

**City Council Study Session
March 23, 2015 - 5:30 PM
Auburn City Hall
AGENDA**

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I. CALL TO ORDER

A. Roll Call

II. ANNOUNCEMENTS, REPORTS, AND PRESENTATIONS

III. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. Fourth Quarter 2014 Financial Report* (Coleman)

B. Comprehensive Sewer Plan Overview (Snyder)

C. Comprehensive Transportation Plan Update* (Snyder)

D. Informational briefing regarding the proposed 2016 Interlocal Agreement for the Green/Duwamish Central Puget Sound Watershed (WRIA-9)* (Snyder)

Staff to provide a briefing for the proposed 2016 Interlocal Agreement for the Green/Duwamish Central Puget Sound Watershed (WRIA-9)

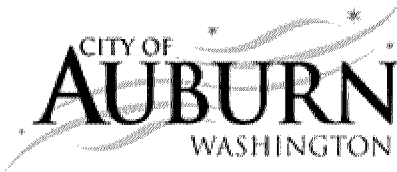
E. Council Ad Hoc Committee on Committees

IV. OTHER DISCUSSION ITEMS

V. ADJOURNMENT

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

**Denotes attachments included in the agenda packet.*



AGENDA BILL APPROVAL FORM

Agenda Subject:

Fourth Quarter 2014 Financial Report

Date:

March 4, 2015

Department:

Finance

Attachments:

Quarterly Financial Report

Budget Impact:

\$0

Administrative Recommendation:

For review and discussion only.

Background Summary:

The purpose of the quarterly financial report is to summarize for the City Council the general state of Citywide financial affairs and to highlight significant items or trends that the City Council should be aware of. The following provides a high level summary of the City's financial performance. Further details can be found within the attached financial report.

The 4th Quarter status report is based on financial data available as of January 27, 2015 for the period ending December 31, 2014. Sales tax information represents business activity that occurred through October 2014.

General Fund:

The General Fund is the City's largest fund and accounts for the majority of City resources and services, other than those required by statute to be accounted for in another fund.

In 2014, General Fund revenues totaled \$58.8 million and exceeded budget by \$2.7 million. This is due primarily to:

- Increased revenues from sales tax collections. Retail sales tax collections for the year exceeded budget by \$843,000, or 6.5%. In addition, the sales tax credit for annexation and criminal justice sales tax revenues exceeded budget expectations by \$432,000 and \$427,000 respectively.
- Increased revenues from development services fees due to continued growth in the local economy. Development services fees exceeded budget expectations by \$363,000.

- Increased revenues from building permits, also due to continued growth in the local economy. Building permits exceeded budget expectations by \$337,000.

General Fund expenditures for the year totaled \$55.2 million as compared with a budget of \$60.4 million. Overall departmental spending was \$5.2 million – or 8.6% under budget due to court and jailing costs ending the year lower than anticipated, staff vacancies, underspending in contingency funds and continued vigilance in monitoring general spending.

2014 General Fund expenditures were \$0.4 million above 2013 expenditures of \$54.8 million due primarily to an accounting change that occurred at the beginning of 2014, whereby the Golf Course Fund was changed from an Enterprise Fund to the General Fund. This change accounts for a \$1.5 million increase in General Fund spending in 2014 compared to 2013.

Ending 2014 fund balances will not be finalized until approximately June 2015 pending final year-end adjustments and certification by the State Auditor's Office. Once the final ending 2014 fund balances are available, budgeted beginning 2015 fund balances will be reconciled and adjusted accordingly.

In 2014, 5,811 pet licenses were sold resulting in \$155,790 in revenue. For the same period in 2013, 5,093 licenses were sold resulting in \$154,475 in revenue.

Enterprise Funds:

The City's seven enterprise funds account for operations with revenues primarily provided from user fees, charges or contracts for services.

At the end of 2014, the Water fund's net operating income increased to \$1,757,300 as compared to net income of \$594,200 in 2013. The Sewer fund ended the year with \$181,500 net operating income as compared to an operating loss of \$640,200 in 2013. The Sewer-Metro Utility ended 2014 with operating income of \$273,900 as compared to net operating income of \$249,700 in 2013. Lastly, the Stormwater Utility ended the year with operating income of \$1,486,200 as compared to operating income of \$864,900 in 2013.

The Cemetery ended 2014 with net operating income of \$2,900 as compared to operating income of \$44,900 in 2013. This difference is due primarily to water costs, which were charged to the Cemetery Fund in 2014 but not in 2013 or before.

Internal Service Funds:

Internal Service Funds provide services to other City departments and include functions such as Insurance, Worker's Compensation, Facilities, Innovation and

Technology, and Equipment Rental. All funds had sufficient revenues to cover expenditures in 2014.

Investment Portfolio:

The City's total cash and investments at the end of 2014 was \$120.5 million, as compared to \$117.7 million at the end of 2013.

Reviewed by Council Committees:

Councilmember:

Staff: Coleman

Meeting Date: March 23, 2015

Item Number: DI.A

General Fund Summary of Sources and Uses	2014			2013	2014 YTD Budget vs. Actual	
	Annual Budget	YTD Budget	YTD Actual	YTD Actual	Favorable (Unfavorable) Amount	Percentage
Operating Revenues						
Property Tax	15,699,417	15,699,417	15,805,041	14,415,456	105,624	0.7 %
Sales Tax	13,048,552	13,048,552	13,891,465	12,434,127	842,913	6.5 %
Sales Tax - Annexation Credit	1,404,590	1,404,590	1,836,391	1,694,630	431,801	30.7 %
Criminal Justice Sales Tax	1,231,185	1,231,185	1,658,228	1,516,946	427,043	34.7 %
Brokered Natural Gas Tax	303,008	303,008	275,327	273,298	(27,681)	(9.1) %
City Utilities Tax	3,203,673	3,203,673	3,479,570	3,322,456	275,897	8.6 %
Admissions Tax	365,427	365,427	318,441	325,560	(46,986)	(12.9) %
Electric Tax	3,373,905	3,373,905	3,424,427	3,297,976	50,522	1.5 %
Natural Gas Tax	1,213,919	1,213,919	1,136,969	1,037,315	(76,950)	(6.3) %
Cable TV Franchise Fee	816,000	816,000	880,909	854,447	64,909	8.0 %
Cable TV Franchise Fee - Capital	62,310	62,310	62,993	62,701	683	1.1 %
Telephone Tax	2,042,737	2,042,737	1,805,572	1,781,307	(237,165)	(11.6) %
Garbage Tax (external)	96,261	96,261	110,566	101,084	14,305	14.9 %
Leasehold Excise Tax	50,754	50,754	37,233	37,215	(13,521)	(26.6) %
Gambling Excise Tax	250,237	250,237	280,736	257,284	30,499	12.2 %
Taxes sub-total	43,161,975	43,161,975	45,003,866	41,411,802	1,841,891	4.3 %
Business License Fees	203,015	203,015	171,422	236,162	(31,594)	(15.6) %
Building Permits	1,169,160	1,169,160	1,505,799	2,101,174	336,639	28.8 %
Other Licenses & Permits	528,072	528,072	723,441	704,612	195,369	37.0 %
Intergovernmental (Grants, etc.)	5,138,588	5,138,588	5,063,108	4,818,360	(75,480)	(1.5) %
Charges for Services:						
General Government Services	94,783	94,783	113,491	106,073	18,708	19.7 %
Public Safety	580,449	580,449	479,866	21,905	(100,583)	(17.3) %
Development Services Fees	738,881	738,881	1,101,680	1,131,931	362,799	49.1 %
Culture and Recreation - (I)	2,047,549	2,047,549	2,219,387	875,434	171,838	8.4 %
Fines and Forfeits	1,562,575	1,562,575	1,239,233	1,424,524	(323,342)	(20.7) %
Fees/Charges/Fines sub-total	12,063,072	12,063,072	12,617,427	11,420,176	554,355	4.6 %
Interests and Other Earnings	42,230	42,230	41,767	45,977	(463)	(1.1) %
Rents, Leases and Concessions - (I)	543,150	543,150	710,705	284,178	167,555	30.8 %
Contributions and Donations	35,000	35,000	46,851	58,904	11,851	33.9 %
Other Miscellaneous - (I)	113,200	113,200	168,357	71,964	55,157	48.7 %
Transfers In	123,000	123,000	121,652	193,548	(1,348)	(1.1) %
Insurance Recoveries - Capital & Operating	25,000	25,000	102,377	192,898	77,377	309.5 %
Other Revenues sub-total	881,580	881,580	1,191,708	847,470	310,128	35.2 %
Total Operating Revenues	56,106,627	56,106,627	58,813,002	53,679,448	2,706,375	4.8 %
Operating Expenditures						
Council & Mayor	767,926	767,926	744,569	1,017,725	23,358	3.0 %
Administration	882,363	882,363	719,335	0	163,028	18.5 %
Community & Human Services	1,379,335	1,379,335	942,026	897,919	437,309	31.7 %
Municipal Court & Probation	1,870,966	1,870,966	1,265,243	620,637	605,723	32.4 %
Human Resources	1,557,163	1,557,163	1,305,029	1,433,186	252,134	16.2 %
Finance	1,369,895	1,369,895	1,148,104	1,144,160	221,791	16.2 %
City Attorney	1,880,945	1,880,945	1,742,176	1,838,651	138,769	7.4 %
Community Development	4,199,107	4,199,107	3,783,049	3,869,868	416,058	9.9 %
Jail - SCORE	5,786,100	5,786,100	5,504,767	7,049,120	281,333	4.9 %
Police	21,898,036	21,898,036	20,296,100	19,202,081	1,601,936	7.3 %
Public Works	2,656,777	2,656,777	2,647,511	2,728,726	9,266	0.3 %
Parks, Arts & Recreation - (I)	9,543,753	9,543,753	9,600,201	8,135,678	(56,448)	(0.6) %
Streets	3,306,718	3,306,718	3,227,025	2,915,619	79,693	2.4 %
Non-Departmental	3,331,207	3,331,207	2,319,980	3,932,947	1,011,227	30.4 %
Total Operating Expenditures	60,430,290	60,430,290	55,245,114	54,786,316	5,185,177	8.6 %

(I) Through December 31, 2013, Golf Course revenues and expenditures were reported under Fund 437. Effective January 1, 2014, Golf Course revenues and expenditures are now reported in the General Fund (above). Therefore, when comparing 2014 General Fund actuals to prior year, it is important to recognize this change.

Overview

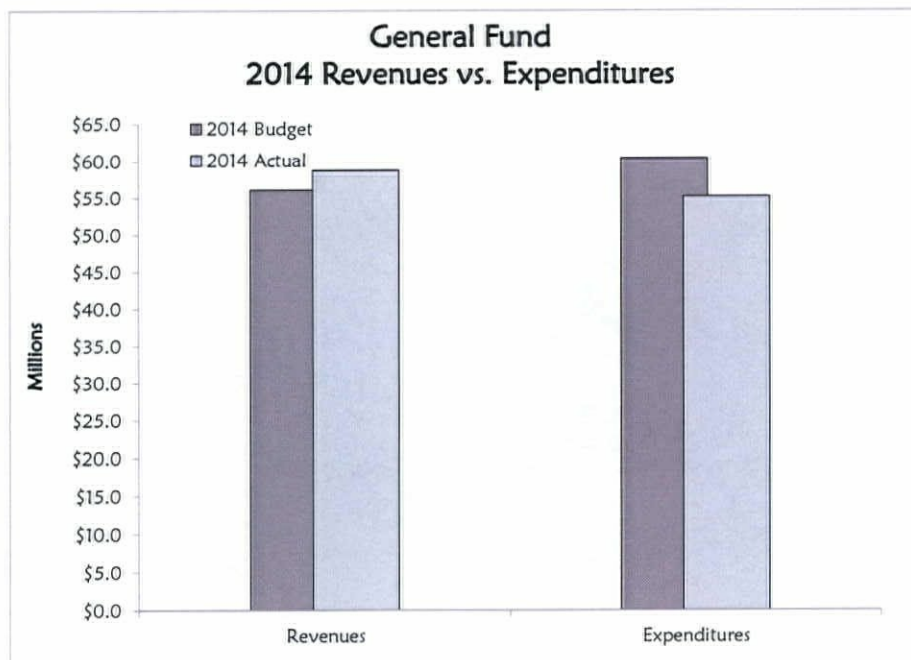
This financial overview reflects the City's overall financial position for the fiscal period ending December 31, 2014 (period 12) and represents financial data available as of January 27, 2015.

