier 3** communities receive overall benefits from improvements to regional accessibility, but only receive nominal benefits directly.

Puget Sound Gateway Program SR 167 and SR 509 Completion Projects

Local Funding and Phasing Memorandum of Understanding

1. Participating Parties

In addition to the Washington State Department of Transportation (WSDOT), the following Local Agency Partners constitute those parties currently participating in this Memorandum of Understanding pertaining to the local contribution requirement for the Puget Sound Gateway Program (Gateway Program):

- Port of Seattle
- Port of Tacoma
- King County
- Pierce County
- City of Algona
- City of Auburn
- City of Des Moines
- City of Edgewood
- City of Federal Way
- City of Fife
- City of Kent
- City of Milton
- City of Pacific
- City of Puyallup
- City of SeaTac
- City of Sumner
- City of Tacoma

2. Background and Purpose of MOU

In July 2015, the Washington State Legislature and Governor Inslee acted to fund the Gateway Program through the Connecting Washington revenue package. The Gateway Program is comprised of two projects: the State Route 167 Completion Project and the State Route 509 Completion Project. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure that people and goods move more reliably through the Puget Sound region.

WSDOT is the lead project sponsor and is responsible for the planning, design and construction of the Gateway Program, as well as for its overall financial management. The program has been guided from its beginning by a Joint SR 167/SR 509 Executive Committee (Executive Committee), comprised of elected and appointed representatives of local jurisdictions served by the Gateway Program (Algona, Auburn, Burien, Des Moines, Edgewood, Federal Way, Fife, Kent, Milton, Pacific, Puyallup, SeaTac, Sumner, Tacoma, King County, Pierce County, Port of Seattle, and Port of Tacoma) as well as Federal Highway Administration, Washington State Transportation Commission, Washington State Department of Transportation, Puget Sound Regional Council, Sound Transit, Pierce Transit, and the Freight Mobility Strategic Investment Board.

Funding for the Gateway Program has been approved to come from the state gas tax, tolls, local contributions, and potential federal and state grants. Total funding for the Gateway Program, from the 2015 Connecting Washington transportation funding package, is \$1.875 billion, which includes local contributions of \$130 million. The program has been funded over a 16-year

timeline. Based on the legislative funding plan, major construction for a first stage would occur from 2019 through 2025, and a second stage from 2026 through 2030. Local contributions will be needed to construct both stage one and stage two projects.

In the 2017 Legislative session new language was enacted (Engrossed Senate Bill 5096 § 306(20)(b)) requiring development of a Memorandum of Understanding (MOU) between the Local Agency Partners and WSDOT. The legislature directed that:

The secretary of transportation must develop a memorandum of understanding with local project stakeholders that identifies a schedule for stakeholders to provide local matching funds for the Puget Sound Gateway project. Criteria for eligibility of local match includes matching funds and equivalent in-kind contributions including, but not limited to, land donations. The memorandum of understanding must be finalized by July 1, 2018. The department must submit a copy of the memorandum of understanding to the transportation committees of the legislature and report regularly on the status.

To this end, the Executive Committee of the Gateway Program convened a Funding and Phasing Subcommittee (Subcommittee) to develop a MOU that summarizes their planned future commitments and planned timing of those commitments to contribute to the SR 167 and SR 509 projects.

The Subcommittee goals include:

- Support efforts to build the Gateway projects on or ahead of schedule
- Create successful local partnerships
- Obtain sufficient local funding to build the Puget Sound Gateway projects
- Time grant-funding projects to support the project delivery schedule

The construct of local funding participation, when authorized by the legislative bodies of the relevant agencies through a series of forthcoming interlocal agreements, is based on the following projections:

	SR 167	SR 509	TOTAL
Port contributions	\$30 million	\$30 million	\$60 million
Federal INFRA grant	\$10 million	\$10 million	\$20 million
Local agency partner match	\$10 million	\$10 million	\$20 million
Other Grants (PSRC, FMSIB, TIB)	\$20 million	\$10 million	\$30 million
Total	\$70 million	\$60 million	\$130 million

3. Local Funding Strategy

A key element of the local funding strategy is to identify projects within the Gateway Program that provide clear and measurable benefits to local jurisdictions. In the Gateway Program, these are called “Local Nexus Projects,” designed to:

- Create a positive business case for Local Agency Partners by focusing on the parts of the program that are most relevant and important to local jurisdictions
- Leverage the potential to access significant grant funding to support local funding assumptions

In support of the local funding strategy, Local Agency Partners shall:

- Participate, co-fund match, and submit grant applications with support from Subcommittee staff, as identified in Section 6 of this MOU
- Combine local monetary and in-kind contributions and project funds to ensure fully-funded applications, as identified in Section 6 of this MOU
- Support the grant effort and avoid competition with the local projects in the year of application

The following Local Nexus Projects have been identified within the north (SR 509) and south (SR 167) segments of the Gateway Program:

Gateway North (SR 509)	Gateway South (SR 167)
188 th South Ramps	Meridian West Ramps
SeaTac Access, with Ramps to 28 th /24 th Avenue South	54 th Avenue East Ramps
Veterans Drive Extension	Interurban Trail
Lake to Sound Trail	Valley Avenue West Ramps
	Port of Tacoma Access/SR 509 Spur
	70 th Avenue E Bridge Relocation

If Local Nexus, INFRA, and any other pending grant projects become fully funded, these projects will contribute substantially toward the Legislative requirement for local match. Funding commitments will be achieved via an interlocal agreement from each signing party up to the amounts presented in this MOU. Local Agency Partner signatories to this MOU understand that once the local contribution requirements set forth in ESB 5096 (\$130 million) is achieved, that Local Agency Partners will not be required to commit to additional funds beyond what is outlined in this MOU. If additional grant funding or additional funds from other sources are obtained that fulfill the \$130 million local contribution requirement, the Secretary of Transportation and the Executive Committee will review and determine to either reduce local agency partner match payments, or recommend expanding scope of the Gateway Program, and amend each signing party's interlocal agreement accordingly.

4. Local Participation Policy

The Joint Executive Committee has agreed to a funding and phasing policy that structures local agency partner match requirements to be commensurate with the benefits accrued from the project at a local level. This policy states that:

All local agency partners accrue some benefit from the Puget Sound Gateway Program. Partners receiving fewer benefits, however, are not expected to contribute as much as partners who receive more benefits. Direct benefits are those that most quantifiable, but there are other components of value that include indirect, strategic and policy/social benefits. Both direct and indirect benefits will be assessed as part of the consideration of local contributions, because they are more easily quantifiable than strategic and policy/social benefits.

All Local Agency Partner signatories of this MOU expect to seek approval of interlocal agreements to contribute a match to be applied to Local Nexus Projects at a level that reflects their respective anticipated level of benefit, as identified in Section 6 of this MOU.

5. Benefit Assessment Methodology

The proposed financial participation by each partner is based on a general, qualitative assessment of the net benefits expected to be received by full completion of the Gateway Program. The assessment includes the following metrics, based on available project data and transportation modeling outputs:

- **Direct transportation linkages.** The location of direct access points for new limited access highways or other transportation infrastructure that benefits the community.
- **Effects on local sales taxes.** The impacts of the projects to sales tax receipts, both in terms of one-time construction sales taxes for the project, and ongoing sales taxes from impacts to commercial uses.
- **Travel time savings.** Overall travel time savings for local car and truck traffic associated with the projects.
- **Traffic diversion from local streets.** The diversion of, or increase in, traffic on local arterials due to the project, with associated positive impacts to traffic safety and local road maintenance.
- **Effects on local employment.** The potential effects of improved accessibility are reviewed, particularly in the context of access to new or potential employment uses.
- **Effects on developable residential lands.** The potential impacts of changes in traffic flow and accessibility on residential land development, with a focus on areas within the jurisdiction that are available for redevelopment.
- **Effects on developable employment lands.** The potential impacts of changes in traffic flow and accessibility on the development or redevelopment of commercial and industrial lands.
- **Achievement of local policy goals.** The alignment of the WSDOT Gateway Program with local plans and policies.
- **Environmental and social benefits.** Environmental and social benefits specifically linked to these projects, including upgrades to pedestrian and cycling infrastructure, and wetlands and riparian restoration.

The approach and findings of the benefits assessments have been provided to the Local Agency Partners.

6. Local Jurisdiction Anticipated Contributions to the Program

Based on results from the benefit assessment described in Section 5, contributions for each of the Local Agency Partners were determined by project stage in the tables below. Following execution of this MOU, interlocal agreements will be drafted for subsequent approval. Anticipated contributions only become binding commitments when embedded in interlocal agreements, and the conditions therein are approved by the proposed funding entity. Interlocal agreements between WSDOT and the respective Local Agency Partner must be in place for a project prior to issuance of the Request for Proposals (RFP) for any proposed construction contract. The Interlocal agreements will become binding commitments, within the statutory authority of the Local Agency Partner, and will define the schedule of local match payments expected over the duration of each construction project stage.

WSDOT will exercise due diligence to develop and construct each project on schedule within the Gateway Program to the best of its abilities. Local Agency Partners will participate in project development reviews and project meetings in support of the Gateway Program.

If grant pursuits identified in the Stage 1 and Stage 2 tables below are not achieved sufficient to meet the \$130 million local contribution, additional grants will be pursued from the funding programs listed or from other funding programs that may become available over the life of the Gateway Program. If Local Nexus Projects go to construction without planned grants, the Local Agency Partner match funds will still be provided by agreement with WSDOT. If it is determined that a Local Nexus Project cannot be fully funded, WSDOT will review options with the Executive Committee. If an official decision is determined by the Executive Committee and the Secretary of Transportation that the Local Nexus Project is not to be included in a construction project, the Local Agency Partner match may be withdrawn.

Stage 1 Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
70 th Avenue E/Interurban Trail	\$32,245,600	FMSIB	\$5,000,000	Mar 2018	2019-2021	\$800,000 \$500,000 \$3,000,000	Fife Tacoma Port of Tacoma
		TIB	\$5,000,000	Aug 2018	2019-2021		
		State Capital & Transportation	\$1,400,000	Mar 2018	2019-2021		Fife
Veterans Drive/ SR516 Interchange	\$33,800,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,000,000	Kent
		TIB	\$5,000,000	Aug 2020	2021-2025	\$1,000,000	Kent
SeaTac Access	\$176,883,500	PSRC	\$4,500,000	Apr 2018	2021-2025	\$2,000,000 \$500,000	SeaTac (ROW in lieu) Des Moines

Port of Tacoma Access/509 Spur	\$323,042,000	PSRC	\$4,500,000	Apr 2018	2021-2025	\$1,500,000 \$3,000,000 \$800,000	Tacoma Port of Tacoma Fife
		FMSIB	\$5,000,000	Mar 2020	2021-2025		
All Gateway Program		INFRA	\$20,000,000*	Nov 2017	2019-2021		
SR 167 Stage 1		Port of Tacoma		Jan 2021	2021-2025	\$9,000,000	Port of Tacoma
SR 509 Stage 1		Port of Seattle		Jan 2021	2021-2025	\$15,000,000	Port of Seattle (expected in 2023-2025)
Total Stage 1			\$54,900,000			\$38,100,000	\$93,000,000

Stage 2 Future Grant Pursuits for Local Nexus Projects

Project	Estimated Construction Cost	Funding Program	Grant Target Amount	Target Due Mo/Year	Anticipated Construction Expenditure	Local Agency Partner Match	Partner Nexus
Meridian Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Puyallup
Valley Avenue Interchange		TBD	\$3,000,000	2022	2026-2030	\$2,000,000	Pierce County
188 th Street Interchange improvements		TBD	TBD	2023	2026-2030	TBD	
SR 167 Stage 2		TBD	\$4,000,000	2022	2026-2030	\$500,000 \$500,000	Edgewood (ROW in lieu) Sumner
		Port of Tacoma		Jan 2026	2026-2030	\$15,000,000	Port of Tacoma
SR 509 Stage 2		TBD	\$4,000,000	2024	2026-2030		
		Port of Seattle		Jan 2026	2026-2030	\$15,000,000	Port of Seattle
Total Stage 2			\$14,000,000			\$35,000,000	\$49,000,000
Total Stages 1 & 2			\$68,900,000			\$73,100,000	\$142,000,000

* – If no INFRA, apply for FHWA BUILD grant for Port of Tacoma Access (SR 509 Spur)

TBD – grant funding program pursuit to be determined in future

7. Terms and Termination

7.1. Amendments

This MOU shall be periodically reviewed and evaluated regarding the need for modifications or amendments by mutual determination of WSDOT and Local Agency Partners. Amendments to the MOU shall be required if program funding assumptions need to be adjusted that affect the ability to construct the identified Local Nexus Projects or the ability to achieve the \$130 million local contribution. Such amendments shall only be binding if they are in writing and signed by authorized personnel from all of the Local Agency Partners. Except as set forth in an amendment, the MOU will be unaffected and shall continue in full force and effect in accordance with its terms. If there is conflict

between an amendment and the MOU or any earlier amendment, the terms of the most recent amendment will prevail.

If there is a conflict between subsequent Interlocal Agreements and the MOU or any earlier amendments, the terms of the Interlocal Agreements will prevail.

Changes that do not affect the ability to construct the identified Local Nexus Project or achieve the \$130 million local contribution shall be addressed through the Interlocal Agreement between WSDOT and the relevant Local Agency Partner.