General Fund revenues through December 2014 totaled \$58.8 million and compares to 2013 collections of \$53.7 and a 2014 budget of \$56.1 million. Some highlights this year include:

- Tax revenues totaled \$45.0 million and were \$1.8 million above budget.
- Development services fees totaled \$1.1 million and were \$363,000 above budget, due primarily to increased plan check revenue.
- Building permit revenue exceeds budget by \$337,000 due to stronger than anticipated development activity.

General Fund expenditures for the year totaled \$55.2 million as compared to 2013 expenditures of \$54.8 million and a 2014 budget of \$60.4 million. Due to an accounting change effective January 1, 2014, all revenues and expenditures related to the Auburn Golf Course are now reported in the General Fund. Therefore, it is important to recognize this shift when comparing 2014 performance to prior year performance. After normalizing 2013 to include Golf Course expenditures of \$1.5 million, the 2014 General Fund expenditures decreased by \$1.0 million, or 1.8% compared to the prior year. Overall departmental spending in 2014 is \$5.2 million, or 8.6%, under budget due to staff vacancies, court costs and jailing costs lower than anticipated, underspending in contingency funds, and continued vigilance in monitoring general spending.

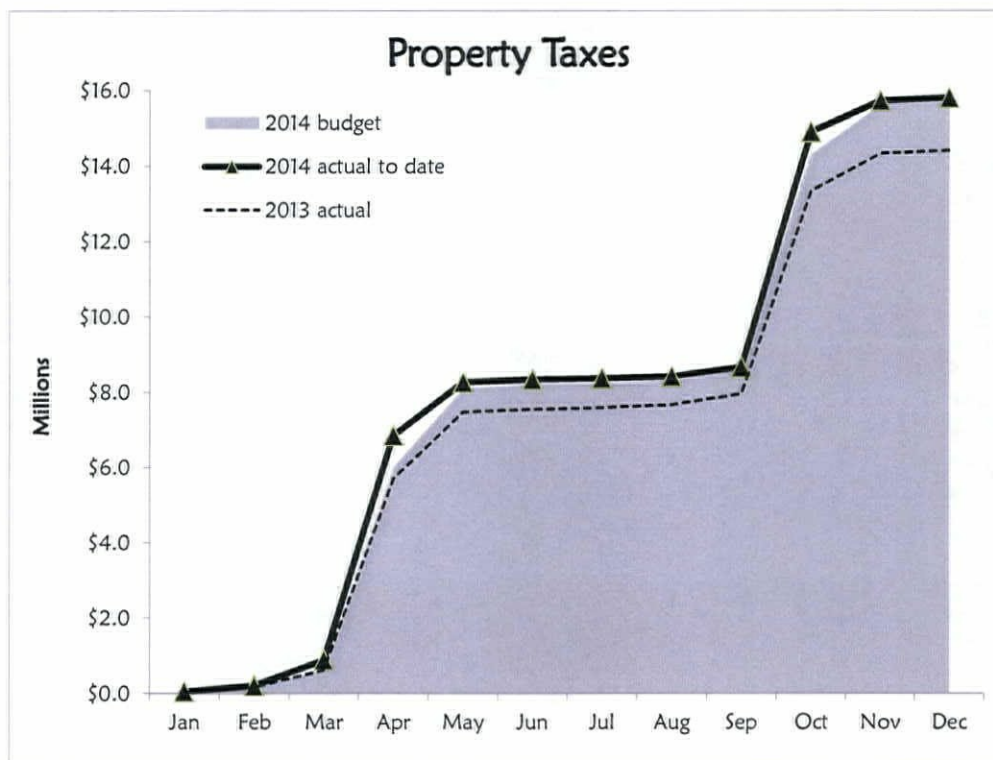
Ending 2014 fund balances will not be finalized until approximately June 2015 pending final year-end adjustments and certification by the State Auditor's Office. Once the final ending 2014 fund balances are available, budgeted beginning 2015 fund balances will be reconciled and adjusted accordingly.



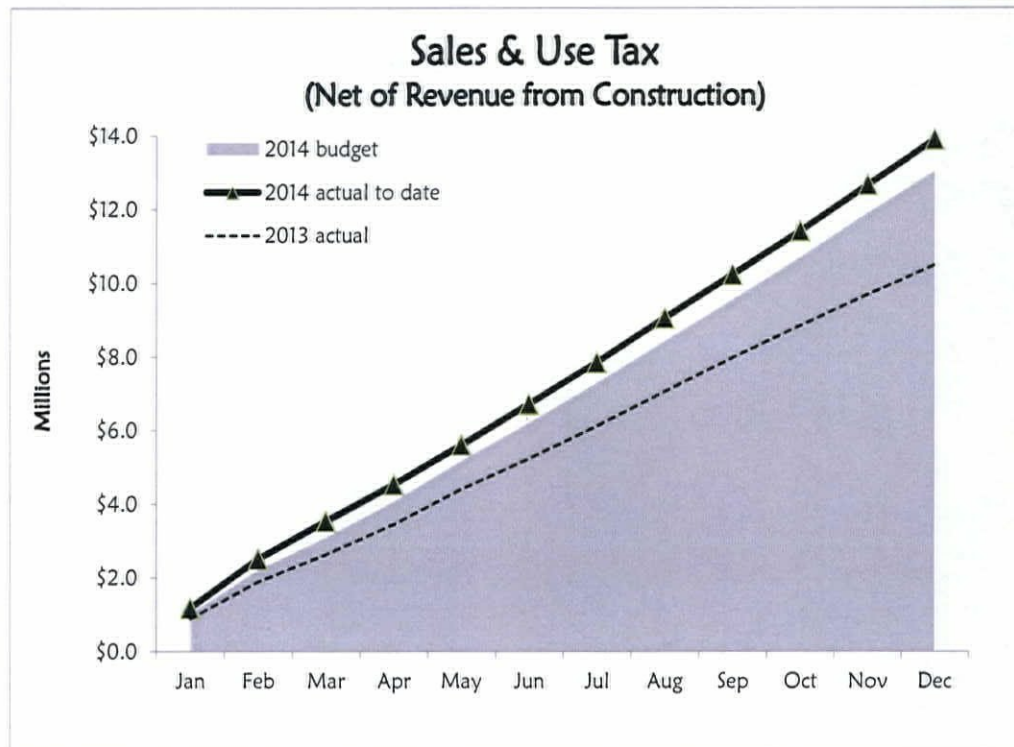
Revenues

The combined total of property tax, sales/use tax, utility tax, gambling, and admissions tax provides approximately 80% of all resources supporting general governmental activities. The following section provides additional information on these sources.

Property Tax collections in 2014 totaled \$15.8 million and exceeded budget by \$106,000 (0.7%). This compares to collections of \$14.4 million in 2013. The majority of property tax revenues are collected during the months of April and October, coinciding with the due dates for the County property tax billings.



Sales tax distributions Citywide totaled \$15.6 million of which \$13.9 million was distributed to the General Fund and \$1.7 million to the Local Street Fund (SOS) program.* In 2014, total Sales Tax revenue collections in the General Fund exceeded budget expectations by \$843,000, or 6.5%.



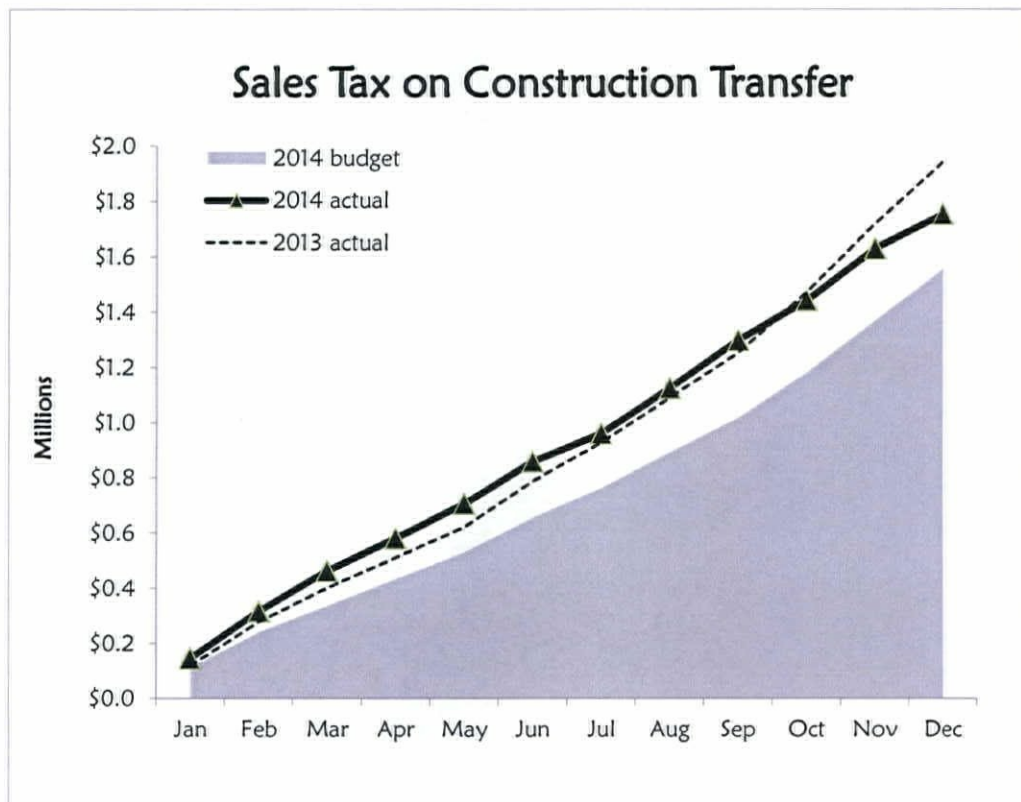
* Beginning with the 2013-2014 budget, Local Street Fund (Fund 103) street repairs have been funded from sales taxes on construction. Total transferred through December 2014 was \$1,753,532. The graphic above presents sales taxes under the current policy.

The following table breaks out the City's base sales tax, excluding Criminal Justice, Annexation Credit and Streamlined Sales Tax Mitigation, by major business sector.

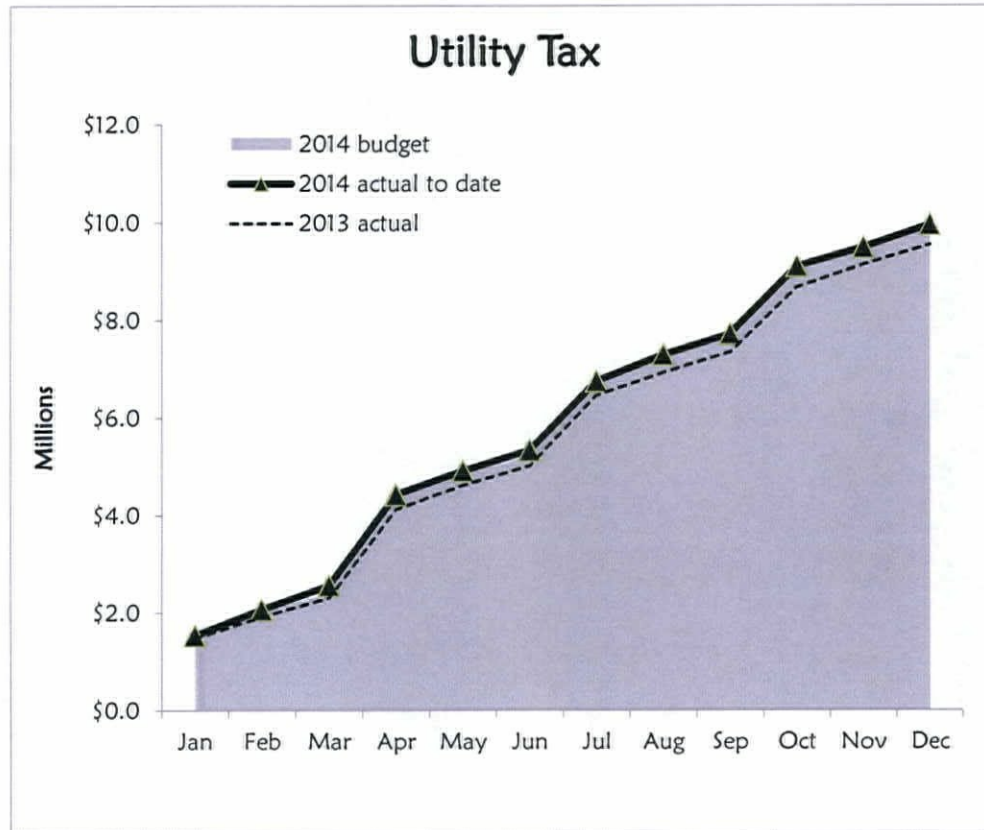
Comparison of Sales Tax Collections by SIC Group				
December-2014				
Component Group	2013 Actual	2014 Actual	Change from 2013	
			Amount	Percentage
Construction	1,942,720	1,753,532	(189,188)	(9.7) %
Manufacturing	624,385	1,163,090	538,705	86.3 %
Transportation & Warehousing	45,696	70,679	24,983	54.7 %
Wholesale Trade	1,279,407	1,204,714	(74,693)	(5.8) %
Automotive	3,135,559	3,309,404	173,845	5.5 %
Retail Trade	4,218,570	4,679,929	461,359	10.9 %
Services	3,054,283	3,321,827	267,544	8.8 %
Miscellaneous	63,580	119,617	56,038	88.1 %
YE Total	14,364,200	15,622,791	1,258,591	8.8 %

As shown on the prior page, total Sales Tax revenue collected in 2014 totaled \$15.6 million as compared with \$14.4 million in 2013, representing an 8.8% year over year increase. The business sectors showing the largest increase in revenues compared to 2013 were the manufacturing and retail trade categories.