7.2. Dispute Resolution

Should any signatory to this MOU object at any time to any actions proposed or the manner in which the terms of this MOU are implemented, the Executive Committee shall hear the dispute first and if the disputant(s) is/are not satisfied with the Committee's proposed decision, the Committee will send to the Secretary of Transportation its proposed solution and all documentation relevant to the dispute. The Secretary of Transportation shall provide the Executive Committee with his/her advice on how to resolve the dispute within thirty (30) calendar days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the Executive Committee shall prepare a written response that considers any timely advice or comments regarding the dispute from the Secretary of Transportation, signatories and other interested parties, and provide them with a copy of this written response. WSDOT will then proceed according to this final decision.

7.3 Conditions for Termination of Participation

Subject to legislative appropriation and all applicable laws, each signatory shall ensure that the Gateway Program is carried out in accordance with the terms of the MOU and subsequent Interlocal Agreements. A signatory may terminate its participation in this MOU if its terms cannot be met and by providing written notice to the Secretary of Transportation and the Executive Committee a minimum of 180 calendar days before a project issues an RFP that relies on that local agency partner funding. Prior to providing written notice terminating participation, however, the signatories shall consult with WSDOT to determine whether an amendment to the MOU might be feasible. If a signatory terminates its participation, WSDOT will then consult with the Executive Committee to determine if project scope elements need to be removed if contributions are not realized in accordance with this understanding.

8. Period of Agreement.

This MOU will commence on (July 1, 2018 proposed date) and will dissolve when the \$130 million of local contribution have been secured, or when the Local Nexus Projects have been constructed and are complete.

9. Signatories

Stephen P. Metruck
Executive Director
Port of Seattle

Date

John Wolfe
Chief Executive Officer
Port of Tacoma

Date

Dow Constantine
County Executive
King County

Date

Bruce Dammeier
County Executive
Pierce County

Date

David E. Hill
Mayor
City of Algona

Date

Nancy Backus
Mayor
City of Auburn

Date

Michael Matthias
City Manager
City of Des Moines

Date

Daryl Eidinger
Mayor
City of Edgewood

Date

Jim Ferrell
Mayor
City of Federal Way

Date

Pat Hulcey
Councilmember
City of Fife

Date

Dana Ralph
Mayor
City of Kent

Date

Shanna Styron-Sherrell
Mayor
City of Milton

Date

Leanne Guier
Mayor
City of Pacific

Date

Kevin Yamamoto
City Manager
City of Puyallup

Date

Joseph Scorcio
City Manager
City of SeaTac

Date

William L. Pugh
Mayor
City of Sumner

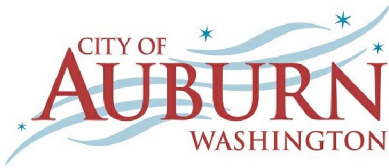
Date

Elizabeth A. Pauli
City Manager
City of Tacoma

Date

Roger Millar
Secretary of Transportation
Washington State Department of Transportation

Date



AGENDA BILL APPROVAL FORM

Agenda Subject:

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

Date:

May 21, 2018

Department:

CD & PW

Attachments:

[2019-2024 TIP Update Memo](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background Summary:

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually as required by RCW 35.77.010. The primary importance of the TIP is that, in most instances, projects must be included on the TIP to be eligible for state and federal grant programs. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in years 4, 5, and 6 can be partially or completely un-funded.

The TIP is a multiyear planning tool and document for the development of transportation facilities within the City and does not represent a financial commitment by the City. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for the acquisition of project funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements.

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

Gaub

Meeting Date: May 29, 2018

Item Number:



Memorandum

To: Mayor Backus and City Council
From: James Webb, Traffic Engineer, PE, PTOE
Date: May 29, 2018
Re: 2019-2024 Transportation Improvement Program – Annual Update

Background Summary

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually as required by RCW 35.77.010 by June 30. The primary importance of the TIP is that, in most instances, projects must be included on the TIP to be eligible for state and federal grant programs. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in years four, five, and six can be partially or completely un-funded.

The TIP is a multiyear planning tool and document for the near term development of transportation facilities within the City and does not represent a financial commitment by the City. Once the TIP is approved, projects are budgeted and funded through the City's biennial budget. The TIP sets priorities for pursuing project funding and is a prerequisite of most grant programs. Staff also uses the TIP to coordinate future transportation projects with needed utility improvements.

SUMMARY OF PROPOSED AMENDMENTS TO THE TIP

Deletions: The following projects are planned to be removed from the updated TIP:

- TIP 2: A St Traffic Signal Improvements (\$1.20M) – This project was combined with TIP 19 (Auburn Way N/1st St NE Signal Improvements) to become I-1 (Signal Replacement Program) to address the ongoing need to replace signal infrastructure as it reaches the end of its service life.
- TIP 12: Grade Separated Crossing of the BNSF Railyard (\$32.1M) – This project was removed from the TIP as it is not anticipated to be started within the next six years. The project remains in the Comprehensive Transportation Plan.
- TIP 14: A Street SE Signal Safety and Traffic Operations (\$0.46M) – Will be completed in 2018.

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

Additions: The following projects are proposed to be added to the updated TIP (the draft TIP sheet and a vicinity map is attached for each of these projects):

- TIP I-1: Signal Replacement Program (\$1.20M) – this project replaces TIP 2 (A Street SE Traffic Signal Improvements) and TIP 19 (Auburn Way N and 1st Street NE Signal Improvements). This will be an ongoing program to replace existing signal infrastructure as it reaches its end of life.
- TIP I-7: SE 320th St/116th Ave SE Roundabout (\$1.73M) – the project will construct a new roundabout along SE 320th Street at the intersection with 116th Avenue SE. The intersection is currently stop controlled on the 116th Avenue SE approaches. This was previously included as part of the scope for TIP #42 (SE 320th Street Corridor Improvements).
- TIP I-11: Auburn Way S/6th Street SE (\$1.20M) – The project will construct a new southbound right-turn lane on Auburn Way S at the intersection with 6th Street SE.
- TIP N-7: Auburn Way S Sidewalk – Southside (17th Street SE to MIT Plaza south side) (\$0.71M) – The project will construct a new sidewalk along the south side of Auburn Way S between Howard Road to the west of the Muckleshoot Plaza signal. The City has received funding from TIB for similar improvements along the north side of Auburn Way S in this vicinity.
- TIP N-11: Lea Hill Safe Routes to School (\$1.83M) – the project will construct safe routes to schools improvements in the vicinity of Hazelwood Elementary School, Lea Hill Elementary School, and Rainier Middle School.
- TIP P-10: A Street SE Preservation (37th Street SE to King/Pierce County Line) (\$1.71M) – the project will preserve the pavement and construct ADA improvements.
- TIP P-11: C Street SW Preservation (W Main Street to GSA Signal) (\$2.31M) - the project will preserve the pavement and construct ADA improvements.
- TIP P-12: Lakeland Hills Way Preservation (57th Drive SE to Lake Tapps Pkwy) (\$1.20M) - the project will preserve the pavement and construct ADA improvements.
- TIP R-15: Auburn Way S at Poplar Street Safety Improvements (\$0.27M) – the project will install improvements to improve safety along Auburn Way S in the vicinity of the curve adjacent to Poplar Street.

Other Modifications:

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

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

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

CURRENT STATUS AND NEXT STEPS:

Staff will continue to develop the 2019-2024 TIP update in coordination with the City Capital Facilities Plan update process and the 2019-2020 budget development. The Transportation Advisory Board and City Council comments will be addressed and adoption is anticipated as follows in the schedule below.

- **MARCH 13, 2018:** FIRST TRANSPORTATION ADVISORY BOARD DISCUSSION
- **MAY 29, 2018:** FIRST COUNCIL STUDY SESSION
- **JUNE 4, 2018:** RESOLUTION TO SCHEDULE PUBLIC HEARING
- **JUNE 11, 2018:** SECOND COUNCIL STUDY SESSION
- **JUNE 12, 2018:** SECOND TRANSPORTATION ADVISORY BOARD DISCUSSION
- **JUNE 18, 2018:** PUBLIC HEARING & RESOLUTION FOR ADOPTION

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# I-1

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

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

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

Progress Summary:

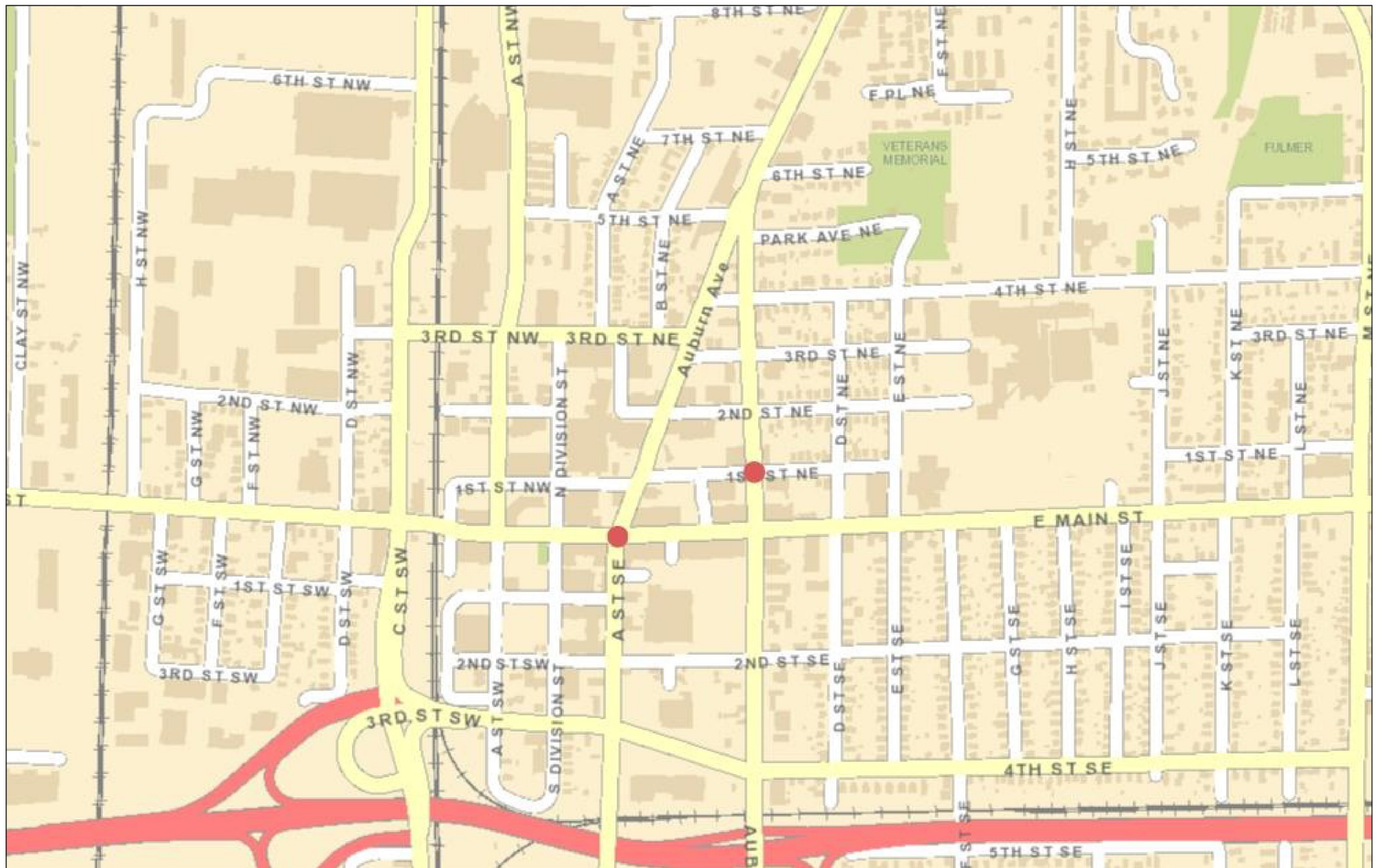
Future Impact on Operating Budget:

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

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

TIP# I-1 - Signal Replacement Program

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 667 ft

1:8,000



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Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# I-7

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

STIP# AUB-N/A

LOS Corridor ID# 25

Description:

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

Progress Summary:

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

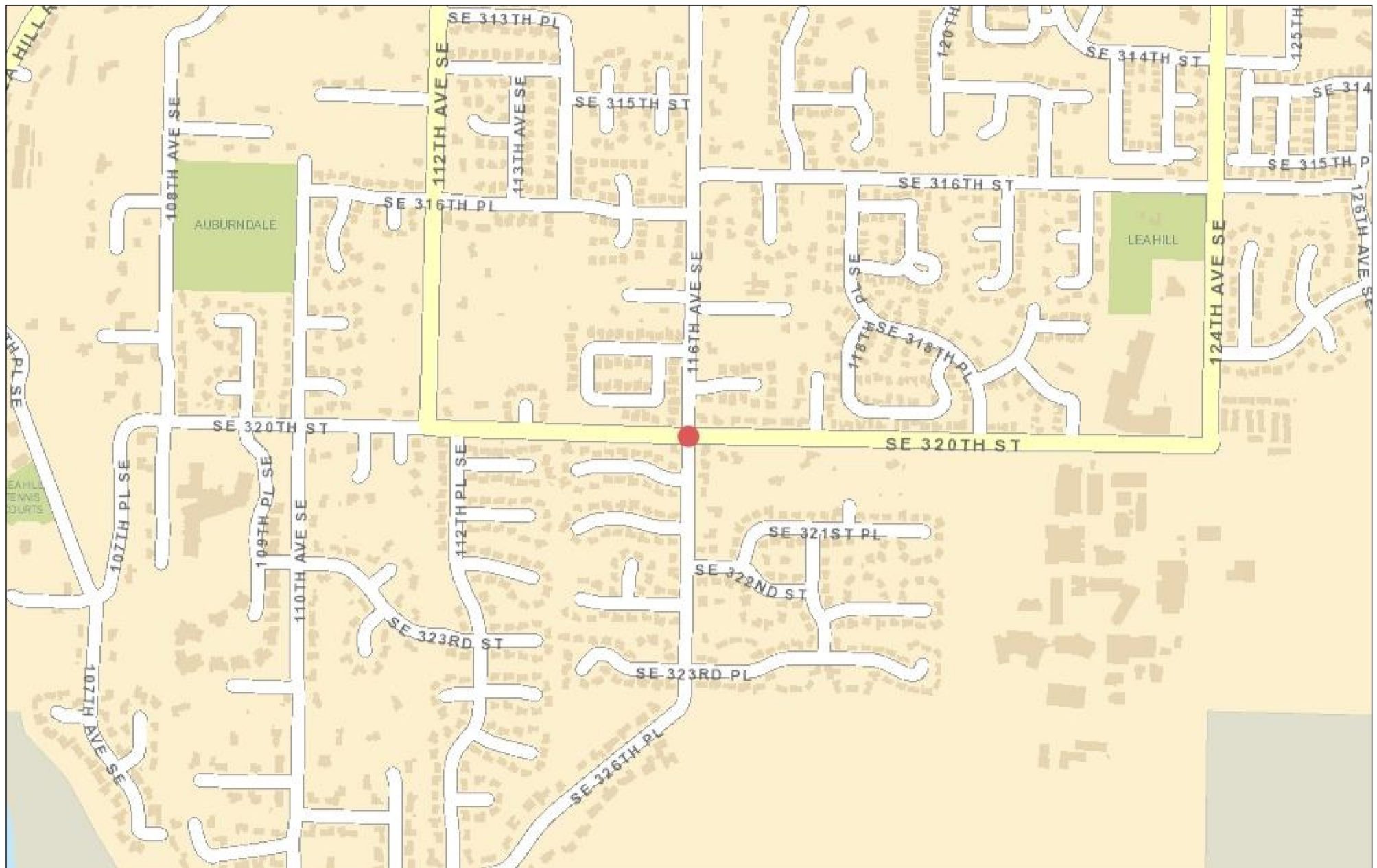
Future Impact on Operating Budget:

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

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

TIP# I-7 - SE 320th St/116th Ave S Roundabout

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 667 ft

1:8,000

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Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# I-11

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

STIP# AUB-N/A

LOS Corridor ID# 3

Description:

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

Progress Summary:

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

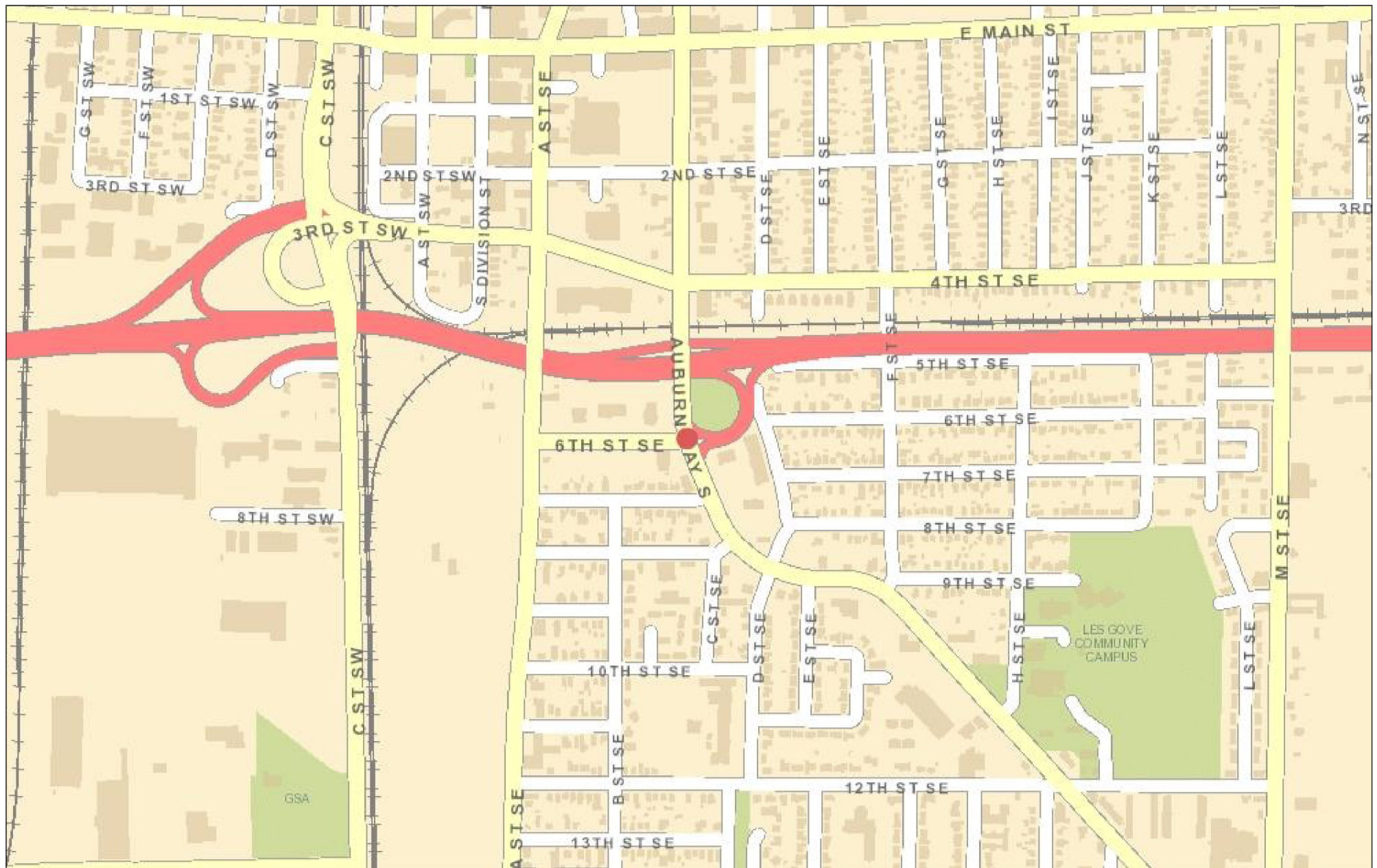
Future Impact on Operating Budget:

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

Activity:	2018 YE		Budget			Forecast Project Cost				Total Project Cost
	Prior to 2018	Estimate	2019	2020	2021	2022	2023	2024	Beyond 2024	
Funding Sources:										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Unsecured Federal Grant	-	-	-	-	-	80,000	80,000	800,000	-	960,000
Traffic Impact Fees	-	-	-	-	-	20,000	20,000	200,000	-	240,000
Other	-	-	-	-	-	-	-	-	-	-
Total Funding Sources:	-	-	-	-	-	100,000	100,000	1,000,000	-	1,200,000
Capital Expenditures:										
Design	-	-	-	-	-	100,000	-	-	-	100,000
Right of Way	-	-	-	-	-	-	100,000	-	-	100,000
Construction	-	-	-	-	-	-	-	1,000,000	-	1,000,000
Total Expenditures:	-	-	-	-	-	100,000	100,000	1,000,000	-	1,200,000

TIP# I-11 - AWS/6th Street SE

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 667 ft

1:8,000

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Six Year Transportation Improvement Plan

CAPITAL IMPROVEMENT FUNDS (328)

TIP# N-7

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

STIP# AUB-xx

LOS Corridor ID# 4

Description:

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

Progress Summary:

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

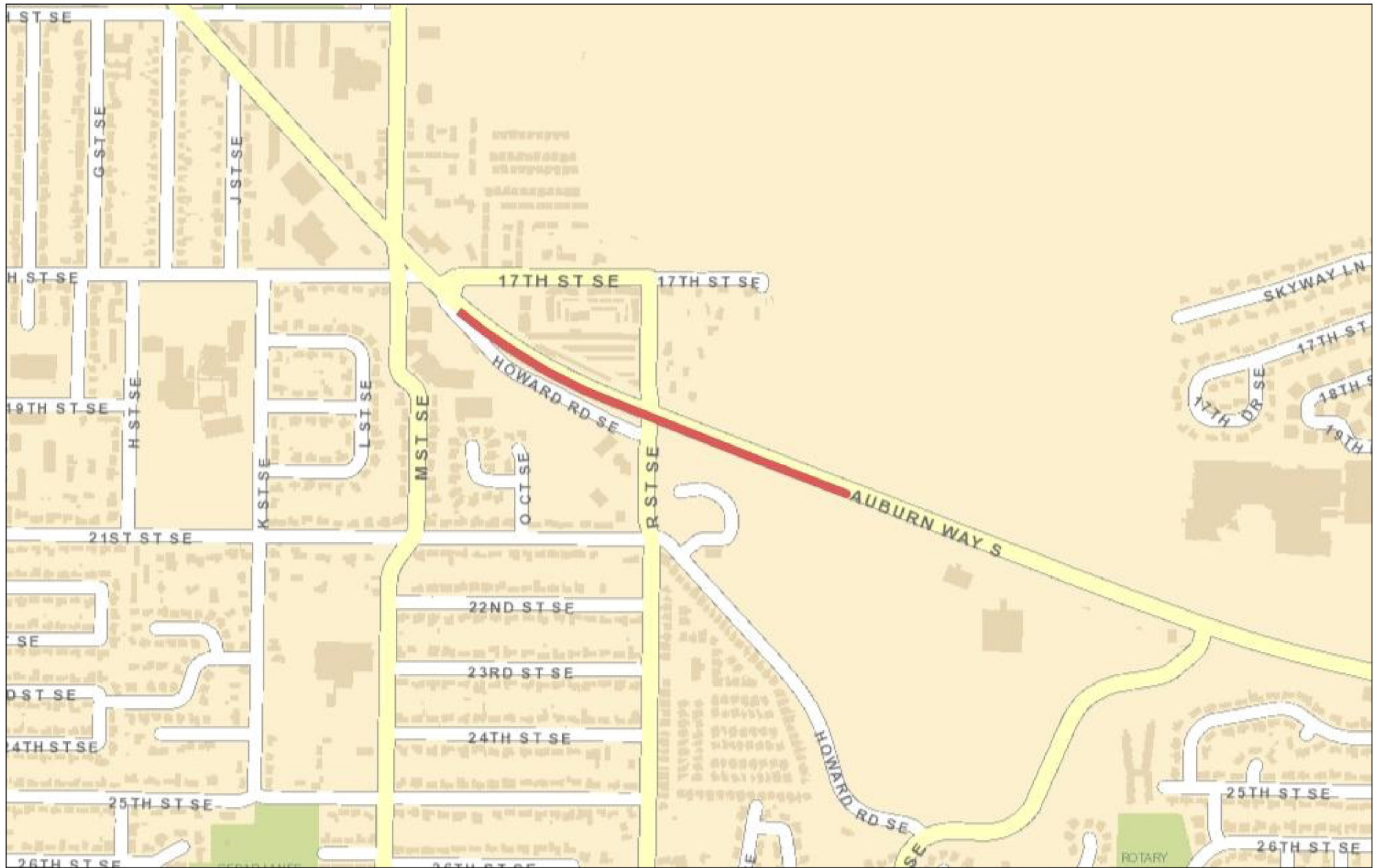
Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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

TIP# N-7 - AWS Sidewalk - Southside

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 667 ft

1:8,000



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Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# N-11

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

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

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

Progress Summary:

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

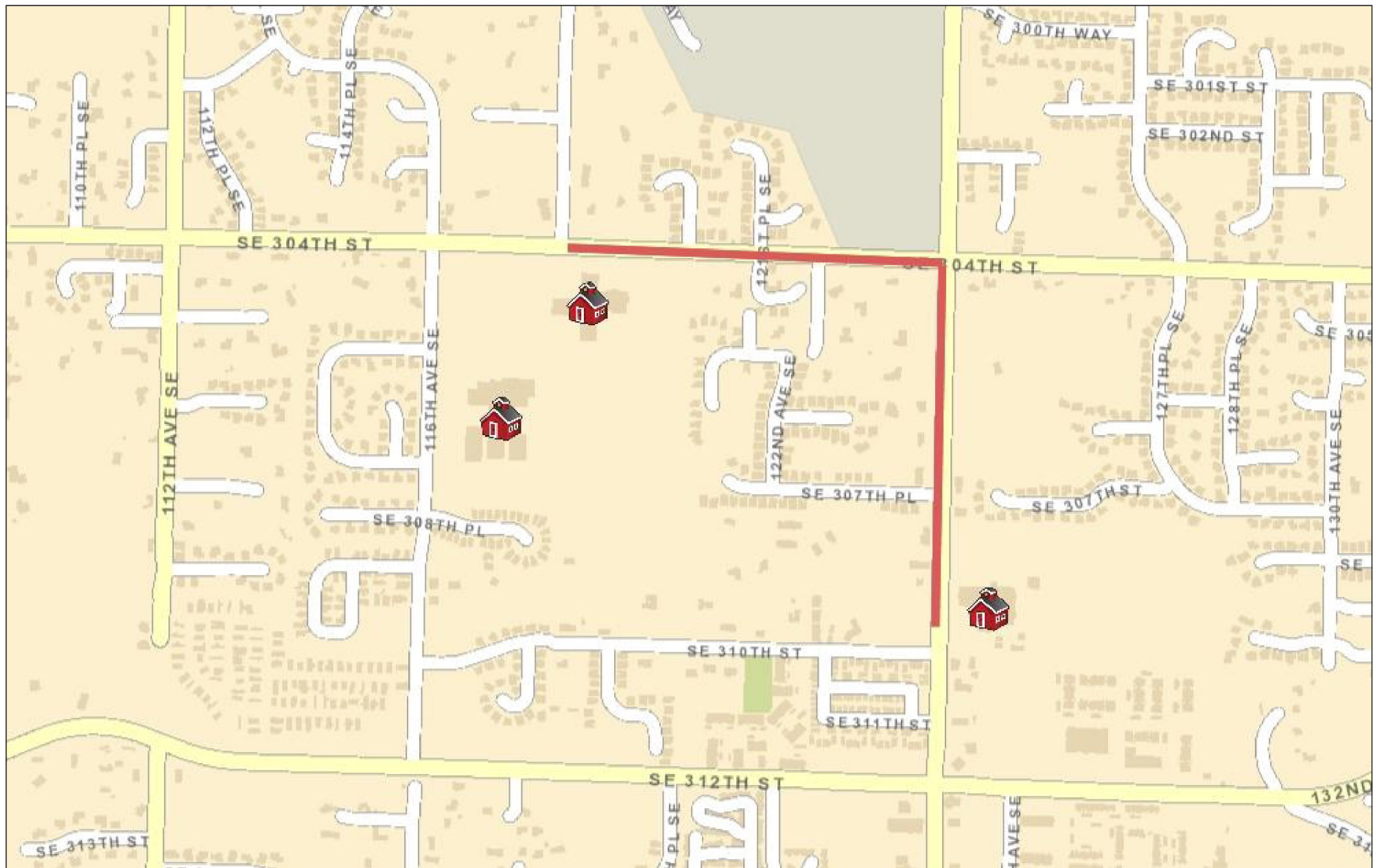
Future Impact on Operating Budget:

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

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

TIP# N-11 - Lea Hill Safe Routes to Schools

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

1in = 667 ft

1:8,000



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Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# P-10

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

STIP# AUB-XX

LOS Corridor ID# 10

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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

TIP# P-10 - A Street SE Preservation

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# P-11

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

STIP# AUB-XX

LOS Corridor ID# 13

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

No impact.

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

TIP# P-11 - C Street SW Preservation

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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Six Year Transportation Improvement Plan**TIP# P-12****ARTERIAL PRESERVATION FUND (105)**

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

STIP# AUB-XX**LOS Corridor ID# 26****Description:**

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

Progress Summary:

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

Future Impact on Operating Budget:

No impact.

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

TIP# P-12 - Lakeland Hills Way Preservation

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



2,666.7 0 1,333.3 2,666.7 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# R-15

Project Title: **Auburn Way S (SR-164) Poplar Curve Safety Improvements**

STIP# AUB-N/A

Project No: **cpxxxx**

Project Type: **Safety**

Project Manager: **TBD**

LOS Corridor ID# 4

Description:

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

Progress Summary:

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

Future Impact on Operating Budget:

There is no impact to the street maintenance budget.

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

TIP# R-15 - AWS - Poplar Street Safety Improvements

Printed Date: 5/21/2018
Map Created by City of Auburn eGIS
Imagery Date: May 2015



1,333.3 0 666.7 1,333.3 Feet

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

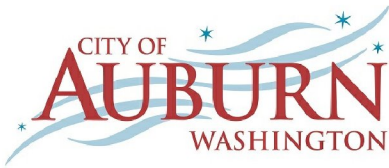
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AGENDA BILL APPROVAL FORM

Agenda Subject:

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

Date:

May 23, 2018

Department:

Community Development &
Public Works

Attachments:

[Attachment 1](#)

[Attachment 2](#)

[Resolution 5370 Massena](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:**Background Summary:****PUBLIC BENEFIT RATING SYSTEM (PBRs) OVERVIEW**

The Public Benefit Rating System (PBRs) is an open space property tax program allowed under RCW 84.34 and administered by the County. In King County, administration is carried out by the Department of Natural Resources and Parks. The intent of the program is to encourage preservation of open space lands, agricultural lands and forested lands that are in private ownership by offering property tax reductions for land owners who are willing to preserve their land above and beyond the minimum requirements established within adopted land use regulations.

Private property owners may submit a PBRs application request to the County who then reviews the request against adopted King County code provisions in order to determine eligibility in the program. The program establishes a number of different open space resources that a property owner can seek to preserve (e.g. agricultural land, surface water quality buffer, forest stewardship, public access). Each resource is assigned a point value or range of point values. The more points that a property earns the more property tax reduction that may be awarded.

Property tax reductions that are awarded to an owner carry land management obligations that are recorded against the property. A reduction in property tax revenue from a single property results in a shift whereby all other property tax payers within the County share in making up the lost revenue. Removal of a property from the PBRs open space program (whether intentional or unintentional) causes the payment of back taxes, penalties, and interest.

MASSENA APPLICATION

The Massena property consists of 2 separate parcels that total 10.08 acres. The owner is seeking enrollment in the PBRs program under the farm and agricultural conservation land category. The Massena's utilize the property as farmland for the purpose of raising sheep. King County is recommending that 8.35 acres of the total property be enrolled in the program

subject to preparation and submittal of a Farm Management Plan in consultation with the King Conservation District by October 31, 2018. County staff has recommended awarding a total of 5 points which would result in a 50% reduction in the taxable value for the portion of the land enrolled in the program.

PROCESS AND ACTION:

While the PBRS program is administered by the King County Department of Natural Resources and Parks, the granting authority for PBRS requests that are located within incorporated areas is both the County and the City. RCW 84.34.037(1) includes the following passage:

“Application for classification of land in an incorporated area must be acted upon by: (a) A granting authority composed of three members of the county legislative body and three members of the city legislative body in which the land is located in a meeting where members may be physically absent but participating through telephonic connection; or **(b) separate affirmative acts by both the county and city legislative bodies where both bodies affirm the entirety of an application without modification or both bodies affirm an application with identical modifications.**”

The above passage requires that both the City of Auburn City Council and the Metropolitan King County Council approve the application request. Subsection (b) that is in bold is the provision that pertains to this request. Resolution 5370 is tentatively scheduled to come before the Auburn City Council for action on June 4, 2018. A similar action is tentatively scheduled to come before the Metropolitan King County Council's Planning, Rural Service and Environment Committee for public hearing on June 5, 2018.

The King County Department of Natural Resources and Parks has prepared a staff report (Attachment 1) that includes detailed information about the property, the County policies that the request is evaluated against, the findings pertaining to this request, conditions of approval, and a recommendation for acceptance into the program.

Reviewed by Council Committees:

Councilmember:

Staff:

TATE

Meeting Date: May 29, 2018

Item Number:

**KING COUNTY
DEPARTMENT OF NATURAL RESOURCES AND PARKS
WATER AND LAND RESOURCES DIVISION**

**Report to the City of Auburn for Property
Enrollment in the Public Benefit Rating System (PBRs)**

May 15, 2018

APPLICANTS: William and Sharon Massena

File No. E17CT021A

A. GENERAL INFORMATION:

1. Owners: William and Sharon Massena
5502 Jordan Avenue SE
Auburn, WA 98092
2. Property location: same as above
3. Zoning: RC
4. STR: SW-34-21-05
5. PBRs category requested by applicants and recommended by program staff:

Open space resource

Farm and agricultural conservation land

6. Parcel:	342105-9044	342105-9061
Total acreage:	6.08	4.00
Requested PBRs:	6.08	4.00
Home site/excluded area:	1.05	0.68
Recommended PBRs:	5.03*	3.32*

NOTE: The attached map (2017 aerial photo) outlines in yellow the parcel boundaries and in blue the areas proposed to be *excluded* from PBRs. The portion recommended for enrollment in PBRs (8.35 acres) is the entire property (10.08 acres) less the excluded areas as measured (1.73 acres). In the event the Assessor's official parcel size is revised, PBRs acreage should be administratively adjusted to reflect that change.

***Recommended PBRs acreage is dependent upon the property's qualification for the farm and agricultural conservation land category, which requires the enrolled acreage be farmed according to an approved**

farm management plan. Without award of this category, the property is not eligible to participate in PBRs.

B. FACTS:

1. Zoning in the vicinity: Properties in the vicinity are zoned RC, RA5 and RA10.
2. Development of the subject property and resource characteristics of open space area: The property contains a single family residence on each parcel, each with a septic system, well, barn, access driveway, landscaping and additional personal use areas. The open space portion of the property consists mostly of maintained pasture areas and associated farm related structures used for sheep farming.
3. Site use: The property is used as single family residences and a sheep farm.
4. Access: The property is accessed from 55th Street SE.
5. Appraised value for 2017 (based on Assessor's information dated 5/14/2018):

<u>Parcel #342105-9044</u>	<u>Land</u>	<u>Improvements</u>	<u>Total</u>
Assessed value	\$166,000.00	\$449,000.00	\$615,000.00
Tax applied	\$2,436.98	\$6,591.56	\$9,028.54
<u>Parcel #342105-9061</u>	<u>Land</u>	<u>Improvements</u>	<u>Total</u>
Assessed value	\$137,000.00	\$121,000.00	\$258,000.00
Tax applied	\$2,011.23	\$1,776.35	\$3,787.58

NOTE: Participation in PBRs reduces the **appraised land value** for the **portion** of the property enrolled resulting in a lower taxable value.

C. REQUIREMENTS SPECIFIED BY KING COUNTY CODE (KCC):

KCC 20.36.010 Purpose and intent.

It is in the best interest of the county to maintain, preserve, conserve and otherwise continue in existence adequate open space lands for the production of food, fiber and forest crops, and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the county and its citizens.

It is the intent of this chapter to implement RCW Chapter 84.34, as amended, by establishing procedures, rules and fees for the consideration of applications for public benefit rating system assessed valuation on "open space land" and for current use assessment on "farm and agricultural land" and "timber land" as those lands are defined in RCW 84.34.020.

The provisions of RCW chapter 84.34, and the regulations adopted thereunder shall govern the matters not expressly covered in this chapter.

KCC 20.36.100 Public benefit rating system for open space land – definitions and eligibility.

- A. To be eligible for open space classification under the public benefit rating system, property must contain one or more qualifying open space resources and have at least five points as determined under this section. The department will review each application and recommend award of credit for current use of property that is the subject of the application. In making such recommendation, the department will utilize the point system described in section B. and C. below.
- B. The following open space resources are each eligible for the points indicated:
 - 1. Public recreation area – five points
 - 2. Aquifer protection area – five points
 - 3. Buffer to public or current use classified land – three points
 - 4. Equestrian-pedestrian-bicycle trail linkage – thirty-five points
 - 5. Active trail linkage – fifteen or twenty-five points
 - 6. Farm and agricultural conservation land – five points
 - 7. Forest stewardship land – five points
 - 8. Historic landmark or archaeological site: buffer to a designated site – three points
 - 9. Historic landmark or archaeological site: designated site – five points
 - 10. Historic landmark or archaeological site: eligible site – three points
 - 11. Rural open space – five points
 - 12. Rural stewardship land – five points
 - 13. Scenic resource, viewpoint, or view corridor – five points
 - 14. Significant plant or ecological site – five points
 - 15. Significant wildlife or salmonid habitat – five points
 - 16. Special animal site – three points
 - 17. Surface water quality buffer – five points
 - 18. Urban open space – five points
 - 19. Watershed protection area – five points
- C. Property qualifying for an open space category in subsection B. of this section may receive credit for additional points as follows:
 - 1. Resource restoration - five points
 - 2. Additional surface water quality buffer - three or five points
 - 3. Contiguous parcels under separate ownership - two points
 - 4. Conservation easement of historic easement – fifteen points
 - 5. Public access - points dependent on level of access
 - a. Unlimited public access - five points
 - b. Limited public access - sensitive areas - five points
 - c. Environmental education access – three points
 - d. Seasonal limited public access - three points
 - e. None or members only – zero points

6. Easement and access – thirty-five points

D. 2016 COMPREHENSIVE PLAN POLICIES AND TEXT:

E-101 In addition to its regulatory authority, King County should use incentives to protect and restore the natural environment whenever practicable. Incentives shall be monitored and periodically reviewed to determine their effectiveness in terms of protecting natural resources.

NOTE: Monitoring of participating lands is the responsibility of both department PBRS staff and the landowner. This issue is addressed in the Resource Information document (page 4) and detailed below in Recommendation #B10.

E-112a The protection of lands where development would pose hazards to health, property, important ecological functions or environmental quality shall be achieved through acquisition, enhancement, incentive programs and appropriate regulations. The following critical areas are particularly susceptible and shall be protected in King County:

- a. Floodways of 100-year floodplains;
- b. Slopes with a grade of 40% or more or landslide hazards that cannot be mitigated;
- c. Wetlands and their protective buffers;
- d. Aquatic areas, including streams, lakes, marine shorelines and their protective buffers;
- e. Channel migration hazard areas;
- f. Critical Aquifer Recharge Areas;
- g. Fish and Wildlife Habitat Conservation Areas; and
- h. Volcanic hazard areas.

E-421 Terrestrial and aquatic habitats should be conserved and enhanced to protect and improve conditions for fish and wildlife.

NOTE: PBRS is an incentive program provided to encourage voluntary protection of open space resources and maintain high quality resource lands.

E-429 King County should provide incentives for private landowners who are seeking to remove invasive plants and noxious weeds and replace them with native plants, such as providing technical assistance or access to appropriate native plants.

NOTE: Participation in PBRS requires landowners address invasive plant and noxious weed control and removal within enrolled portions of a property. Replacement with native vegetation is also encouraged via the implementation of approved forest stewardship, rural stewardship or resource restoration plans.