Total 2014 sales tax revenue on construction, which is transferred to the Local Street Fund (Fund 103) for local street repair and maintenance, totaled \$1,753,532 and exceeded budget of \$1,560,000 by \$194,000, reflecting higher than anticipated increases in commercial and residential construction activity throughout the City.



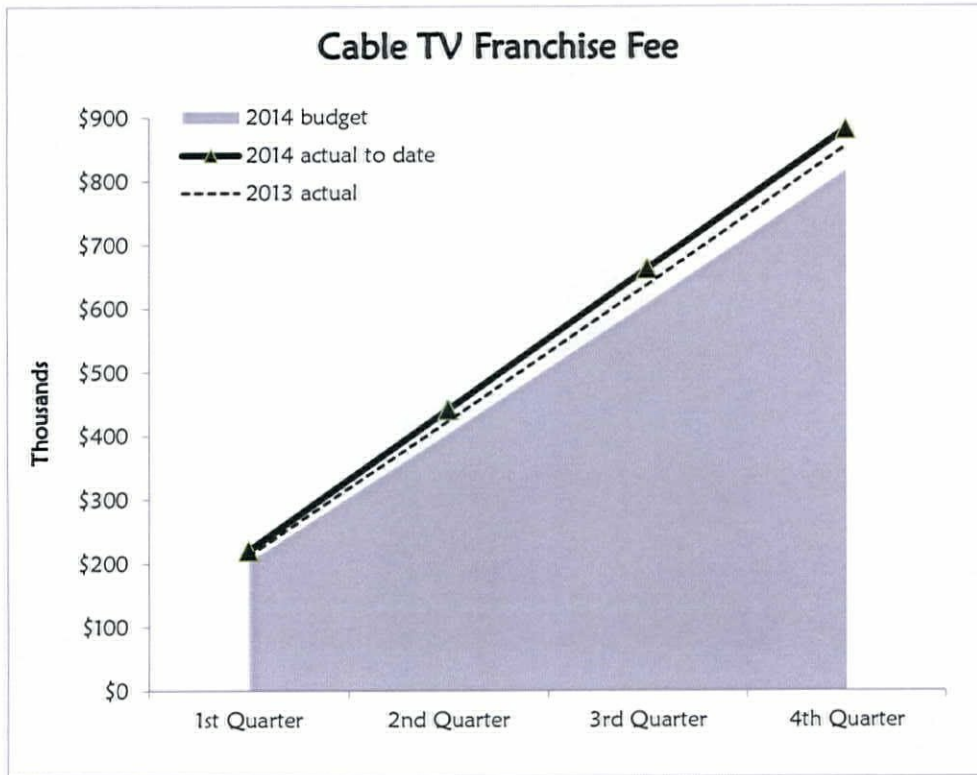
Utility Taxes consist of interfund taxes on City utilities (Water, Sewer, Storm and Solid Waste) and taxes on external utilities (Electric, Natural Gas, Telephone and Solid Waste). Utility taxes collected in 2014 totaled \$10.0 million compared to \$9.5 million collected in 2013.



As shown in the table below, overall utility tax revenues collected were \$10.0 million, slightly exceeding budget expectations by \$27,000, or 0.3%. Increased collections from City interfund utilities partially offset lower than expected collections from private utility providers, specifically in the Telecommunications and Natural Gas markets.

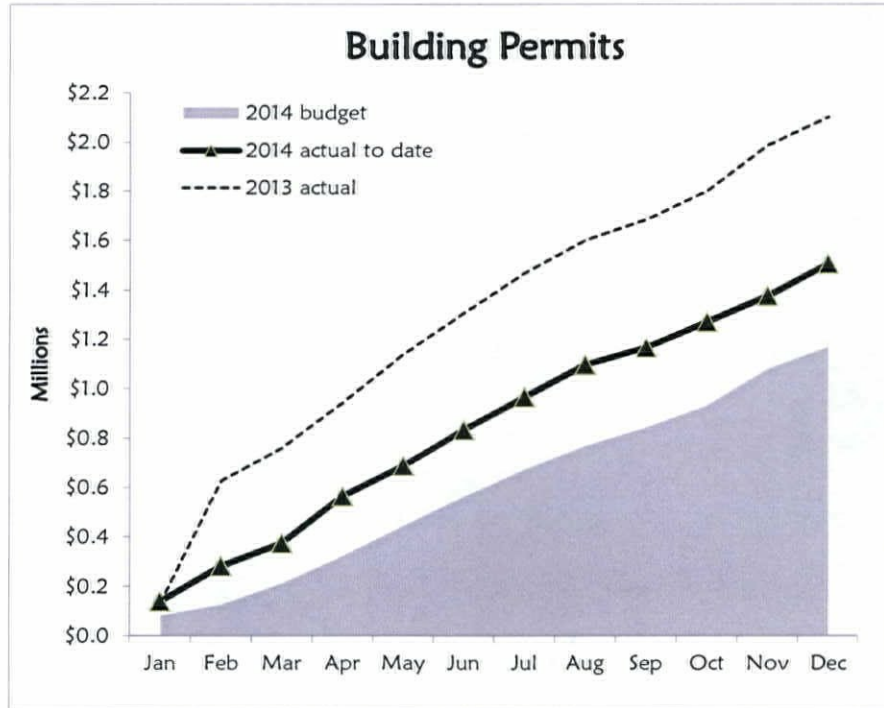
Utility Tax by Type December-2014							
Month	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013 Actual		2014 vs. Budget	
				Amount	Percentage	Amount	Percentage
City Interfund Utility Taxes	3,322,456	3,203,673	3,479,570	157,114	4.7 %	275,897	8.6 %
Electric	3,297,976	3,373,905	3,424,427	126,451	3.8 %	50,522	1.5 %
Natural Gas	1,037,315	1,213,919	1,136,969	99,654	9.6 %	(76,950)	(6.3) %
Telephone	1,781,307	2,042,737	1,805,572	24,264	1.4 %	(237,165)	(11.6) %
Solid Waste (external)	101,084	96,261	110,566	9,482	9.4 %	14,305	14.9 %
YE Total	9,540,139	9,930,495	9,957,104	416,965	4.4 %	26,609	0.3 %

Cable TV Franchise Fees, which are collected quarterly, totaled \$881,000 and exceeded budget by \$65,000 or 8.0%.



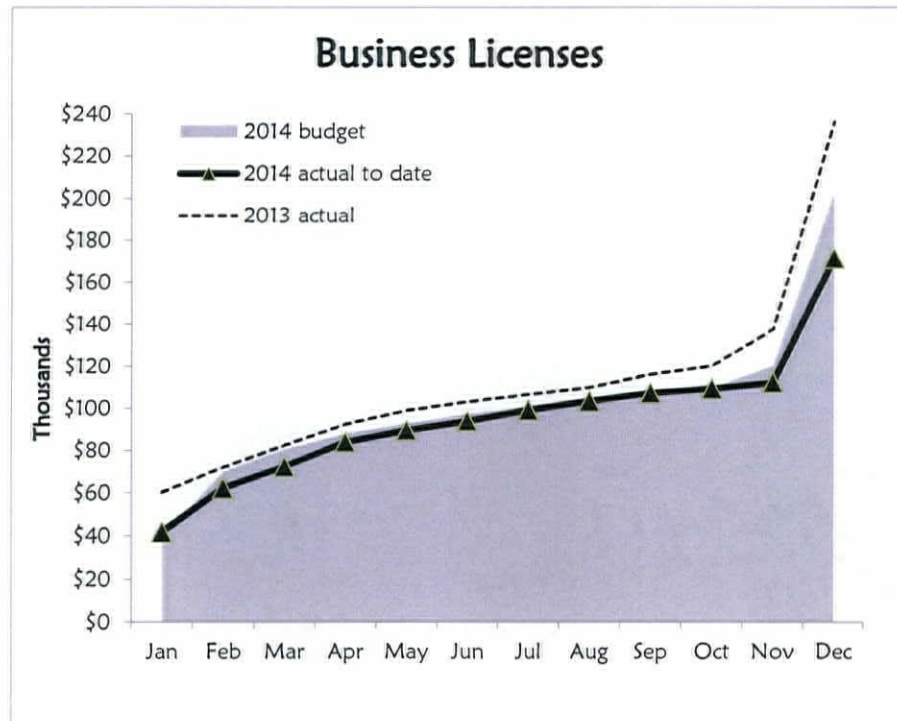
Licenses and Permits include business licenses, building permits, plumbing, electric and other licenses and permit fees. Building permit fees and business licenses make up 80% of the annual budgeted revenue in this category.

Building permit revenues collected in 2014 totaled \$1.5 million, compared to 2013 collections of \$2.1 million and a 2014 budget of \$1.2 million. 2014 building permit activity included permitting for several large commercial projects including various projects at Boeing, the Green River College Trades Building and Student Life Building, as well as the permitting of Wesley Homes. In addition, numerous housing developments were permitted in 2014 – most notably Edgeview, Auburn 40 PUD, Lakeland Villas and Vista Pointe. Of the \$1.5 million in building permit revenues collected in 2014, 33% is attributable to commercial projects in the City and the remaining 67% is predominately single family housing permits. The total number of building permits issued in 2014 was 846 as compared to 969 building permits issued in 2013.



Note: The spike seen in February 2013 (above) includes revenues for the Auburn High School Reconstruction and Modernization project.

Business License revenues collected in 2014 totaled \$171,000 compared to a budget of \$203,000; these were \$32,000 under budget due to timing of collections. The graphic below reflects the timing of payments by business owners, where the majority of business license payments are collected during the first two months of the year and the last month of the year.



Intergovernmental revenues include Grants (Direct & Indirect Federal, State and Local), state shared revenues and compact revenue from the Muckleshoot Indian Tribe (MIT). Collections through December totaled \$5.1 million and were \$75,000, or 1.5% under budget. Although grant revenues collected in 2014 were lower than anticipated, this was partially offset by an increased collection in state shared revenue, primarily in liquor profits and motor vehicle fuel tax revenues.

Intergovernmental December-2014							
Revenue	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013 Actual		2014 vs. Budget	
				Amount	% Change	Amount	% Change
Federal Grants	94,957	346,508	187,468	92,510	97.4 %	(159,040)	(45.9) %
State Grants	162,548	335,976	118,683	(43,865)	(27.0) %	(217,293)	(64.7) %
Interlocal Grants	85,744	40,901	40,901	(44,843)	0.0 %	0	0.0 %
State Shared Revenue	3,879,984	3,802,203	4,049,104	169,120	4.4 %	246,901	6.5 %
Muckleshoot Casino Emerg.	564,895	605,000	603,283	38,388	6.8 %	(1,717)	(0.3) %
Intergovernmental Service	30,232	8,000	63,670	33,438	110.6 %	55,670	695.9 %
YE Total	4,818,360	5,138,588	5,063,108	244,748	5.1 %	(75,480)	(1.5) %

State shared revenue includes \$1,962,161 in Streamlined Sales Tax Mitigation payments.

Charges for Services consist of general governmental services, public safety, development service fees and cultural & recreation fees. Overall, charges for services exceeded budget by \$453,000, or 13.1%.

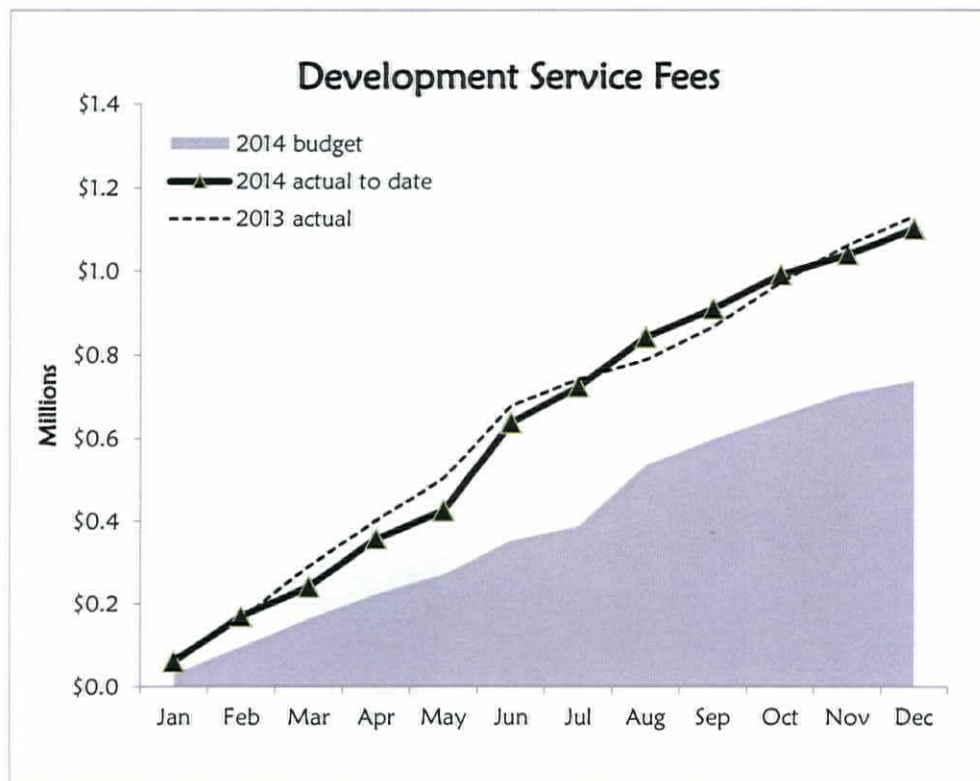
General governmental revenues through December exceeded budget by \$19,000 due to timing of payments from local jurisdictions that contract services through the City of Auburn, as well as increased revenues for passport services.

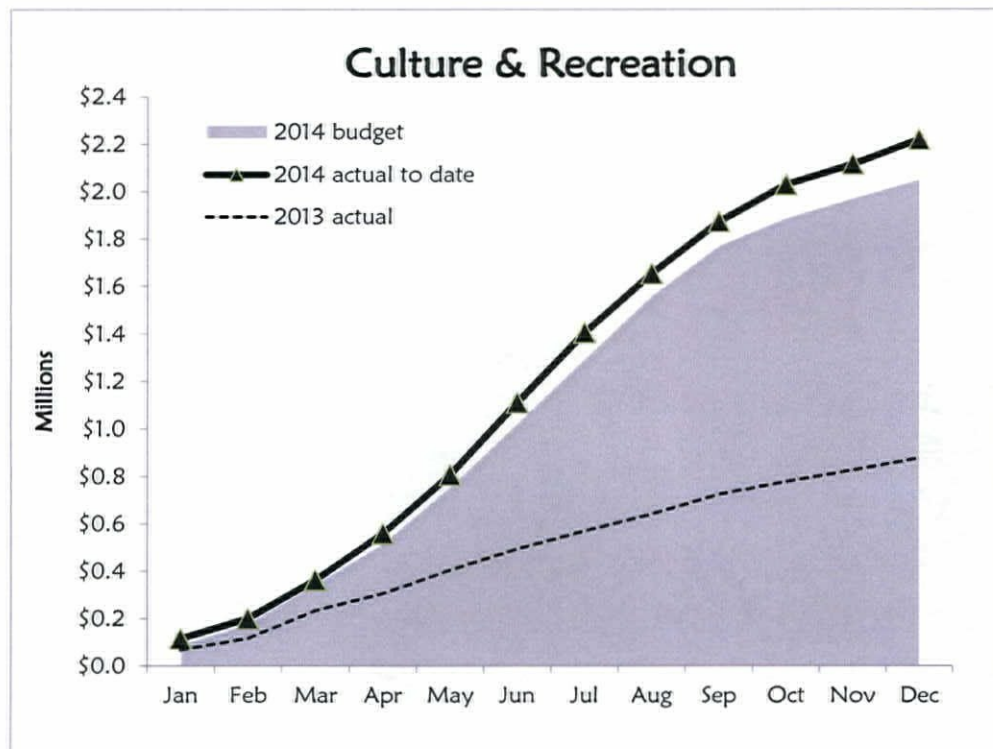
Public safety revenues collected in 2014 totaled \$480,000, which was \$100,000 below budget. However, after adjusting period 13th accrual of Law Enforcement Services revenue of \$78,000, public safety revenues will end the year within 4.0% of budget. Public safety revenues consist of revenues generated for Police Officer extra duty overtime, where officers are contracted for services and reimbursement is made by the hiring contractor. Effective June 2014, this revenue also includes reimbursement from the Muckleshoot Indian Tribe (MIT) for a full-time dedicated Police Officer and associated expenditures. Effective in 2014, the expenditures for Police Officer extra duty overtime are no longer netted against the revenues for this service. These are the two contributing factors as to why collections in 2014 are significantly higher than what was collected in 2013.

Development services fee collections, which primarily consist of plan check fees, totaled \$1.1 million for the year and exceed budget by \$363,000. Total plan check fees collected in 2014 totaled \$833,000, compared to a budget of \$585,000. Plan check revenues in 2014 included various projects at Boeing, a commercial project on West Valley Hwy, the Green River College Student Life Building and Wesley Homes. Some of the single family housing projects include Edgeview, Kendall Ridge, Vista Pointe, and Sonata Hill.

Culture and recreation revenues collected in 2014 totaled \$2.2 million and exceeded budget by \$172,000 or 8.4%, reflecting increased ticket sales for Auburn Avenue Theatre as well as increased revenues from youth programs and summer camps. A significant factor in the year over year increase from 2013 seen in culture and recreation revenues was a change in accounting whereby Golf Course revenues and expenditures are now reported within the General Fund. Revenues in this category include golf lessons, pro shop sales, and greens fees.

Charges for Services by Type December-2014							
Revenue	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013 Actual		2014 vs. Budget	
				Amount	Percentage	Amount	Percentage
General Government	106,073	94,783	113,491	7,419	7.0 %	18,708	19.7 %
Public Safety	21,905	580,449	479,866	457,961	2,090.7 %	(100,583)	(17.3) %
Development Services	1,131,931	738,881	1,101,680	(30,251)	(2.7) %	362,799	49.1 %
Culture & Recreation	875,434	2,047,549	2,219,387	1,343,953	153.5 %	171,838	8.4 %
YE Total	2,135,343	3,461,662	3,914,424	1,779,081	83.3 %	452,762	13.1 %

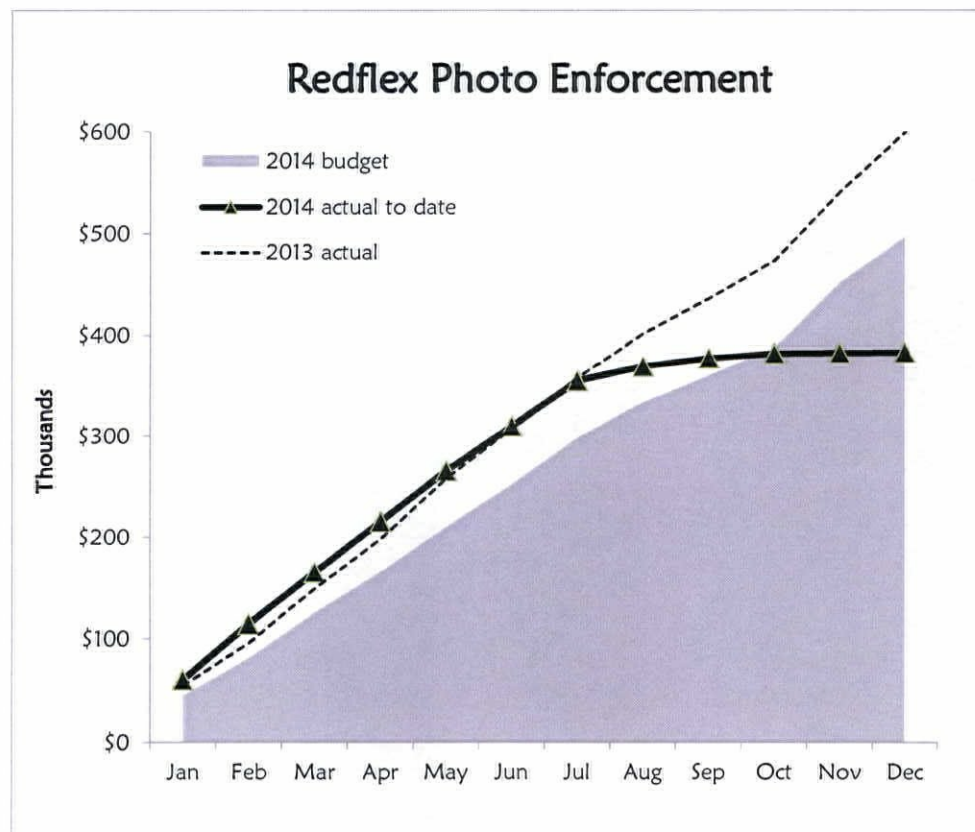
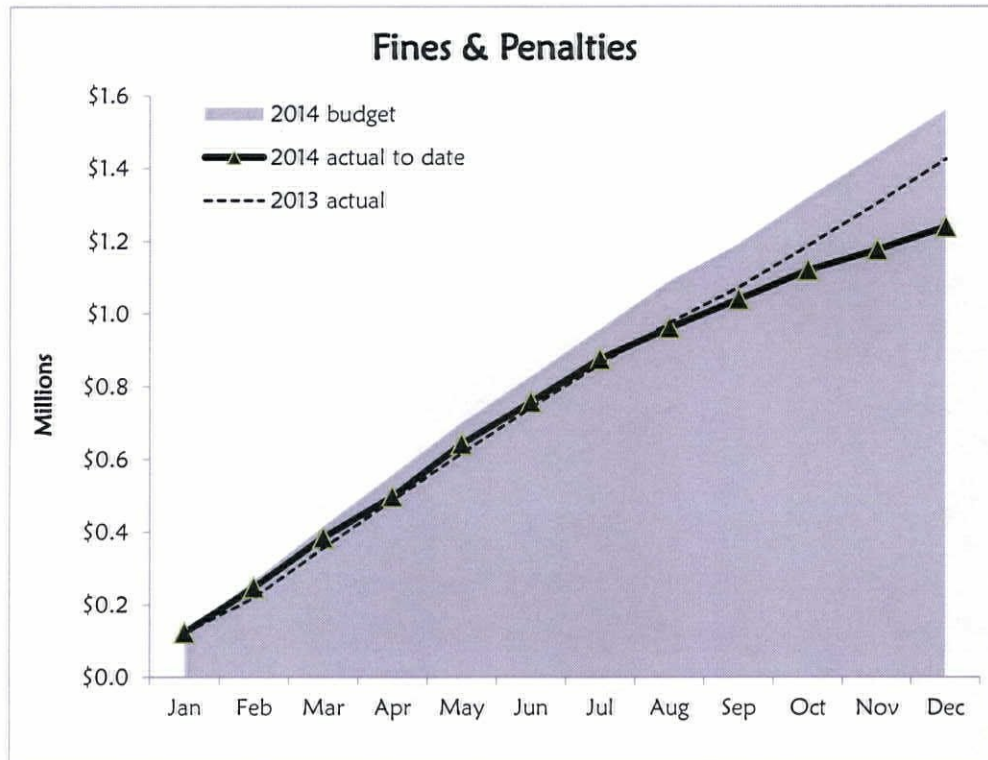




Note: The 2014 budget and actuals are considerably higher than 2013 due to the accounting change effective January 1, 2014 where the Golf Course is included in the General Fund.

Fines & Penalties include traffic and parking infraction penalties, Redflex photo enforcement violations, criminal fines (including criminal traffic, criminal non traffic and criminal costs) as well as non-court fines such as false alarm fines. Total revenue collected in 2014 totaled \$1.2 million compared to a budget of \$1.6 million. A total of \$476,000 in Civil Infraction Penalties were collected in 2014, which was below the budget of \$657,000 due to lower than anticipated collections for traffic infractions. In addition, Redflex photo enforcement revenues collected for the year totaled \$383,000 compared to a budget of \$497,000; these were less than budget due to the fact that the Photo Enforcement Program was cancelled effective June 1, 2014.