E-443 King County should promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational, active stewardship, and incentive programs.

E-476 King County should identify upland areas of native vegetation that connect wetlands to upland habitats and that connect upland habitats to each other. The county should seek protection of these areas through acquisition, stewardship plans, and incentive programs such as the Public Benefit Rating System and the Transfer of Development Rights Program.

E-504 King County should protect native plant communities by encouraging management and control of nonnative invasive plants, including aquatic plants. Environmentally sound methods of vegetation control should be used to control noxious weeds.

NOTE: Lands participating in PBRS provide valuable resource protection and promote the preservation or enhancement of native vegetation. Addressing nonnative vegetation (invasive plant species), through control and eradication is a PBRS requirement.

E-449 King County shall promote retention of forest cover and significant trees using a mix of regulations, incentives, and technical assistance.

R-605 Forestry and agriculture best management practices are encouraged because of their multiple benefits, including natural resource preservation and protection.

NOTE: The implementation of an approved forest stewardship, farm management or rural stewardship plan benefits natural resources, such as wildlife habitat, stream buffers and groundwater protection, as well as fosters the preservation of sustainable resources.

E. PBRS CATEGORIES REQUESTED and DEPARTMENT RECOMMENDATIONS:

Open space resource

- Farm and agricultural conservation land
More than eight acres of the property consists of farmland actively managed for raising sheep. In order for the property to qualify for this category and enroll in PBRS, an approved farm management plan must be implemented. The owners are working with the King Conservation District to develop a farm management plan. Credit for this category is recommended dependent upon this plan being **received by the department on or before October 31, 2018.**

NOTE: It is important to note that enrollment in the PBRS program requires the control and removal of invasive plant species. This issue is addressed in the Resource Information document (page 3) and below in Recommendation #B7.

CONCLUSIONS AND RECOMMENDATIONS

A. CONCLUSIONS:

1. Approval of the subject request would be consistent with the specific purpose and intent of KCC 20.36.010.
2. Approval of the subject request would be consistent with policy E-101 of the King County Comprehensive Plan.
3. Of the points recommended, the subject request meets the mandatory criteria of KCC 20.36.100 as indicated:

Open space resource

Farm and agricultural conservation land

5*

TOTAL 5 points

NOTE: *Without award of this category, the property would not be eligible to participate in PBRs.

PUBLIC BENEFIT RATING

For the purpose of taxation, 5 points result in 50% of market value and a 50% reduction in taxable value for the portion of land enrolled.

B. RECOMMENDATION:

APPROVE the request for current use taxation "Open space" classification with a Public Benefit Rating of 5 points, subject to the following requirements:

Requirements for Property Enrolled in the Public Benefit Rating System Current Use Taxation Program

1. Compliance with these requirements is necessary to continue to receive the tax benefits from the King County Public Benefit Rating System (PBRs) current use taxation program for the property enrolled in the program (Property). Failure to abide by these requirements can result in removal of current use designation and subject the property owner (Owner) to the penalty, tax, and interest provisions of RCW 84.34 and assessment at true and fair value. The County Assessor and the King County Rural and Regional Services Section or its successor may re-evaluate the Property to determine whether removal of the open space designation is appropriate. Removal shall follow the process in RCW 84.34.108.
2. Revisions to these requirements may only occur upon mutual written approval of the Owner and granting authority. These conditions shall apply so long as the Property retains its open space designation. If a conservation easement acceptable to and approved

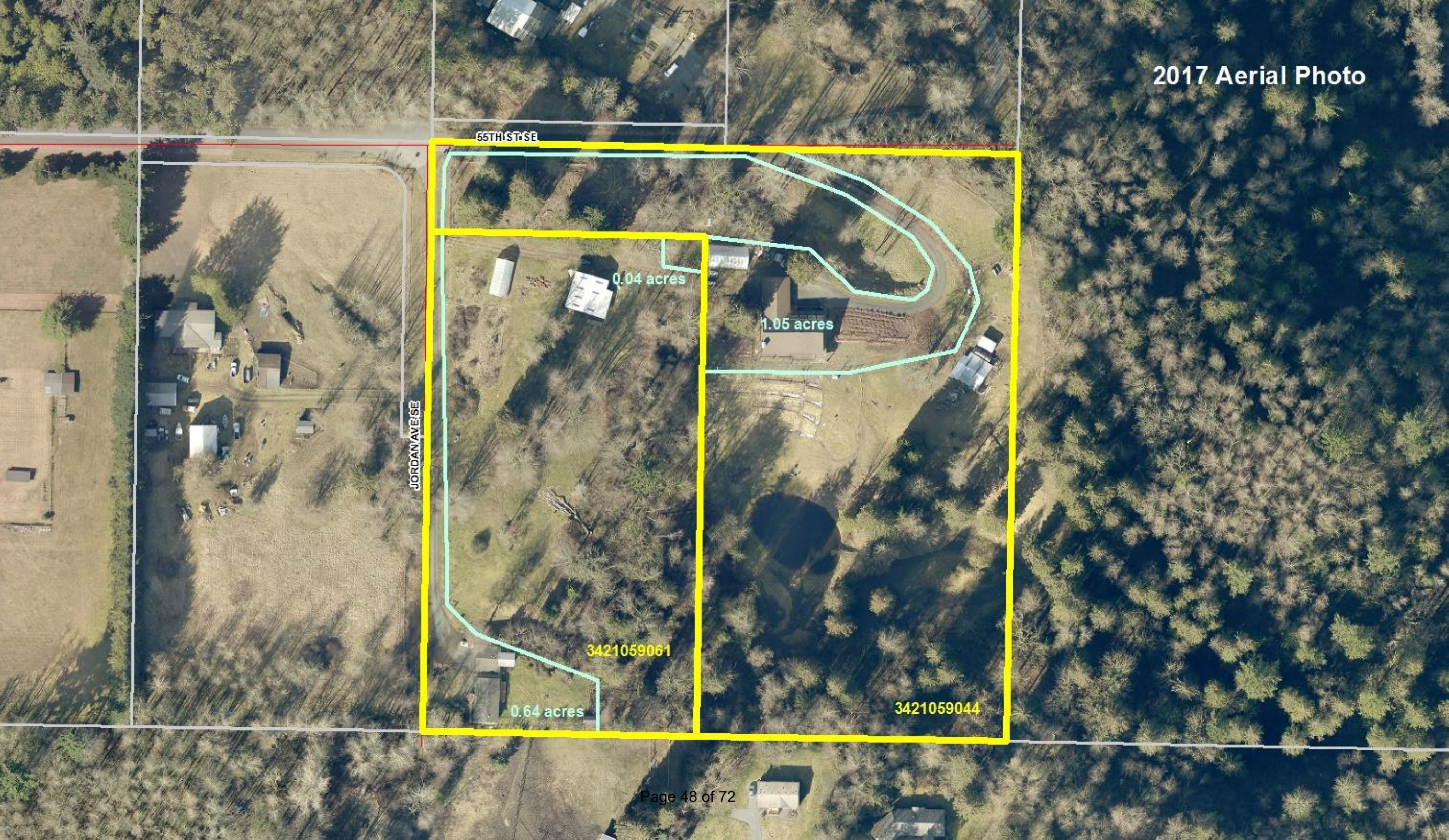
by the City of Auburn and King County is granted by the Owner or the Owner's successors in interest to the Department of Natural Resources and Parks, King County or a grantee approved by King County, these requirements may be superseded by the terms of such easement, upon written approval by King County.

3. The open space classification for this Property will continue so long as it meets the open space purposes for which it was initially approved. Classification as open space will be removed upon a determination by King County that the Property no longer meets the open space purposes for which it was initially approved. A change in circumstances which diminishes the extent of public benefit from that approved by the City of Auburn and King County Council in the open space taxation agreement will be cause for removal of the current use assessment classification. It is the Owner's responsibility to notify the Assessor and the King County Rural and Regional Services Section or its successor of a change in circumstance with regard to the Property.
4. When a portion of the open space Property is withdrawn or removed from the program, the King County Rural and Regional Services Section or its successor and the Assessor shall re-evaluate the remaining Property to determine whether it may continue to qualify under the program. If the remaining portion meets the criteria for priority resources, it may continue under current use taxation.
5. Except as provided for in sections 6, 7 and 9 below, no alteration of the open space land or resources shall occur without prior approval by the City of Auburn and the King County Rural and Regional Services Section or its successor. **Any unapproved alteration may constitute a departure from an approved open space use and be deemed a change of use, and subject the Property to the additional tax, interest, and penalty provisions of RCW 84.34.080.** "Alteration" means any human-induced action that adversely impacts the existing condition of the open space Property or resources including but not limited to the following: *(Walking, horseback riding, passive recreation or actions taken in conjunction with a resource restoration plan, or other similar approved activities are permitted.)*
 - a. erecting structures;
 - b. grading;
 - c. filling;
 - d. dredging;
 - e. channelizing;
 - f. modifying land or hydrology for surface water management purposes;
 - g. cutting, pruning, limbing or topping, clearing, planting, introducing, relocating or removing vegetation, however, selective cutting may be permitted for firewood;
 - h. applying herbicides or pesticides or any hazardous or toxic substance;
 - i. discharging pollutants excepting stormwater;
 - j. paving, construction, application of gravel;
 - k. storing of equipment, household supplies, play equipment, or compost;
 - l. engaging in any other activity that adversely impacts the existing vegetation, hydrology, wildlife, wildlife habitat, or other open space resources.

6. Notwithstanding the provisions of Section 5 trees posing a hazard to structures or major roads may be removed. Any trees removed must be replaced.
7. If an area of the Property becomes or has become infested with noxious weeds, the Owner may be required to submit a control and enhancement plan to the City of Auburn and the King County Rural and Regional Services Section or its successor in order to remove such weeds. If an area of the Property becomes or has become invaded by non-native species, the Owner may be required to submit, or may voluntarily submit, an enhancement plan to the King County Rural and Regional Services Section or its successor, in order to replace such species with native species or other appropriate vegetation.
8. There shall be no motorized vehicle driving or parking allowed on the open space Property, except for the purpose of farm and agriculture and in areas of the Property being used as farm and agricultural conservation land.
9. For land designated as farm and agricultural conservation land, activities that are consistent with farm or agriculture uses and that are consistent with the approved farm management plan shall be permitted as long as those activities do not cause a significant adverse impact to the resource values of other awarded categories.
10. An owner of property receiving credit for farm and agricultural conservation land, forest stewardship land, or rural stewardship land, all of which require a stewardship or management plan, must annually provide a monitoring report that describes progress of implementing the plan. The owner must submit this report, which must include a brief description of activities taken to implement the plan and photographs from established points on the property, to the department by email or by other mutually agreed upon method. An environmental consultant need not prepare this report.
11. Enrollment in PBRs *does not* exempt the Owner from obtaining any required permit or approval for activity or use on the Property.

TRANSMITTED to the parties listed hereafter:

William and Sharon Massena, applicants
Jeff Tate, Community Development Services Assistant Director, City of Auburn
Debra Clark, King County Department of Assessments
Emily Webster, King Conservation District



65TH ST SE

JORDAN AVE SE

0.04 acres

1.05 acres

0.64 acres

3421059061

3421059044

RESOLUTION NO. 5 3 7 0

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF AUBURN, WASHINGTON, EXPRESSING
SUPPORT FOR ENROLLMENT OF PARCELS
3421059044 AND 3421059061 INTO THE KING
COUNTY PUBLIC RATING SYSTEM.

WHEREAS, RCW 84.34 authorizes counties in Washington State to establish a Public Benefit Rating System (PBRs) that enables property owners to be awarded with property tax reductions when they are able to demonstrate adherence to adopted King County criteria and standards; and

WHEREAS, William and Sharon Massena are the owners of record of parcels 3421059044 and 3421059061 where they actively utilize a portion of their land for raising sheep; and

WHEREAS, the Massena's two properties have a combined size of 10.08 acres of which 8.35 acres are utilized as part of their agricultural operation; and

WHEREAS, the Massena's submitted an application to King County requesting enrollment in the PBRs program and the County has reviewed and recommended approval of enrollment subject to adherence to a number of conditions, including removal and control of invasive plants, and development of and adherence to a Farm Management Plan prepared in conjunction with King Conservation District; and

WHEREAS, RCW 84.34.037 requires that applications for classification of land in an incorporated area shall be acted upon by a granting authority composed of three members of the county legislative body and three member of the city legislative body; and

WHEREAS, the King County Department of Natural Resources and Parks has recommended that the City of Auburn and the Metropolitan King County Council's Planning, Rural Service and Environment Committee approve enrollment of the subject parcels into the PBRs program.

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

Section 1. Approval of Recommendations. The Auburn City Council hereby approves and endorses King County File No E17CT021A, which would enroll King County tax parcels 3421059044 and 3421059061 – consisting of 8.35 acres of land located within the City of Auburn, owned by William and Sharon Massena – into the Public Benefit Rating System.

Section 2. Implementation. The Mayor is hereby authorized to implement such administrative procedures as necessary to notify the King County Department of Natural Resources and Parks, and the Metropolitan King County Council's Planning, Rural Service and Environment Committee of such endorsement.

Section 3. Effective Date. This Resolution shall take effect and be in full force upon passage and signatures.

Dated and Signed this _____ day of _____, 2018.

CITY OF AUBURN

NANCY BACKUS, Mayor

ATTEST:

Danielle E. Daskam, City Clerk

APPROVED AS TO FORM:

Daniel B. Heid, City Attorney



AGENDA BILL APPROVAL FORM

Agenda Subject:

One Table Update (Hinman) (20 Minutes)

Department:

Administration

Attachments:

[Mayor's Task Force on Homelessness](#)

[One Table](#)

Date:

May 23, 2018

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion.

Background Summary:

King County Executive Dow Constantine, Seattle Mayor Jenny Durkan, and Auburn Mayor Nancy Backus today announced the formation of One Table, a comprehensive effort made up of business, service providers, healthcare, faith community, philanthropy, labor, academia, community members and people who have experienced homelessness.

The group has been assessing the region's current response to homelessness, including root causes such as escalating home prices, inequality and the need to expand mental health and addiction services.

The attached DRAFT report is intended to update the city council on the progress and gain feedback from the Auburn city council on which strategies Auburn can participate in as part of the regional homelessness response and to show the current alignment with Auburn's Homeless Task Force Action Plan.

Reviewed by Council Committees:**Councilmember:**

Meeting Date: May 29, 2018

Staff:

Hinman

Item Number:

Summary of Recommendations			Results	Progress (As of MAY 2018)	ONE TABLE ALIGNMENT
Category	Item	Action			
Public Safety	A.1	More patrol and control of parks and library area to ensure safe access for families and kids	R	The City has four (4) police on bicycles patrolling the Les Gove campus regularly. The police Community Response team has established a relationship with the library, AYR and Parks and Rec staff to increase safety in the area. Library has a full time social worker in the building to assist homeless individuals and others find resources. Library has hired off duty police officers for extra security	
Public Safety	A.2	Outreach and education to homeless people to encourage good conduct (obey laws, respect other's property) and environmental stewardship in order to improve community sense of safety, reduce impacts to the environment and improve public health.	R	City of Auburn police makes efforts to inform all members of the community including those experiencing homelessness of the laws are in Auburn.	
Public Safety	A.3	Create a program where homeless are hired daily to help clean the community	C	Auburn staff are working on developing a relationship with several day work programs	
Public Safety	A.4	Increase police patrols in vicinity/around the times of church meal programs and other areas where homeless individuals congregate		N/A (already being done)	
Public Safety	A.5	Ensure police have information to provide service and shelter referrals to homeless individuals	C	Police have access to the City of Auburn's Community Resource Guides and meet with Community Services staff monthly to make connections with agencies and resources	
Expand emergency shelter	B.1	Partner with agencies (businesses, governments, churches, etc.) that have parking lots to make them available for overnight for "safe parking" that is time limited, policed, kept clean and has a restroom facility	R	Currently in conversation with some churches on safe lot programs	
Expand emergency shelter	B.2	Find a location to host a Tent City in Auburn, to offer community to homeless. Provide showers and laundry facilities		N/A (tent cities not supported, hygiene and laundry widely supported)	
Expand emergency shelter	B.3	Provide short-term Shelter Housing in the City by partnering with - motels willing to reduce price with open rooms, and with Landlords with unrented apartments	R	Auburn currently funds a voucher program for short term shelter	
Expand emergency shelter	B.4	Provide additional outdoor restroom facilities at existing available parking lots at businesses like gas stations	R		
Expand emergency shelter	B.5	Open additional Shelter in City –more than just the existing winter shelter for cold nights	C	The city is partnering with Valley Cities and the Auburn Food Bank on a day/night shelter project	
Expand emergency shelter	B.6	Provide transitional housing in immediate Auburn area	R	Auburn has approximately 70 units of transitional housing run by non-profit agencies.	
Expand emergency shelter	B.7	City should provide support for the siting and construction of the proposed Arcadia House project (transitional housing and shelter, with services, for young adults)	R	The City of Auburn fully supports this project and in partnership with King County will financially support up to \$400,000 pending council approval.	
Expand emergency shelter	B.8	Expand shelter services to youth under the age of 18	R	King County assisted Nexus to reopen SKYS under 18 shelter. SKYS has reopened.	
Expand emergency shelter	B.9	utilize school and other public facilities as overnight shelters for the currently underserved groups, including families with children		N/A	
Expand emergency shelter	B10*	Increase the supply of low-barrier shelter beds in the City (currently there are no shelter beds, excepting the winter shelter open during the extreme weather)	C	The city is partnering with Valley Cities and the Auburn Food Bank on a day/night shelter project	
Expanding Services	C.1	Hygiene center / Day center with storage, showers, laundry and access to resources. Explore siting in an existing vacant building	C	The city is partnering with Valley Cities and the Auburn Food Bank on a day/night shelter project	

Summary of Recommendations			Results	Progress (As of MAY 2018)	ONE TABLE ALIGNMENT
Category	Item	Action			
Expanding Services	C.2	Engage owners of private but vacant buildings in City to host locations for needed services	C	Auburn has contracted with Mary's Place to investigate potential family sheltering in vacant buildings as modeled in their Seattle shelters	
Expanding Services	C.3	Coordinate meal programs for each day of the week to ensure homeless have a hot meal, a place for companionship, and safety each and every day. (Currently 5 of 7 days of the week are covered by such programs in Auburn.) Promote best practices in the operation of these programs to mitigate impacts on neighboring properties/residents.	C	Community Suppers are offered 6 days a week in Auburn. Sponsors of meal programs have various services and resources available at each site.	
Expanding Services	C.4	Expand Health Care services available for homeless - Basic and beyond with follow-up and case management	C	Mobile medical vans service several non-profits, community suppers at churches as well as Christ Community Free Clinic	
Expanding Services	C.5	Expand programs, facilities and services available to address behavioral health issues of homeless (Behavioral health = substance abuse, addiction, mental health).	C	MultiCare has opened a 20 bed psychiatric unit. MultiCare and Fransiscan are partnering to build a 200 bed behavioral health hospital in Tacoma (will serve Auburn residents). The Auburn Homestead project has been funded to expand to house containing 11 units of permanent affordable housing for 19 chronic mentally ill adults, plus one resident manager.	
Expanding Services	C.6	Work with other cities and agencies to create Diversion/Crisis solution centers in South King County.	C	Working with King County courts on diversion/community court program	
Expanding Services	C.7	Expanded wrap-around services for homeless that will assist them in addressing their barriers to stable housing.	C	Wrap around services will be available at new day/night shelter at Valley Cities	
Expanding Services	C.8	Enhance collaboration and communication between service agencies to better ensure a “warm handoff” of individuals from agency to agency -- so people don’t get lost in the system. Include city in these efforts.	C	Auburn agencies continue to work together and relationship build to best serve the needs of Auburn residents in need	
Expanding Services	C.9	Periodically update brochure providing information about resources in the community (city, professional, nonprofit, etc.) available to help homeless. (At least annual updates)	R	The City’s Community Resource Guide is updated every six months to reflect any program updates available to our homeless population.	
Expanding Services	C.10	Transportation – provide a free bus for Valley floor area, with service centralized around Auburn to help get from one end to the other		Hyde Shuttle has added a third vehicle and rides are free for all Auburn residents	
Expanding Services	C.11	Expand number of bus passes available for homeless individuals.	R		
Expanding Services	C.12	Find a private laundromat willing to be open for free for homeless residents one day a week (City of Burien project)	C	The city is in the planning stages of partnering with a local laundry facility to open for homeless residents as well as a mobile laundry facility.	
Expanding Services	C.13	Create Storage facilities for homeless individuals to place their belongings: secure, accessible and locked		A storage shed will be available at the Valley Cities site for those utilizing services	
Expanding Services	C.14*	Provide short-term transitional housing for those coming out of jail or foster care to help transition people to longer term housing and employment	C		
Expanding Services	C.15	Provide a central place well known in the community where homeless can come and be connected to resources.	C	The Valley Cities/Auburn Food Bank day/night shelter would be the place for homeless individuals to connect to services	
Expand permanent housing (& service capacity)	D.1	Expand the supply of permanent “Housing First” low barrier housing in and around Auburn.	R	Current supply of permanent supportive housing is being planned by several non-profit agencies. Completion of projects is several years out.	

Summary of Recommendations			Results	Progress (As of MAY 2018)	
Category	Item	Action			ONE TABLE ALIGNMENT
Expand permanent housing (& service capacity)	D.2	Support efforts of South King County (SKC) regional planning/homelessness advisory group in their efforts to: (1) Assess what housing and services currently exist and are currently available to homeless populations; (2) Determine gap between need and available resources; and (3) Coordinate where and housing will be located. Each city should agree to	R	The City of Auburn along with several other SKC cities have met and are beginning conversations to formally collaborate on our efforts to address homelessness and affordable housing. Mayor Backus serves on several regional committees addressing this specific issue.	
Expand permanent housing (& service capacity)	D.3	Provide housing for everyone who would like it-- not temporary housing-- a permanent place to call home.		N/A	
Expand permanent housing (& service capacity)	D.4	Build new low-income/subsidized housing located close to resources and services.	R	Auburn has about 1,000 units of affordable housing opening in the next year. Staff will continue to work on affordable housing solutions.	
Expand permanent housing (& service capacity)	D.5	Organize shared housing placement and services. Make list or audit of all existing, available or potentially available housing that could be used to house the homeless.	R		
Expand permanent housing (& service capacity)	D. 6	Provide additional subsidized housing for Single adults w/o disabilities, children, or Veteran status. Currently, there are very limited resources for this population.	C		
Expand permanent housing (& service capacity)	D.7	Build communal / micro-housing: i.e. dormitory-like apartment, private rooms for sleeping, individuals or couples with shared kitchen and living rooms. 4-6 people to a pod.	R	Auburn Youth Resources is currently working to fund and build such a facility in Auburn (Arcadia House)	
Expand permanent housing (& service capacity)	D.8	Create a fund to help offset costs of rent or purchase of housing for qualified homeless.		N/A	
Expand permanent housing (& service capacity)	D.9	Landlord assistance for damages as well as rent guarantee / support countywide Landlord Liaison Program	C		
Advocacy	E.1	Find funding to provide more services.	C	The City of Auburn as well we other SKC cities and nonprofits are preparing for the upcoming legislative session to preserve and increase funds for services supporting our homeless population.	
Advocacy	E.2	Advocate for more state funding for all types of behavioral health services-- mental health, substance abuse, detox beds, etc.	C	The City of Auburn as well we other SKC cities and nonprofits are preparing for the upcoming legislative session to preserve and increase funds for services supporting behavioral health services-- mental health, substance abuse, detox beds, etc.	

Summary of Recommendations			Results	Progress (As of MAY 2018)	
Category	Item	Action			ONE TABLE ALIGNMENT
Advocacy	E.3	Advocate for funding for individuals without state insurance/on disability to access mental health and substance abuse treatment	C	Currently being done at county, state and federal levels	
Advocacy	E.4	Encourage the state legislature to act next session to authorize a “Medicaid Supportive Housing Services Benefit” that will allow those providing services to residents in permanent supportive housing to bill more of the costs of those services to Medicaid rather than have the service providers absorb these costs.	R	Currently being done	
Advocacy	E.5	Provide training or tools to homeless individuals to share their story during legislative session.		N/A	
Advocacy	E.6	Advocate to require utilities to expand subsidy for low income customers.	C	Auburn currently offers utility discounts for low income customers with no plans to change this practice	
Advocacy	E.7	Advocate for expanded funding available to transporting homeless students.	C	Auburn staff works closely with the Auburn School District to address transportation needs of McKinney Vento students	
Advocacy	E.8*	Advocate for improved bus service within Auburn and between South King County cities to increase ease of access by the homeless to needed services.	C	Auburn works closely with Metro, Pierce Transit and Sound Transit to increase and maintain transit availability to underserved areas	
Other	F.1	The City should undertake a short term concerted effort to gather more accurate data on the number of homeless individuals in Auburn. Strategies could include using YourGOV app, first responders document all contacts, include photo.	R	In partnership with the University of Washington, The City will begin a program using our mapping programs to get better data on our homeless population. Officers currently collect as much voluntary data as possible (with permission)	
Other	F.2	City should continue to strengthen partnerships with service providers whose programs serve homeless individuals	C	The City continues to work closely with our providers supporting our homeless population.	
Other	F.3	Create best practice training for all systems. Employees trained together to build connections between agencies.	C	Partnership with Police, Code Enforcement, Parks, Real Estate Services work closely to address the needs of those needing help, encampment clean up and other related issues with homeless individuals	
Improving public understanding, ability to assist	G.1	Implement a program to help educate residents about homelessness— why people become homeless, the limits of police action, the rights of the homeless, and how the Police, other City Departments, and service providers are currently responding on the issue. Tactics could include a citizen’s academy, town halls, web-postings, news articles, etc. Being homeless doesn’t make you less of a person but rather just person who may need a hand up.	C	The city has hosted a number of events that provide education on homelessness: utilized homeless or formerly homeless guides as part of the one night count, provided numerous video interviews with Auburn's homeless or formerly homeless persons; hosted a town hall meeting to discuss opioid abuse, artwork at the library and free films focusing homelessness were offered recently, and much more is planned.	
Improving public understanding, ability to assist	G.2	Encourage residents to reach out to relatives, friends of the homeless to help identify underlying reason for homelessness and possibly direct help to the individual.		N/A	
Improving public understanding, ability to assist	G.3	Encourage ministers to include discussion in parish sermons during worship services to help parishioners with understanding and helping the homeless	R	Numerous churches in Auburn have responded to assisting the homeless population: community suppers, assisting with connection to resources or providing direct service programs	
Improving public understanding, ability to assist	G.4	Continue to expand city's involvement with county, state and feds to better support money and awareness of homelessness in South King County as a whole.	C	Mayor Backus and City of Auburn staff work closely with King County and other government municipalities to support awareness of the homeless population in Auburn and the surrounding SKC region.	