Fines & Forfeits by Type December-2014							
Month	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013 Actual		2014 vs. Budget	
				Amount	Percentage	Amount	Percentage
Civil Penalties	18,506	15,000	16,984	(1,522)	(8.2) %	1,984	13.2 %
Civil Infraction Penalties	446,650	656,750	476,207	29,558	6.6 %	(180,543)	(27.5) %
Redflex Photo Enforcement	599,772	497,475	383,307	(216,465)	(36.1) %	(114,168)	(22.9) %
Parking Infractions	116,783	170,000	133,676	16,893	14.5 %	(36,324)	(21.4) %
Criminal Traffic Misdemeanor	55,303	82,000	50,903	(4,400)	(8.0) %	(31,097)	(37.9) %
Criminal Non-Traffic Fines	58,029	90,000	42,941	(15,088)	(26.0) %	(47,059)	(52.3) %
Criminal Costs	30,477	13,000	47,156	16,679	54.7 %	34,156	262.7 %
Non-Court Fines & Penalties	99,004	38,350	88,060	(10,944)	(11.1) %	49,710	129.6 %
YE Total	1,424,524	1,562,575	1,239,233	(185,291)	(13.0) %	(323,342)	(20.7) %

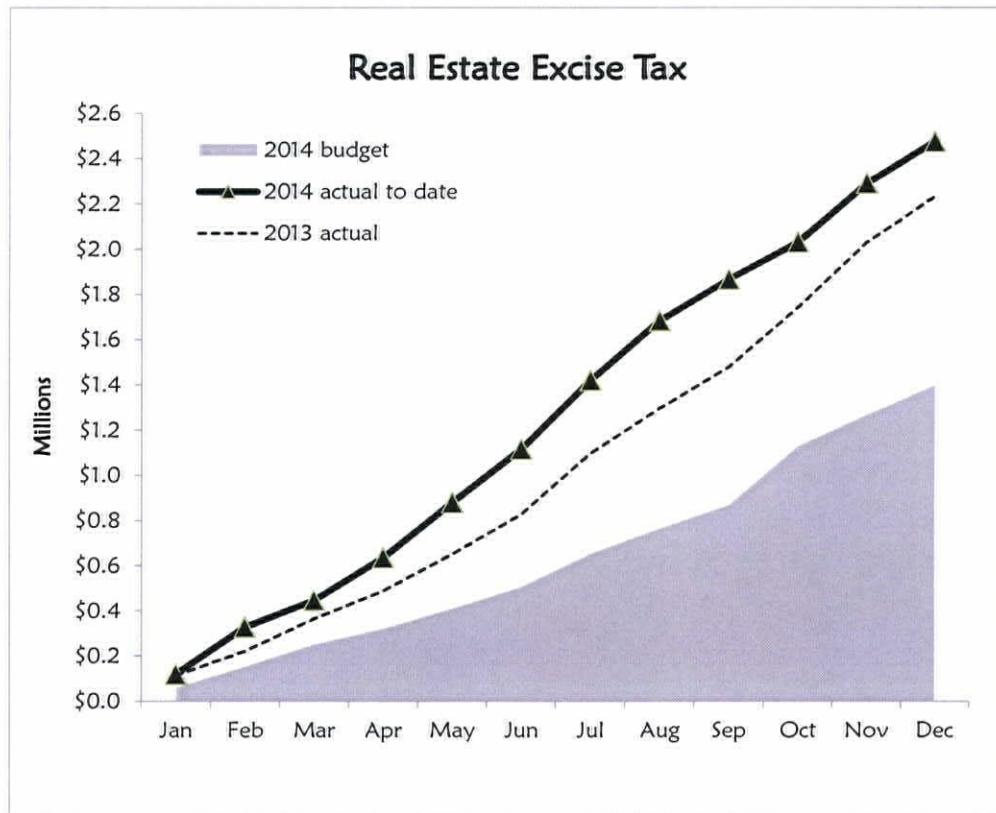


Miscellaneous revenues primarily consist of income from facility rentals; other sources within this category include investment earnings, contributions & donations and other miscellaneous income. Total revenue collected in this category in 2014 totaled \$968,000 as compared to a budget of \$734,000. Revenues collected in the rents and leases category exceeded budget by \$168,000, primarily due to stronger than anticipated revenues for facility rentals at multiple locations throughout the City. In addition, the other miscellaneous revenue category exceeded budget by \$55,000 for the year due primarily to the collection of P-Card rebate monies in the amount of \$59,000 in 2014. In comparing 2014 activity to 2013 activity within this category, it is important to note that effective January 1, 2014 golf cart rental revenues are now included in the General Fund and are collected in the rents and leases revenue category below. Total golf cart revenues collected in 2014 totaled \$217,000.

Miscellaneous Revenues by Type December-2014							
Month	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013		2014 vs. Budget	
				Amount	Percentage	Amount	Percentage
Interest & Investments	45,977	42,230	41,767	(4,210)	(9.2) %	(463)	(1.1) %
Rents & Leases	284,178	543,150	710,705	426,526	150.1 %	167,555	30.8 %
Contributions & Donations	58,904	35,000	46,851	(12,054)	(20.5) %	11,851	33.9 %
Other Miscellaneous Revenue	71,964	113,200	168,357	96,393	133.9 %	55,157	48.7 %
YE Total	461,024	733,580	967,680	506,656	109.9 %	234,100	31.9 %

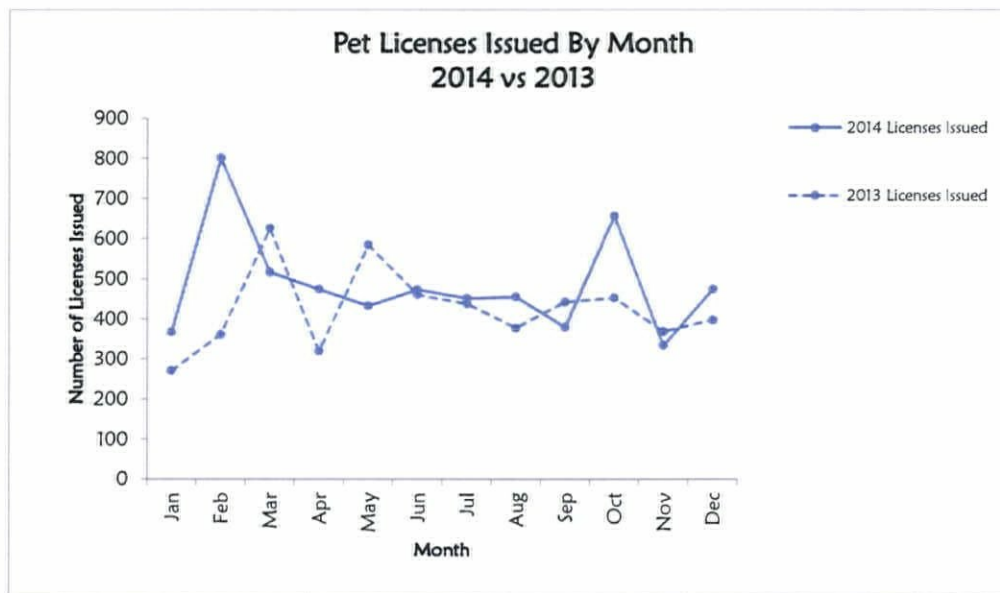
Real Estate Excise Tax (REET) revenue is receipted into the Capital Improvement Projects Fund and is used for governmental capital projects. 2014 REET revenue totaled \$2.5 million and exceeded budget and prior year actuals by \$1.1 million and \$242,000, respectively. The increase in REET revenues is a result of increased real estate sales within the City and is a sign of economic recovery.

Real Estate Excise Tax Revenues December-2014							
Month	2013 Actual	2014 Budget	2014 Actual	2014 vs. 2013		2014 vs. Budget	
				Amount	Percentage	Amount	Percentage
Jan	113,615	61,300	119,765	6,150	5.4 %	58,465	95.4 %
Feb	107,485	92,200	208,206	100,721	93.7 %	116,006	125.8 %
Mar	143,198	98,000	118,578	(24,620)	(17.2) %	20,578	21.0 %
Apr	124,445	69,100	189,771	65,325	52.5 %	120,671	174.6 %
May	162,750	89,400	243,472	80,721	49.6 %	154,072	172.3 %
Jun	177,380	95,800	236,067	58,688	33.1 %	140,267	146.4 %
Jul	267,976	147,100	305,214	37,238	13.9 %	158,114	107.5 %
Aug	200,627	112,200	263,573	62,947	31.4 %	151,373	134.9 %
Sep	183,507	103,600	182,829	(678)	(0.4) %	79,229	76.5 %
Oct	261,388	260,600	163,912	(97,476)	(37.3) %	(96,688)	(37.1) %
Nov	287,776	138,600	259,026	(28,749)	(10.0) %	120,426	86.9 %
Dec	202,388	132,100	183,799	(18,589)	(9.2) %	51,699	39.1 %
YE Total	2,232,533	1,400,000	2,474,212	241,678	10.8 %	1,074,212	76.7 %



Pet Licensing

In 2014, 5,811 pet licenses were sold resulting in \$155,790 in revenue. For the same period in 2013, 5,093 licenses were sold resulting in \$154,475 in revenue.