Summary of Recommendations			Results	Progress (As of MAY 2018)	
Category	Item	Action			ONE TABLE ALIGNMENT
Improving public understanding, ability to assist	G.5	Clarify availability of resources to help homeless on single website	R	Resources are available on King County 211 Resource Guide as well as the City of Auburn’s Community Services Site.	
Improving public understanding, ability to assist	G.6	Fundraiser to build public awareness of issues, barriers, provide public opportunity to provide input. Use proceeds to fund programs		N/A	

Greater or equal to 80% voting 4-5 = consensus item (C) 60-79% voting 4-5 = recommendation item (R)

ONE TABLE

Addressing root causes of homelessness

Purpose, Roles, Process

CONTEXT

Seattle/King County has experienced and continues to experience significant increases in homelessness. The annual point-in-time count continues to show increased numbers, with the recent count in January 2017 identifying 11,643 people experiencing homelessness. Over the course of a year, far more people become homeless than are homeless on any one night. At the same time, the number of households exiting to permanent housing has also continued to increase with a 50% increase from 2013-2016). Over the course of a year, nearly 30,000 people experienced homelessness in Seattle/King County in 2016, and over 20,000 exited homelessness. The need is outpacing the system's ability to respond, therefore requiring a different approach and a new focus on upstream strategies and root causes.

Homelessness is a broad societal issue that results from the failure of many systems and disproportionately affects people of color. Many community efforts to address homelessness have been focused on helping people *after* they have become homeless. If we are truly going to address homelessness, we need to prevent people from becoming homeless in the first place.

PURPOSE

On Dec. 1, 2017, King County Executive Dow Constantine, Seattle Mayor Jenny Durkan and Auburn Mayor Nancy Backus announced One Table, a regional effort to bring together leaders from the business, nonprofit, philanthropic, faith, government and community sectors to create solutions to prevent homelessness.

One Table participants will address the root causes of homelessness through broad, scalable, multi-sectored community actions that harness community resources.

One Table's efforts to address these root causes of homelessness will also strive to undo the racial disparities and disproportionality that result from these system failures. All participants will share in the responsibility to identify and commit resources to implement the actions identified to address the causes of homelessness.

Systemic factors contributing to homelessness

AFFORDABLE HOUSING

Rising housing costs make it difficult to find appropriate housing.

BEHAVIORAL HEALTH

Individuals lack access to necessary mental health and substance use treatment.

CHILD WELFARE SYSTEM

One-third of homeless youth in King County have been in the child welfare system.

CRIMINAL JUSTICE

Interaction with this expensive system inhibits individuals' ability to obtain housing and employment.

EMPLOYMENT

Inability to access employment and regional wage gaps make it difficult for some to afford housing costs.

One Table Work Group Members

First Name	Last Name	Affiliation	Workgroup
Hamdi	Abdulle	Somali Youth and Family Club	Affordable Housing
Sally	Bagshaw	Councilmember, City of Seattle	Affordable Housing
Don	Blakeney	Downtown Seattle Association	Affordable Housing
Kesha	Brandon	Community Member	Affordable Housing
John	Chelminiak	Mayor, City of Bellevue	Affordable Housing
Frank	Chopp	Speaker, Washington State House of Representatives	Affordable Housing
Debbie	Christian	The Auburn Food Bank	Affordable Housing
Rod	Dembowski	Councilmember, King County	Affordable Housing
Colleen	Echohawk	Chief Seattle Club	Affordable Housing
Alison	Eisinger	Seattle/King County Coalition on Homelessness	Affordable Housing
Nick	Hanauer	Civic Ventures	Affordable Housing
Patricia	Hayden	YWCA Seattle-King-Snohomish	Affordable Housing
Paul	Lambros	Plymouth Housing Group	Affordable Housing
Andrew	Lofton	Seattle Housing Authority	Affordable Housing
Joe	McDermott	Chair, King County Council	Affordable Housing
Kollin	Min	Bill & Melinda Gates Foundation	Affordable Housing
Denise	Moriguchi	Uwajimaya	Affordable Housing
Teresa	Mosqueda	Councilmember, City of Seattle	Affordable Housing
Ariyetta	Nelson	Community Member	Affordable Housing
Stephen	Norman	King County Housing Authority	Affordable Housing
Ed	Prince	Council President, City of Renton	Affordable Housing
John	Schoettler	Amazon	Affordable Housing
Dave	Stewart	Vulcan	Affordable Housing
César	Torres	Northwest Justice Project	Affordable Housing
John Arthur	Wilson	King County Assessor	Affordable Housing
Caleb	Banta-Green	University of Washington	Behavioral Health
Jan	Bolerjack	Riverton United Methodist Church	Behavioral Health
Doug	Bowes	United Healthcare	Behavioral Health
Molly	Carney	Evergreen Treatment Services	Behavioral Health
Dan	Dixon	Providence St. Joseph Health	Behavioral Health
John	Gilvar	Public Health - Seattle/KC	Behavioral Health
Rex	Hohlbein	BLOCK Project	Behavioral Health
Jane	Hopkins	SEIU1199	Behavioral Health
Lisa	Howard	Alliance for Pioneer Square	Behavioral Health
Jeanne	Kohl-Welles	Councilmember, King County	Behavioral Health
Julie	Lindberg	Molina Healthcare of Washington	Behavioral Health
Esther	Lucero	Indian Health Board	Behavioral Health
Sharon	Nelson	Majority Leader, Washington State Senate	Behavioral health
David	Rodriguez	Washington Recovery Alliance	Behavioral Health
Milena	Stott	Valley Cities Counseling	Behavioral Health

One Table Work Group Members

Laura	Van Tosh	Seattle Area Support Groups	Behavioral Health
Joshua	Wallace	Seattle Area Support Groups	Behavioral Health
Sally	Watkins	WA State Nurses Association	Behavioral Health
Joanne	Alcantara	API Chaya	Child Welfare
Connie	Ballmer	Ballmer Group	Child Welfare
Bridgette	Davis	All Home Consumer Advisory Committee	Child Welfare
Natalie	Green	Children's Administration	Child Welfare
Mike	Heinisch	Kent Youth and Family Services	Child Welfare
Helen	Howell	Building Changes	Child Welfare
Sharayah	Lane	All Home Consumer Advisory Council	Child Welfare
Laurie	Lippold	Partners for our Children	Child Welfare
Shelly	Pricco	Nexus Youth and Families	Child Welfare
Mark	Putnam	YMCA Accelerator	Child Welfare
Mary	Snapp	Microsoft	Child Welfare
Amy	Walen	Mayor, City of Kirkland	Child Welfare
Dr. Calvin	Watts	Kent School District	Child Welfare
Danielle	Winslow	All Home	Child Welfare
Kelle	Brown	Plymouth Church United Church of Christ	Criminal Justice
Chris	Cates	REACH	Criminal Justice
Deanna	Dawson	Sound Cities Association	Criminal Justice
Katie	Hong	Raikes Foundation	Criminal Justice
Steve	Hooper	Kigo Kitchen	Criminal Justice
Laura	Inveen	King County Superior Court Judge	Criminal Justice
Annie	Lee	TeamChild	Criminal Justice
Gordon	McHenry	Solid Ground	Criminal Justice
Tony	Mestres	Seattle Foundation	Criminal Justice
Shari	Wade	All Home Consumer Advisory Council	Criminal Justice
Hilary	Young	Pioneer Human Services	Criminal Justice
Ana Mari	Cauce	University of WA	Employment
Maud	Daudon	Seattle Metropolitan Chamber of Commerce	Employment
Richard	de Lazaro	Expedia	Employment
Frank	Foti	Vigor Industrial	Employment
Molly	Hancock	FareStart	Employment
Terry	Jackson	Community Member	Employment
Sara	Levin	United Way of King County	Employment
Daniel	Pitasky	Schultz Family Foundation	Employment
Dana	Ralph	Mayor, City of Kent	Employment
Spencer	Rascoff	Zillow	Employment
Sheila	Sebron	Community Member	Employment
Kenny	Stuart	Seattle Firefighters Union IAFF #27	Employment
Jean Paul	Yafali	Community Member	Employment

One Table: Addressing the Root Causes of Homelessness

Recommended Action Statements

PRIORITY ACTIONS

1. Having a current county-wide gap of approximately 90,000 housing units that are affordable to very low income households is a major risk factor for these households becoming homeless. The community should **increase financial resources for housing solutions, preserve existing low income housing, utilize public land whenever possible, adopt innovative solutions to utilize existing housing supply, implement effective policy tools and incentives to better utilize the private market, reduce displacement, and intentionally serve individuals exiting jail, foster care, and behavioral health treatment facilities with a race and equity lens.**
2. Create a **housing stabilization fund to achieve 0 exits into homelessness** (including 0 inappropriate evictions), with a focus on those with the most acute need.
3. Provide **on-demand behavioral health services** that are racially, ethnically and culturally appropriate, flexible, person-centered, mobile, peer-focused, and trauma-informed.
4. Offer a **comprehensive service package for all foster youth aging out of care** to increase stability throughout their transition.
5. Strive to achieve **0 bookings for charges that are a direct result of homelessness and behavioral health crises**, through diversion and compliance requirement reform done through a racial justice lens. Study cost offsets from reduced jail use and redistribute savings to fund diversion programs.
6. Ensuring access to employment opportunities that can cover market rate housing costs in King County reduces the risk for homelessness. The community should **scale employment programs across the county over 2 years to train and employ people who are disproportionately at-risk of homelessness and secure private and public sector commitments to hire program graduates**. Employment programs to be scaled will include government, community-based, and social enterprise programs and will be designed to accommodate the needs of all individuals at risk of homelessness and provide them with employment and wages that support them and their families.

One Table Community Action Workgroup Strategy Development (Draft)

These are a compilation of the strategies each Community Action Workgroup generated from their discussions on 2/22/2018 and refined as of 3/9/2018. They are representative of contributions from all members of these groups, and are still in draft form.

One Table – Behavioral Health

About one in four adults experience a diagnosable mental disorder in a given year, yet most do not experience homelessness. Similarly, far more people have a substance use disorder than the number of people who have a substance use disorder who experience homelessness. The CAW determined that lack of a person-centered behavioral health system was a factor that resulted in some people who have a behavioral health condition becoming homeless and is a factor in the racial disproportionality in homelessness.

The following strategies would lead to a person-centered approach.

Downward Factors on Adequate Behavioral Health

1. Lack of Treatment on Demand/Access

Strategies

- **Same Day Access** for In Patient treatment (mental health, substance use and detox) must be made available. (Currently, King County has launched a pay for success model for same day access to outpatient treatment in partnership with the Ballmer Group).
- **Bring treatment to people.** Incentive pool needed so that behavioral health providers provide treatment in permanent supportive housing, shelters, encampments and other places where people experiencing homelessness congregate.
- **Incentive pool** needed for same day access to inpatient mental health, substance use disorder and detox.
- Expand the **crisis clinic line** and services so that people don't call 911 if a crisis is occurring because that usually makes the crisis worse
- **Additional Mobile Crisis Teams** are needed throughout the county to respond to people in crisis without police or EMS involvement.

2. Lack of Person-Centered Care

Strategies

- The Washington State Medicaid plan needs to be amended so that the **definition of peer bridger** (Certified Peer Support Specialist) includes people who work with people with substance use disorder as well as mental health challenges. (Peer Bridgers are people with lived experience, who share their experience openly and build a relationship with the person in treatment to help their peer reduce internal stigma, understand recovery, have an advocate, and provide trusted support both in and out of treatment).
- **Peer Bridgers** should also be located in **agencies outside of treatment facilities** and should be **expanded in treatment facilities** that do not currently have peer bridgers so that they are independent of the clinicians providing treatment and can truly advocate for the patient
- Develop more substance use disorder programs that **do not have abstinence based** requirements (What substances people are addicted to varies by race and ethnicity. While opioid addiction is described as a public health crisis, addiction to alcohol or crack are not. This has racially disproportionate impacts)

- Develop more substance use treatment programs that treat addictions to multiple substances at the same time.
- Develop **peer respite** centers so that one has a safe place to go before a crisis occurs
- Develop “the **Club House Model**” in all neighborhoods across King County so that people with a mental health condition have a safe place to go to develop community and peer support and obtain services that are not crisis services. (A cost effective solution could be to open Club Houses in Churches across the county). <https://clubhouse-intl.org/what-we-do/what-clubhouses-do/>
- Most behavioral health treatment is mandated at or limited to a certain amount of time, e.g. 15 day stay for inpatient treatment. However, one size does not fit all. Treatment should be **outcome based and flexible** to meet the needs of each individual. Policy changes need to occur at federal and state level to change these requirements.
- Develop more **treatment for people with co-occurring disorders** (both mental health and addictions) so that treatment can be at the same facility.
- Create **crisis respite centers** so that someone who is beginning to experience a crisis and is disruptive in their housing can have a time-out from their housing and not be evicted.

3. **Lack of Workforce to Meet Demand and Type of Care Strategies**

- At state level, **student loan forgiveness** needs to be expanded to all behavioral health providers.
- **Training**
 - Race, equity and inclusion
 - Trauma Informed care
 - Clinical training that is not based or biased toward abstinence
 - Stigma reduction
 - Whole person care and not just a focus on aspect of a person, e.g. their mental illness
- **Workforce should reflect the people being served by race and ethnicity**
- **Hiring and Retention Strategies** including increased wages, pipelines for people with lived experience to become credentialed, etc.

4. **Lack of Care Coordination Between Systems** (behavioral health, physical health, homelessness system)

Strategies

- People should **not be discharged** from in patient behavioral health treatment **into homelessness**
- People should **not lose their housing or jobs when they go into treatment**
- Work with the federal government so that people do **not lose their public benefits** if they go into in-patient treatment
- Create a funding source to **pay people’s rent or help support their families** when they enter treatment, since people avoid treatment if they will lose their housing or family won’t be able to survive
- **Care Coordination** between different types of treatment and levels of treatment

5. **Lack of access to adequate resources** (housing with services)

Strategies

- Patients and tenants need to have a greater ability to **reduce rules that are barriers** to treatment or being successful in housing
- People should **not be evicted for a behavioral health crisis**
- **Housing that is low barrier, but not focused on abstinence needs** to be available. People should not lose their housing if they are not able to stay sober because recovery is not a straight line.
- **Housing** needs to be created so that people can be directly **discharged from inpatient** treatment to safe, stable and appropriate housing and not be discharged into homelessness
- People who need **permanent supportive housing** need a way to access it that is not solely through the homeless system
- A facility needs to be created to house people with high physical health and high behavioral health needs, e.g. **adult family home**.
- Create **additional tier case rates** that so that agencies are paid based on the needs of the individual. Having two tier levels A and B is not sufficient.

One Table – Affordable Housing

Downward Factors on Affordable Housing

1. Rising Rent

Strategies:

- Rent Control
- Regulate Short Term Rentals (Air BnB Example)
- Low Interest Loan for Rehab in Return for Regulated Affordable Housing
- Targeted Rent Assistance to P.O.C.
- County or State Funded Housing Voucher Program Targeted to P.O.C.
- Extend MFTE Beyond 12 Years
- Create Preservation Tax Exemption for Older Buildings
- Prevention, including short term subsidies, to stop people from becoming homeless

2. Housing Production Cost

Strategies:

- Increase Access to Underutilized Public Land (Discounted Rate Targeted to Affordable Housing)
- Bridge Loan for Land Acquisition
- Use Public Land for Public/Private Partnership

3. Land Use and Zoning

Strategies:

- Equitable Zoning (Target Upzone to Account For Existing Cultural Communities)
- Require Affordable Housing At High Capacity Transit Locations
- Use Zoning to Incentivize Creation of Larger Units
- Use Zoning Incentives to Create ADU/DADU
- Expand MHA Policies for Alternative Housing Types and/or Populations
- Establish Mandatory Housing Affordability county-wide linked to Growth Management Act

4. Permitting Time

Strategies:

- State Authority over Permitting
- Dedicated Affordable Housing Permit Staff (Streamlining)
- Technical Assistance on permitting process for Non-Experienced Entities (particularly for POCs)
- Design review reform with prioritization for affordable housing

Upward Factors Affecting Affordable Housing**1. Expansion of Housing Type****Strategies:**

- Condominium Act Reform to Increase Production
- Prioritize Production of Larger Units (3-4 bedrooms)
- Create/Promote Shared Housing
- Create Program to Fund / Construct ADU/DADU
- Create Opportunities for Co Housing and Co-Op Housing (Support Tenant Ownership)
- Allow In Home Businesses in Housing to Increase Income (e.g., child care)
- PSH in Suburban King County
- Creative and flexible Housing Types including SROs, Modular with toilet and shower and Trauma aware housing addressing white supremacy via shared and recovery housing, including 3-4 bedroom units for families
- Support the Block Project (DADU + Community)
- Short-term strategies to get people off street
- Services paired to need
- Increase market development of affordable units

2. Equitable Access to Affordable Units**Strategies:**

- Increase Tenant Protections
 - Just Cause Eviction
 - Source of Income Description
 - Third Party Rental Housing Inspection to address substandard housing and ensure/maintain housing quality and safety (Not Involve Tenant)
 - Increase Access to Mediation for Landlord/Tenant Disputes
- Endorsement and Enforcement of Existing and New Tenant Protections
- Remove Screening Barriers
- First In Time Leasing (Fair Access)
- Improve Resources for Renters to Identify Units and Programs (Housing Resource Center, Landlord Liaison Project)
- Longer Term Rent Support to Assist POC and Address Structural and Institutional Racism
- Provide technical assistance to and contract with POC led organizations to develop affordable housing
- Develop mobile home park strategy to address when sold

3. Increasing Financial Resources to Support Affordable Housing**Strategies:**

- Create Program to Incentivize Overhoused to Move Out (reverse mortgage, etc.)
- Strong Advocacy by Elected Officials for Federal Resources

- Increase State, Regional and Local Funding for Affordable Housing
- Non-Traditional Mechanisms to Support Affordable Homeownership (Not Down Payment Assistance)
- State Voucher Program
- Master Leasing Supported by Housing Resource Center
- Increase resources for services in housing
- Ensure resources are of scale and scope to address need for affordable housing

Multi-Factor Strategies:

- Build political will with general-public and law makers to address affordable housing need
- Establish an independent committee to monitor progress and ensure accountability
- Target all strategies to POC
- Focus on those who are experiencing homelessness and lowest income
- Equitable development strategies for POC orgs

One Table – Child Welfare

1. **Factor:** Implicit Bias Inherent in Decision Making (i.e. intake screening, placement, service planning, etc.)

Strategies:

- Increase placement options for youth in care
- Increase placement options for youth exiting care.
- Focusing on families who receive an initial intake that resulted in no findings. Provide services to those families to prevent them from returning to the CW system.
- Use an algorithm at intake to reduce bias
- Eliminate need to make decisions out of desperation
- Tools to assess biased decision to determine unintended impacts to youth of color before decision
- Add least restrictive and supportive to placement options
- Add quality or supportive to placement options
- Decrease stigma to accessing child welfare services
- Intentional focus on leadership for people of color in child welfare
- Workers need to be paid more
- Racial matching efforts for families youth are placed with

2. **Factor:** Institutionalized Racism that Creates and Upholds Barriers (especially with AI/AN populations)

Strategies:

- Expand the “One Table” approach statewide to address the systemic barriers (including institutional racism) contributing to youth entering the system and exiting to the streets.
- Decrease the # of youth coming into the foster care system overall, especially youth of color.
- Study the increase in CPS Calls.
- Add preventative services to decrease the number of youth in care and make services more accessible and less stigmatizing
- Increase family reunification
- Address bias against renting to youth

- Re-establish the adolescent unit
 - Address bias against transitioning refugee families and youth of color
3. **Factor:** Key Transition Points Compromise Stability (i.e. moves, reunification, aging out, permanency placement)
- Strategies:**
- Guaranteed housing for all kids who age out of foster care until the age of 21
 - Ongoing CM support for youth who have aged out of foster care to help them maintain stable housing.
 - Make the 1st placement for youth ages 14-17 more stable
 - Digitize resources for young people so they can access them
 - How do we link the 100-200k vacant rooms across the county with youth aging out?
 - Targeted awareness of the need for foster care placements specifically for teenagers
 - Universal access to living wage job if aged out
 - Better transition planning from care that includes more information on options and starts earlier
 - Direct access to behavioral health services
 - End aging out at 18
 - Provide incentives to participate in service until 25
 - Education and work training programs before aging out
 - Guaranteed access to quality supportive housing

One Table – Criminal Justice

Factors and related strategies

1. **Budgeting and Priorities**—too much spent on criminal justice/corrections and too little spent on services.
Strategies:
 - Conduct a fiscal, cost and power analysis of criminal justice investments. Some may be things that the county is doing to create solutions to homelessness, but others may be better redirected to other investments.
 - Redirect half all of all criminal justice (corrections) spending to early intervention and diversion services.
2. **Early intervention**—not stopping before even starting. Timing of intervention is critical.
Strategies:
 - Develop and implement early interventions in the public school system—early warning indicators like truancy, expulsion, suspensions, behavioral issues. Consider whether housing instability is a root-cause of these factors and work to stabilize housing instead of punishing.
 - Communities of color mentorship, counseling and other opportunities such as outdoor education, art, STEM classes etc.
3. **Diversion**—programs are successful but don't hit enough people, may increase racial disproportionality.
Strategies:
 - Divert all homeless related bookings to services rather than jail.

- Require training for all police officers in de-escalation and motivational interviewing.
 - Create the technology and process for data sharing, including criminal justice data systems and the Homeless Management Information System to reduce silo'ing.
 - Major Funding Investments need to be made in Mental Health/wellbeing/counseling.
 - Staffing community sited centers (residential/non-residential/drop in) as transition hubs staffed with psychologists, psychiatrists, mental health staff including staff of color.
4. **Reentry**—system set up for failure rather than success.
- Strategies:**
- Educate criminal justice system to be homeless and housing informed (judges, prosecutors, jail staff, etc.).
 - Create a checklist to evaluate how a judge considers housing needs and leads with race (currently this is done to assess how much time a judge spends with each person—could be modeled after that). Activity is an evaluation and the result is accountability.
 - Develop a center with short-term housing and services for people experiencing homelessness to go upon release—place of transition and triage while figuring out longer-term housing exit.
 - Human-centered and racial explicit review and redesign of all compliance requirements.
 - Offer the choice of College/Trade School/Apprenticeship vs. jail time.
 - Keep those involved with mid-to low level crimes connected to their families, communities, jobs, schools while they work through meeting compliance requirements and record quashing processes.
 - Provide people coming out of CJ system, especially youth/young-adults, support on core pathways (e.g. stable housing or vouchers plus enrollment and mentoring support to achieve GED, vocational/trade, apprenticeship or college).
5. **Housing** – no variety of housing responses for people with CJ involvement.
- Strategies:**
- Stop using the HUD definition of homelessness—expand to be more inclusive, ensuring we do not use the HUD definition when we are not using HUD dollars for a housing resource.
 - Create more PSH housing inventory (with full services including educational/ job training, gardens for healthy food etc.) for those leaving the criminal justice system.

One Table – Employment

Top Three Factors

1. System failure to ensure people are ready for the jobs that are available with a focus on the education system but including other systems that provide supportive services necessary for people to thrive in education.

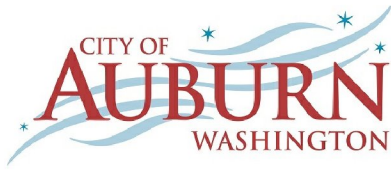
Strategies:

- Create understandable/scalable training pathways in high-wage sectors (e.g. tech/health care) that work for groups most at risk of homelessness (e.g. justice-involved individuals, high school dropouts), that include supportive services to help sustain them training period

- Change in policies for local government to allow more flexible funding so that case managers can address customer needs (e.g. scaling of policies effective in BSK homelessness initiative)
 - Elevate training & employment plans as core offering alongside housing 1st policies in the diversion system
2. Implicit bias inherent in employer's hiring practices (examine filters, skill level requirements, social networks, hiring managers who hire culturally similar to them, etc.)
- Strategies:**
- Call to action for employers to make changes to address racial equity in hiring—menu of options such as paid internships, changing hiring screens, investments in education pipeline, locating in economically disadvantaged areas. Could combine with incentives/tax breaks.
 - Design a program or training around hiring practices that address racial equity
3. Social capital and networks – segregation, redline, gentrification (note that most of these also address Job-Readiness/Education)

Strategies:

- Invest in organizations and case management programs led by community to give more mentoring/counseling to young people of color, setting aspirations for future and promoting racial equity
- Provide career awareness and mentoring opportunities to middle-school youth at risk of dropping out of high school. Train middle-school counselors and other service providers on career pathways to make sure students are getting information about education required for living-wage jobs.



AGENDA BILL APPROVAL FORM

Agenda Subject:
Matrix

Department:
Administration

Attachments:

[Matrix](#)

[Special Focus Areas](#)

Date:
May 23, 2018

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

Administrative Recommendation:

Background Summary:

Reviewed by Council Committees:

Councilmember:

Meeting Date: May 29, 2018

Staff:

Item Number:

COUNCIL MATRIX

NO.	TOPIC	Chair	STAFF LEAD(S)	STUDY SESSION REVIEW DATE(S)	COUNCIL DISCUSSION SUMMARY	ACTION DATE
1	Capital Projects Update and Featured Capital Project Discussion	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Gaub			
2	Community Sustainability Series: Economic and Statutory Considerations for Municipalities	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Tate	6/25/2018		
3	Sign Requirments	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Tate	6/25/2018		
4	Livable Cities Update	Chair DaCorsi Vice Chair Deputy Mayor Baggett	Asst. Director Tate	6/11/2018		
5	Consolidated Court Fees	Chair Brown Vice Chair Peloza	City Attorney Heid	TBD		
6	DV Model Firearms Program	Chair Brown Vice Chair Peloza	Chief Lee	7/9/2018		
7	Airport Advisory Board Update	Chair Brown Vice Chair Peloza	Asst Director Gaub	8/27/2018		
8	Homelessness Update	Chair Trout-Manuel Vice Chair Wales	Director Hinman			
9	Multicare Behavioral Health Facility Update	Chair Trout-Manuel Vice Chair Wales	Director Hinman	5/29/2018		
10	One Table Presentation	Chair Trout-Manuel Vice Chair Wales	Pat Bailey and City Attorney Heid	5/29/2018		
11	Cost of Service Study - Planning and Development Fees	Chair Holman Vice Chair Brown	Finance Director Coleman	TBD		
12	Annexations (islands and peninsulas)	Chair Holman Vice Chair Brown	City Attorney Heid	TBD		
13	Multi-year Budgets	Chair Holman Vice Chair Brown	Finance Director Coleman	6/11/2018		

SPECIAL FOCUS AREAS

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