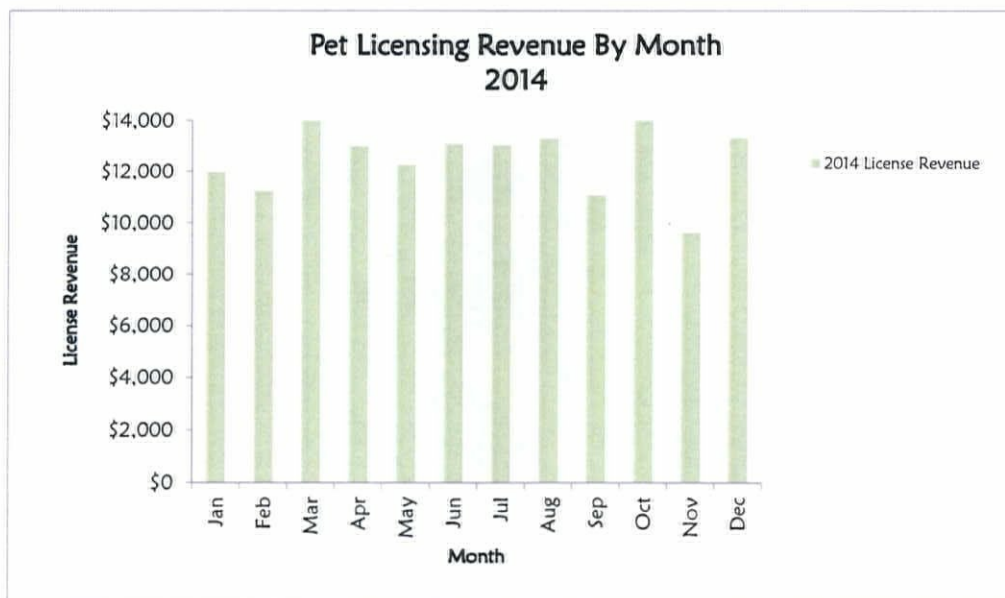


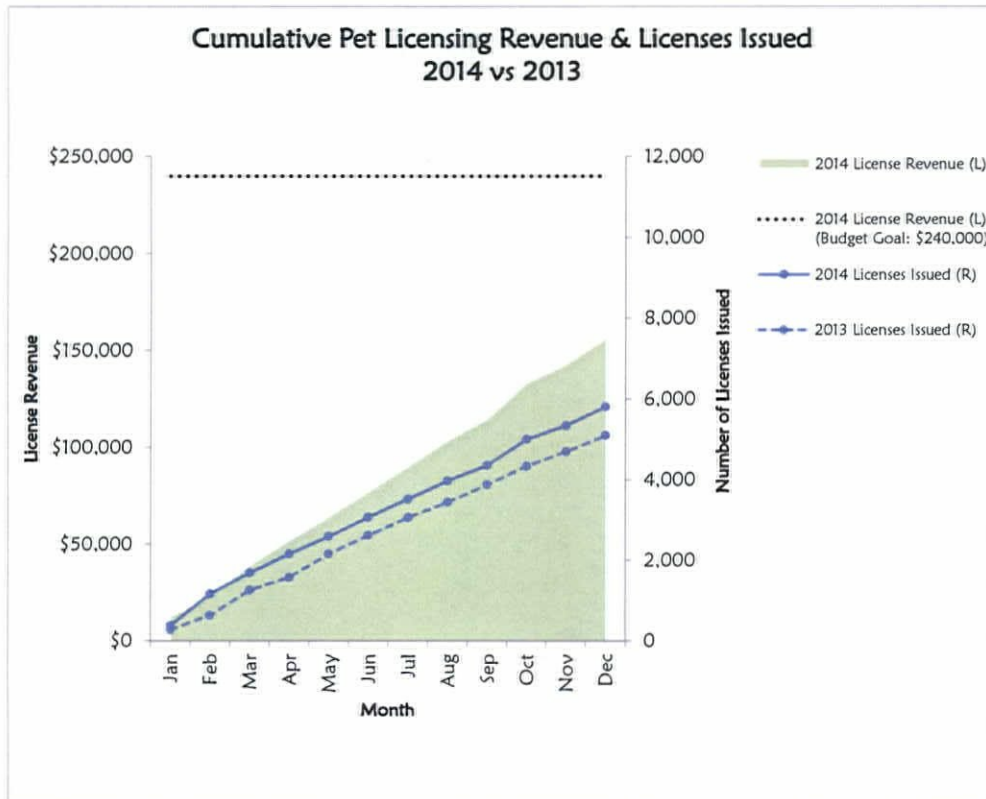
2014 Budget Goal: \$240,000 or more

2014 Revenue = \$155,790

2014 Licenses Sold = 5,811

2013 Licenses Sold = 5,093

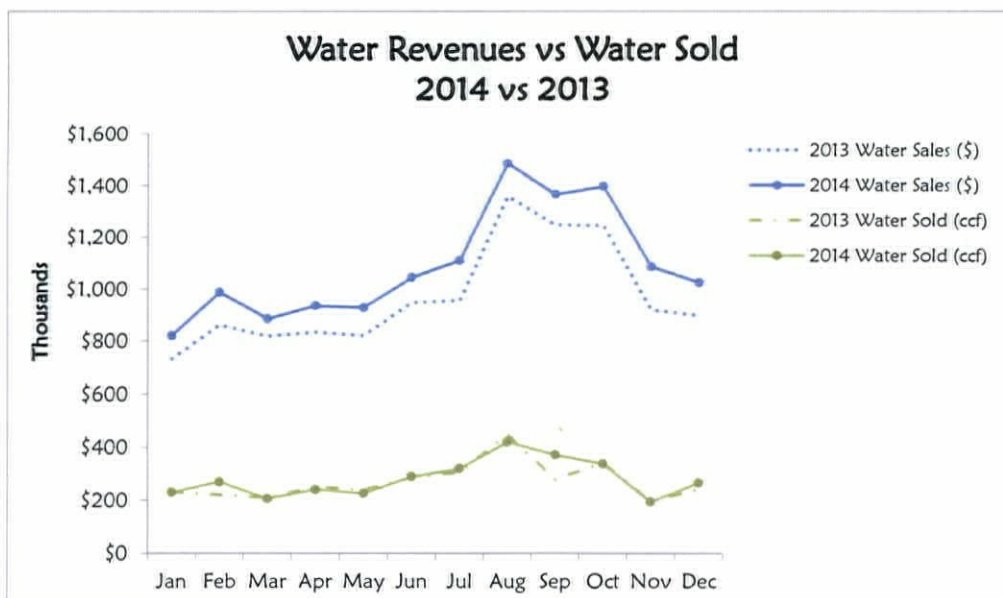




Enterprise Funds

The detailed Working Capital and Fund Balance statements for Enterprise and Internal Service funds can be found in the Appendix at the end of this report.

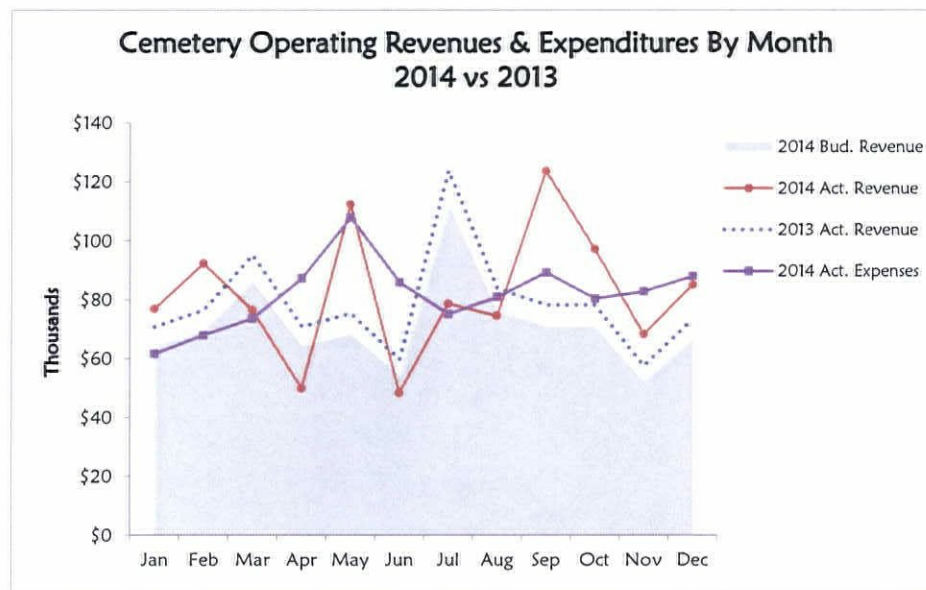
The **Water Utility's** net operating income increased from \$594,200 in 2013 to \$1,757,300 in 2014.

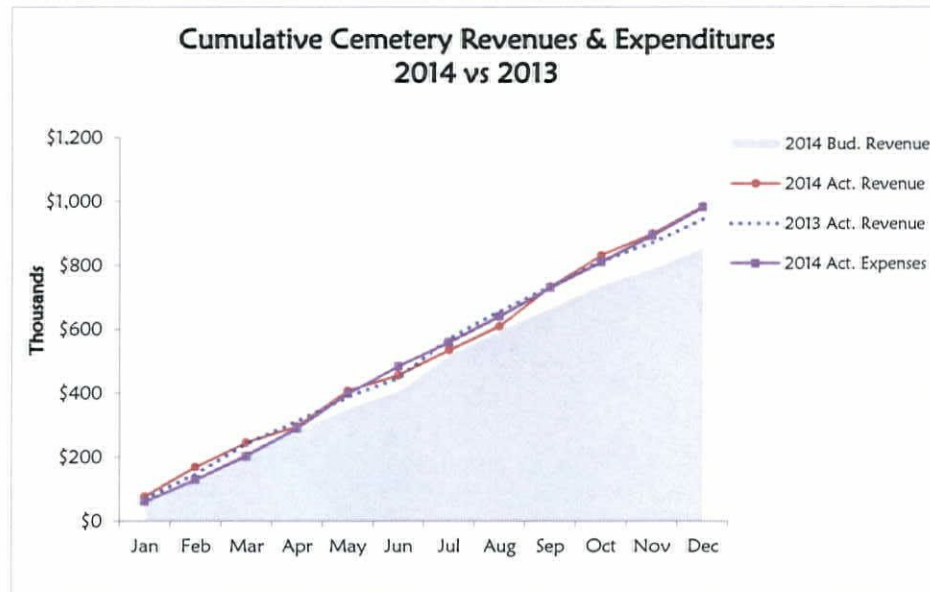


The **Sewer Utility** ended the year with operating income of \$181,500 as compared to an operating loss of \$640,200 in 2013. The **Sewer-Metro Utility** ended 2014 with operating income of \$273,900 as compared to \$249,700 for the previous year.

The **Stormwater Utility** ended the year with \$1,486,200 in net operating income which compares to operating income of \$864,900 for the same period last year.

The **Cemetery Fund** ended December with operating income of \$2,900 as compared to operating income of \$44,900 for the same period last year. During 2014, the number of interments at the Cemetery totaled 250 (123 burials, 127 cremations) which compares to 226 (113 burials, 113 cremations) for the same period last year.





Internal Service Funds

Operating expenditures within the **Insurance** Fund represent the premium cost pool that were allocated monthly to other City funds over the course of 2014. As a result, this balance gradually diminishes each month throughout the year.

No significant variances are reported in the **Worker's Compensation, Facilities, Innovation & Technology**, or **Equipment Rental** Funds. All funds had sufficient revenues to cover 2014 expenditures.

Contact Information

This report is prepared by the Finance Department. Additional financial information can also be viewed at our website: <http://www.auburnwa.gov/>. For any questions about this report please contact Shelley Coleman at scoleman@auburnwa.gov.

**City of Auburn
Investment Portfolio Summary
December 31, 2014**

Investment Type	Purchase Date	Purchase Price	Maturity Date	Yield to Maturity
State Investment Pool	Various	\$ 106,995,558	Various	0.10%
KeyBank Money Market	Various	8,160,565	Various	0.00%
US Treasury	05/04/1990	57,750	05/15/2016	5.72%
FFCB	4/11/2013	3,000,000	4/11/2016	0.43%
FHLB	2/19/2014	2,047,200	11/19/2018	1.98%
LAKUTL	9/25/2013	235,919	11/1/2017	1.90%
Total Cash & Investments		<u>\$ 120,496,992</u>		<u>0.143%</u>

Investment Mix	% of Total	Summary	
State Investment Pool	88.8%	Current 6-month treasury rate	0.11%
KeyBank Money Market	6.8%	Current State Pool rate	0.10%
US Treasury	0.0%	KeyBank Money Market	0.00%
FFCB	2.5%	Blended Auburn rate	0.14%
FHLMC	1.7%		
LAKUTL	0.2%		
	<u>100.0%</u>		

SALES TAX SUMMARY
DECEMBER 2014 SALES TAX DISTRIBUTIONS (FOR OCTOBER 2014 RETAIL ACTIVITY)

NAICS	CONSTRUCTION	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
236	Construction of Buildings	949,102	949,102	866,060	-8.7%
237	Heavy and Civil Construction	166,874	166,874	146,261	-12.4%
238	Specialty Trade Contractors	826,744	826,744	741,211	-10.3%
	TOTAL CONSTRUCTION	1,942,720	1,942,720	1,753,532	-9.7%
	<i>Overall Change from Previous Year</i>			<i>-189,188</i>	

NAICS	MANUFACTURING	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
311	Food Manufacturing	1,836	1,836	3,220	75.4%
312	Beverage and Tobacco Products	7,670	7,670	8,257	7.7%
313	Textile Mills	272	272	234	-14.1%
314	Textile Product Mills	3,435	3,435	2,970	-13.5%
315	Apparel Manufacturing	280	280	244	-12.9%
316	Leather and Allied Products	11	11	15	29.7%
321	Wood Product Manufacturing	72,780	72,780	76,560	5.2%
322	Paper Manufacturing	3,442	3,442	5,237	52.2%
323	Printing and Related Support	26,277	26,277	44,114	67.9%
324	Petroleum and Coal Products	9,762	9,762	10,293	5.4%
325	Chemical Manufacturing	8,995	8,995	5,397	-40.0%
326	Plastics and Rubber Products	9,566	9,566	9,844	2.9%
327	Nonmetallic Mineral Products	20,455	20,455	19,801	-3.2%
331	Primary Metal Manufacturing	717	717	1,542	115.0%
332	Fabricated Metal Product Manuf	13,135 b	13,135 b	33,900	158.1%
333	Machinery Manufacturing	25,232	25,232	24,491	-2.9%
334	Computer and Electronic Produc	13,545	13,545	18,265	34.8%
335	Electric Equipment, Appliances	1,251	1,251	1,179	-5.8%
336	Transportation Equipment Man	350,172	350,172	837,227	139.1%
337	Furniture and Related Products	24,852	24,852	21,248	-14.5%
339	Miscellaneous Manufacturing	30,699	30,699	39,052	27.2%
	TOTAL MANUFACTURING	624,385	624,385	1,163,090	86.3%
	<i>Overall Change from Previous Year</i>			<i>538,705</i>	

NAICS	TRANSPORTATION AND WAREHOUSING	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
481	Air Transportation	0	0	0	N/A
482	Rail Transportation	9,552	9,552	8,069	-15.5%
484	Truck Transportation	-3,489 a	-3,489 a	4,740	-235.8%
485	Transit and Ground Passengers	93	93	4	-95.9%
488	Transportation Support	27,757	27,757	26,786	-3.5%
491	Postal Service	863	863	691	-19.9%
492	Couriers and Messengers	1,272	1,272	672	-47.2%
493	Warehousing and Storage	9,648	9,648	29,718 e	208.0%
	TOTAL TRANSPORTATION	45,696	45,696	70,679	54.7%
	<i>Overall Change from Previous Year</i>			<i>24,983</i>	

NAICS	WHOLESALE TRADE	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
423	Wholesale Trade, Durable Goods	1,111,249	1,111,249	1,024,016	-7.8%
424	Wholesale Trade, Nondurable	163,774	163,774	178,054	8.7%
425	Wholesale Electronic Markets	4,384	4,384	2,643	-39.7%
	TOTAL WHOLESALE	1,279,407	1,279,407	1,204,714	-5.8%
	<i>Overall Change from Previous Year</i>			<i>-74,693</i>	

NAICS	AUTOMOTIVE	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
441	Motor Vehicle and Parts Dealer	2,899,545	2,899,545	3,062,768 d	5.6%
447	Gasoline Stations	236,015	236,015	246,636	4.5%
	TOTAL AUTOMOTIVE	3,135,559	3,135,559	3,309,404	5.5%
	<i>Overall Change from Previous Year</i>			<i>173,845</i>	

NAICS	RETAIL TRADE	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
442	Furniture and Home Furnishings	235,036	235,036	254,103	8.1%
443	Electronics and Appliances	173,552	173,552	236,955	36.5%
444	Building Material and Garden	446,976	446,976	502,470	12.4%
445	Food and Beverage Stores	335,409	335,409	352,552	5.1%
446	Health and Personal Care Store	173,874	173,874	187,715	8.0%
448	Clothing and Accessories	889,410	889,410	1,008,978	13.4%
451	Sporting Goods, Hobby, Books	125,040	125,040	212,015	69.6%
452	General Merchandise Stores	974,130	974,130	955,479 c	-1.9%
453	Miscellaneous Store Retailers	548,688	548,688	587,784	7.1%
454	Nonstore Retailers	316,455	316,455	381,876	20.7%
	TOTAL RETAIL TRADE	4,218,570	4,218,570	4,679,929	10.9%
	<i>Overall Change from Previous Year</i>			<i>461,359</i>	

NAICS	SERVICES	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
51*	Information	445,827	445,827	486,856	9.2%
52*	Finance and Insurance	91,439	91,439	87,574	-4.2%
53*	Real Estate, Rental, Leasing	278,919	278,919	314,900	12.9%
541	Professional, Scientific, Tech	183,904	183,904	216,494	17.7%
551	Company Management	76	76	43	-43.6%
56*	Admin. Supp., Remed Svcs	336,269	336,269	350,417	4.2%
611	Educational Services	50,183	50,183	49,123	-2.1%
62*	Health Care Social Assistance	32,608	32,608	66,359	103.5%
71*	Arts and Entertainment	148,530	148,530	157,908	6.3%
72*	Accommodation and Food Svcs	979,254	979,254	1,066,580	8.9%
81*	Other Services	394,645	394,645	425,896	7.9%
92*	Public Administration	112,629	112,629	99,676	-11.5%
	TOTAL SERVICES	3,054,283	3,054,283	3,321,827	8.8%
	<i>Overall Change from Previous Year</i>			<i>267,544</i>	

NAICS	MISCELLANEOUS	2013 Annual Total (Nov '12-Oct '13)	2013 YTD (Nov '12 - Oct '13)	2014 YTD (Nov '13 - Oct '14)	YTD % Diff
000	Unknown	0	0	0	N/A
111-115	Agriculture, Forestry, Fishing	4,385	4,385	7,488	70.8%
211-221	Mining & Utilities	22,645	22,645	28,687	26.7%
999	Unclassifiable Establishments	36,549	36,549	83,442	128.3%
	TOTAL SERVICES	63,580	63,580	119,617	88.1%
	<i>Overall Change from Previous Year</i>			<i>56,038</i>	

GRAND TOTAL	14,364,200	14,364,200	15,622,791	8.8%
<i>Overall Change from Previous Year</i>			<i>1,258,591</i>	

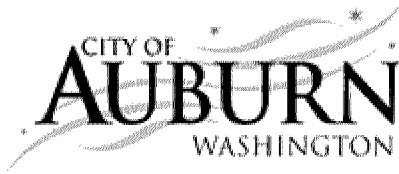
- a. WA State Dept of Revenue audit adjustment to sales tax returns for period Jan 2013 (adjustment: -\$11,382).
b. WA State Dept of Revenue audit adjustment to sales tax returns for period May 2013 (adjustment - \$30,493).
c. WA State Dept of Revenue audit adjustment to sales tax returns for period March 2014 (adjustment: -\$45,145).
d. WA State Dept of Revenue audit adjustment to sales tax returns for period April 2014 (adjustment: \$10,242).
e. WA State Dept of Revenue audit adjustment to sales tax returns for period August 2014 (adjustment: \$25,146).

The following table presents the Working Capital Statement for each of the City's Enterprise and Internal Service funds. Working Capital is generally defined as the difference between current assets and current liabilities.

WORKING CAPITAL	ENTERPRISE FUNDS							INTERNAL SERVICE FUNDS				
	WATER	SEWER	SEWER METRO	STORM	SOLID WASTE	AIRPORT	CEMETERY	INSURANCE	WORKER'S COMPENSATION	FACILITIES	INNOVATION & TECHNOLOGY	EQUIPMENT RENTAL
OPERATING REVENUES												
Charges For Service	13,070,100	7,664,939	-	8,935,172	13,585,661	16,243	983,899	-	797,549	-	-	-
Interfund Charges For Service	-	-	-	-	-	-	-	-	-	3,399,860	4,778,931	2,935,003
Sewer Metro Service Revenue	-	-	15,303,530	-	-	-	-	-	-	-	-	-
Rents, Leases, Concessions, & Other	-	-	-	-	-	641,679	-	-	-	103,699	136,130	-
TOTAL OPERATING REVENUES	13,070,100	7,664,939	15,303,530	8,935,172	13,585,661	657,922	983,899	-	797,549	3,503,559	4,915,061	2,935,003
OPERATING EXPENSES												
Salaries & Wages	2,411,359	1,552,354	-	2,157,479	417,615	21,175	408,725	-	81,478	503,182	1,495,037	562,964
Benefits	1,069,777	684,288	-	941,656	196,977	6,884	191,121	-	76,256	250,110	602,541	263,759
Supplies	229,535	81,545	-	90,358	18,866	112	146,859	-	-	133,194	284,934	1,015,125
Other Service Charges	4,066,239	2,280,966	28	1,356,629	1,162,812	440,523	76,763	162,879	200,041	1,558,213	1,719,570	438,719
Intergovernmental Services	-	2,825	-	69,939	418,283	-	-	-	-	-	-	-
Waste Management Payments	-	-	-	-	10,320,983	-	-	-	-	-	-	-
Sewer Metro Services	-	-	15,029,574	-	-	-	-	-	-	-	-	-
Interfund Operating Rentals & Supplies	1,125,303	973,021	-	1,299,236	179,962	-	104,396	-	-	118,512	288,396	247,589
Other Expenses	-	-	-	-	-	-	-	-	-	-	-	-
Depreciation & Amortization	2,410,604	1,908,420	-	1,533,693	18,819	401,684	53,095	-	-	-	562,487	774,092
TOTAL OPERATING EXPENSES	11,312,817	7,483,418	15,029,602	7,448,989	12,734,318	870,378	980,960	162,879	357,775	2,563,211	4,952,965	3,302,249
OPERATING INCOME (LOSS)	1,757,284	181,521	273,928	1,486,183	851,342	(212,456)	2,939	(162,879)	439,774	940,348	(37,904)	(367,246)
NON-OPERATING REVENUES & EXPENSES												
Interest Revenue	15,117	12,804	799	19,053	1,526	906	300	1,204	230	2,081	3,366	5,476
Contributions	-	-	-	162,214	47,226	-	25	-	-	2,354	-	6,485
Other Non-Operating Revenue	305,025	87,197	-	112,720	240	(1,266)	4,654	-	-	-	2,172	42,372
Gain (Loss) On Sale Of Fixed Assets	-	-	-	322,871	-	-	-	-	-	-	-	1,060
Debt Service Interest ¹	(546,254)	(243,820)	-	(224,809)	-	(46,613)	(21,429)	-	-	-	-	-
Other Non-Operating Expense	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL NON-OPERATING REVENUES & EXPENSES	(226,113)	(143,819)	799	392,048	48,992	(46,972)	(16,450)	1,204	230	4,435	5,538	55,392
PLUS ITEMS NOT AFFECTING WORKING CAPITAL												
Depreciation	2,410,604	1,908,420	-	1,533,693	18,819	401,684	53,095	-	-	-	562,487	774,092
NET WORKING CAPITAL FROM OPERATIONS	3,941,775	1,946,122	274,728	3,411,925	919,154	142,255	39,583	(161,674)	440,004	944,783	530,122	462,238
Increase In Contributions - System Development	585,259	249,344	-	625,771	-	-	-	-	-	-	-	-
Increase In Contributions - Area Assessments	-	3,282	-	-	-	-	-	-	-	-	-	-
Increase In Contributions - Other Governments	42,200	162,203	-	597,204	-	31,617	-	-	-	-	-	-
Increase In Contributions - Other Funds	-	-	-	-	-	-	-	-	-	-	-	-
Increase In Contributions - FAA	-	-	-	-	-	542,890	-	-	-	-	-	-
Proceeds of Debt Activity	129,115	-	-	-	-	-	-	-	-	-	-	-
Operating Transfers In	-	-	-	37,237	-	200,000	-	-	-	-	256,822	444,324
Increase In Restricted Net Assets ¹	859,634	136,350	-	415,589	-	(587)	-	-	-	-	-	-
Decrease In Long-Term Receivables	-	90,000	-	-	-	-	-	-	-	-	-	-
Increase In Deferred Credits	-	-	-	-	-	5,962	-	-	-	-	-	-
TOTAL RESOURCES OTHER THAN OPERATIONS	1,616,208	641,178	-	1,675,802	-	779,882	-	-	-	-	256,822	444,324
Net Change In Restricted Net Assets	1,744,850	586,958	-	1,133,881	-	(124,303)	-	-	-	2,200	-	(2,950)
Increase In Fixed Assets - Salaries	182,386	101,071	-	221,151	-	-	-	-	-	-	-	-
Increase In Fixed Assets - Benefits	72,265	41,888	-	88,700	-	-	-	-	-	-	-	-
Increase In Fixed Assets - Site Improvements	35,555	-	-	-	-	-	-	-	-	-	-	-
Increase In Fixed Assets - Land	-	-	-	261,979	-	-	-	-	-	-	-	-
Increase In Fixed Assets - Equipment	-	-	-	51,405	-	-	-	-	-	-	-	-
Increase In Fixed Assets - Construction	2,591,807	1,141,611	-	2,986,340	-	858,708	-	-	-	-	649,629	1,003,986
Operating Transfers Out	87,485	85,416	-	182,732	-	-	-	-	-	662,675	-	7,000
Debt Service Principal ¹	1,378,710	436,789	-	412,167	-	125,000	-	-	-	-	-	-
TOTAL USES OTHER THAN OPERATIONS	6,093,057	2,393,733	-	5,338,355	-	859,404	-	-	-	664,875	649,629	1,008,036
NET CHANGE IN WORKING CAPITAL	(535,074)	193,568	274,728	(250,628)	919,154	62,732	39,583	(161,674)	440,004	279,908	137,314	(101,475)
BEGINNING WORKING CAPITAL - January 1, 2014	14,189,404	12,952,797	1,826,811	15,762,939	1,504,560	801,284	261,934	1,815,731	-	1,976,512	3,406,012	5,920,444
ENDING WORKING CAPITAL - December 31, 2014	13,654,331	13,146,365	2,101,538	15,512,311	2,423,714	864,016	301,517	1,654,057	440,004	2,256,420	3,543,327	5,818,970
NET CHANGE IN WORKING CAPITAL	(535,074)	193,568	274,728	(250,628)	919,154	62,732	39,583	(161,674)	440,004	279,908	137,314	(101,475)

The following table provides an analysis of each of the City's Enterprise and Internal Service funds - showing 2014 revenues and expenditures by fund.

FUND BALANCE	ENTERPRISE FUNDS							INTERNAL SERVICE FUNDS				
	WATER	SEWER	SEWER METRO	STORM	SOLID WASTE	AIRPORT	CEMETERY	INSURANCE	WORKER'S COMPENSATION	FACILITIES	INNOVATION & TECHNOLOGY	EQUIPMENT RENTAL
OPERATING REVENUES												
Charges For Service	13,070,100	7,664,939	-	8,935,172	13,585,661	16,243	983,899	-	797,549	-	-	-
Interfund Charges For Service	-	-	-	-	-	-	-	-	-	3,399,860	4,778,931	2,935,003
Sewer Metro Service Revenue	-	-	15,303,530	-	-	-	-	-	-	-	-	-
Rents, Leases, Concessions, & Other	-	-	-	-	-	641,679	-	-	-	103,699	136,130	-
TOTAL OPERATING REVENUES	13,070,100	7,664,939	15,303,530	8,935,172	13,585,661	657,922	983,899	-	797,549	3,503,559	4,915,061	2,935,003
OPERATING EXPENSES												
Administration	2,941,351	2,177,958	28	2,980,814	760,138	466,641	280,817	162,879	-	-	-	901,697
Operations & Maintenance	5,960,861	3,397,041	-	2,934,481	1,634,377	2,054	647,049	-	357,775	2,563,211	4,390,478	1,626,461
Waste Management Payments	-	-	-	-	10,320,983	-	-	-	-	-	-	-
Sewer Metro Services	-	-	15,029,574	-	-	-	-	-	-	-	-	-
Depreciation & Amortization	2,410,604	1,908,420	-	1,533,693	18,819	401,684	53,095	-	-	-	562,487	774,092
TOTAL OPERATING EXPENSES	11,312,817	7,483,418	15,029,602	7,448,989	12,734,318	870,378	980,960	162,879	357,775	2,563,211	4,952,965	3,302,249
OPERATING INCOME (LOSS)	1,757,284	181,521	273,928	1,486,183	851,342	(212,456)	2,939	(162,879)	439,774	940,348	(37,904)	(367,246)
NON-OPERATING REVENUES & EXPENSES												
Interest Revenue	15,117	12,804	799	19,053	1,526	906	300	1,204	230	2,081	3,366	5,476
Other Non-Operating Revenue	305,025	87,197	-	274,933	47,466	(1,266)	4,679	-	-	2,354	2,172	48,856
Gain (Loss) On Sale Of Fixed Assets	-	-	-	322,871	-	-	-	-	-	-	-	1,060
Other Non-Operating Expense	(49,516)	(17,659)	-	-	-	(41,675)	(22,267)	-	-	-	-	-
TOTAL NON-OPERATING REVENUES & EXPENSES	270,625	82,342	799	616,858	48,992	(42,035)	(17,289)	1,204	230	4,435	5,538	55,392
INCOME (LOSS) BEFORE CONTRIBUTIONS & TRANSFERS	2,027,909	263,863	274,728	2,103,041	900,334	(254,491)	(14,350)	(161,674)	440,004	944,783	(32,365)	(311,854)
Contributions	627,459	414,829	-	1,222,975	-	574,507	-	-	-	-	-	-
Transfers In	-	-	-	37,237	-	200,000	-	-	-	-	256,822	444,324
Transfers Out	(87,485)	(85,416)	-	(182,732)	-	-	-	-	-	(662,675)	-	(7,000)
TOTAL CONTRIBUTIONS & TRANSFERS	539,974	329,413	-	1,077,481	-	774,507	-	-	-	(662,675)	256,822	437,324
CHANGE IN FUND BALANCE	2,567,884	593,276	274,728	3,180,522	900,334	520,016	(14,350)	(161,674)	440,004	282,108	224,456	125,470
BEGINNING FUND BALANCE - January 1, 2014	68,655,974	75,821,385	1,826,811	51,686,935	1,598,247	9,318,866	888,882	1,815,731	-	1,938,141	4,604,445	10,714,407
ENDING FUND BALANCE - December 31, 2014	71,223,858	76,414,661	2,101,539	54,867,457	2,498,581	9,838,882	874,532	1,654,057	440,004	2,220,249	4,828,901	10,839,877



AGENDA BILL APPROVAL FORM

Agenda Subject:

Comprehensive Sewer Plan Overview

Date:

March 16, 2015

Department:

CD & PW

Attachments:

No Attachments Available

Budget Impact:

\$0

Administrative Recommendation:

For discussion only.

Background Summary:

The City is in the process of updating the Comprehensive Sewer Plan in parallel with the City's overall Comprehensive Plan. This plan is an update of the existing Sewer Comprehensive Plan adopted in 2009. Its purpose is to guide the City with respect to future activities and improvements for the Sanitary Sewer Utility. The final plan will consist of one binder; containing the Executive Summary, Chapters 1-9, appendices, and a system map.

Prior to the meeting, staff will provide Councilmembers with a binder containing the Executive Summary, Chapters 1-9, and the system map. The appendices will only be included in the final document, unless specific data is requested.

The purpose of this first discussion period is to present a brief overview of the organization of the document and to highlight certain assumptions, conclusions, and specific areas where staff would like Council feedback. Once councilmembers have had an opportunity to review the plan following that meeting, staff will return at a later date for further discussion, questions, and comments.

Staff will also be presenting the plan to the Planning Commission in April.

An electronic version of the Draft Comprehensive Sewer Plan can be found on the City's website at

<http://weblink.auburnwa.gov/External/ElectronicFile.aspx?docid=260927&dbid=0>

Reviewed by Council Committees:

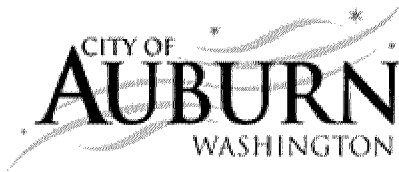
Councilmember:

Staff:

Snyder

Meeting Date: March 23, 2015

Item Number: DI.B



AGENDA BILL APPROVAL FORM

Agenda Subject:

Comprehensive Transportation Plan Update

Date:

March 17, 2015

Department:

CD & PW

Attachments:

Comprehensive Transportation Plan Policy
Summary
Chapter 5 Policies

Budget Impact:

\$0

Administrative Recommendation:

For discussion only.

Background Summary:Project overview:

The current Comprehensive Transportation Plan (CTP) was last adopted in 2009, after the Lea Hill and West Hill annexations, and includes subsequent minor updates. This year's update is proposed to complete minor policy revisions, map updates, format revisions to improve readability, and incorporation of the updated land use, population, and employment projections for the 2035 planning horizon year. This update is being completed in-house with consultant modeling support.

Project Status

The initial modeling work to identify level-of-service deficiencies (based on the Council adopted level-of service) to the street system is currently being analyzed. Potential intersection and corridor projects that could help address any identified level-of-service deficiencies will be analyzed and incorporated into the draft plan for Council consideration. Staff will bring the draft list of recommendations to a future Council Study Session once they are ready for review, feedback, and consideration. Attached for Council's consideration at the March 23rd Study Session is the Policy Chapter of the CTP with tracked changes and a summary list of the proposed policy revisions for review and discussion.

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

Snyder

Meeting Date: March 23, 2015

Item Number: DI.C

Comprehensive Transportation Plan Policies Summary

Page#	Existing Text		Reason for Change
5-1	<u>GOAL</u>	TO PLAN, EXPAND, AND IMPROVE THE TRANSPORTATION SYSTEM IN COOPERATION AND COORDINATION WITH ADJACENT AND REGIONAL JURISDICTIONS TO ENSURE CONCURRENCY COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND TO PROVIDE A SAFE AND EFFICIENT MULTIMODAL SYSTEM THAT MEETS THE COMMUNITY NEEDS AND FACILITATES THE LAND USE PLAN	Goal from the City Comprehensive Plan was added here for better context and to help ensure policy consistency and focus.
Objective: Coordination, Planning & Implementation			
To be consistent with regional plans and the plans of neighboring cities, to encourage partnerships, and not to unreasonably preclude an adjacent jurisdiction from implementing its planned improvements.			
5-1	TR-1	Coordinate transportation operations, planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These Include: • Improvement of the state highway network through strong advocacy with state officials, both elected and staff, for improvements to state highways and interchanges; • Improvements to roadways connecting Auburn to the surrounding region, including SR 167, SR 18, SR 181/West Valley Hwy, SR 164, and S 277th Street; • Improved access to the Interstate 5 corridor and regional employment centers; • Transit connections to the Regional Growth Centers; • Establishing the Auburn Station as a center for multi-modal transportation connections to proposed future intercity rail service; • Strong advocacy with US congressional members to provide funding to mitigate transportation problems connected to interstate commerce; and • Proactively pursuing forums to coordinate transportation project priorities among other governmental entities, including proposed future intercity rail service.	
Objective: Long Range Planning & Programming			

To continue to plan for the future of the multi-modal transportation system through long-range planning, programmatic planning, and financial planning, in compliance with the Growth Management Act.			
5-2	TR-2	The Comprehensive Transportation Plan shall be evaluated and amended annually to ensure it is technically accurate, consistent with state, regional, and other local plans, and in keeping with the City's vision of the future transportation system.	
5-2	TR-3	The <i>Six-Year Transportation Improvement Program (TIP)</i> and <i>Capital Facilities Plan (CFP)</i> shall be updated annually to reevaluate project priorities, develop a plan to fund capital improvement projects, and ensure consistency between project priorities and financing plans. Project evaluation criteria shall foster economic development, maximize utilization of city financing to match transportation grants, promote safety, integrate planning of other projects requiring disturbance of pavements, promote mobility, and optimize the utilization of existing infrastructure.	
Objective: Safety			
To provide a transportation system that is safe for all users.			
5-2	TR-4	Safety shall be prioritized over driving convenience.	
5-2	TR-5	Use net revenues from photo enforcement operations to fund safety-related projects.	Policy was deleted as no longer applicable.
5-2	TR-6	Recognize the potential effects of hazards on transportation facilities and incorporate such considerations into the planning and design of transportation projects, where feasible.	
Objective: Connectivity			
To provide a highly interconnected network of streets and trails for ease and variety of travel.			
5-2	TR-7	An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community	
5-3	TR-8	Encourage the use of trails and other connections that provide ease of travel within and between neighborhoods, community activity centers, and transit services. Development patterns that block direct pedestrian access are discouraged. Ample alternatives should exist to accommodate non-motorized transportation on arterials, collectors, and local roads.	
Objective: Complete Streets			
Ensure Auburn's transportation system is designed to enable comprehensive, integrated, safe access for users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.			

5-3	TR-9	Plan for and develop a balanced transportation system, which provides safe access and connectivity to transportation facilities for users of all ages and abilities including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.	
5-3	TR-10	Plan for, design, and construct all transportation projects, whether City led or development driven, to provide appropriate accommodation for bicyclists, pedestrians, and transit users in a manner consistent with the Comprehensive Plan, except in situations where the establishment of such facilities would be contrary to public health and safety or the cost would be excessively disproportionate to the need.	
5-3	TR-11	Ensure the transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA).	
5-3	TR-12	The Auburn Engineering Design Standards is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.	
5-3	TR-13	Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the Auburn Engineering Design Standards may be granted to ensure the Complete Streets Objective and supporting policies are achieved.	
Objective: Environmental Protection			
Minimize the environmental impacts of all new transportation projects and transportation related improvements.			
5-3	TR-14	Thoroughly evaluate the impacts of all transportation projects and apply appropriate mitigation measures in conformance with SEPA, the Critical Areas Ordinance, and other city, county, state, and federal regulations.	
5-4	TR-15	Identify and consider the environmental impacts of transportation projects at the earliest possible time to ensure planning and decisions reflect environmental values, to avoid delays later in the process, and to reduce or avoid potential problems that may adversely impact the environment and project outcome.	
5-4	TR-16	Incorporate <u>Low Impact Development (LID)</u> , green technology, and sustainability practices into transportation improvements <u>as primary alternatives</u> whenever feasible.	Added language to be consistent with Department of Ecology requirements under city municipal storm water permit.
5-4	TR-17	Support efforts to improve air quality throughout the Auburn area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.	
5-4	TR-18	Require air quality studies of future major development to assess impacts created by site generated traffic.	
Objective: Level of Service (LOS) Threshold			
To ensure that new development does not degrade transportation facilities to below LOS standards.			

5-4	TR-19	New development shall not be allowed when the impacts of the new development on the transportation system degrades the LOS to below the adopted LOS standard, unless the impacts are mitigated concurrent with the development as described in Chapter 2.	
5-4	TR-20	The term "below level-of-service" shall apply to situations where traffic attributed to a development likely results in any of the following. a) An unacceptable increase in hazard or an unacceptable decrease in safety at an intersection or on a roadway segment. b) An accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement. c) An unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network. d) An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act. e) An increase in queuing that causes blocking of adjacent land uses or intersections f) A reduction in any of the four (4) LOS standards below. 1. <u>Arterial and Collector Corridor LOS</u>: The level-of-service standard for each arterial and collector corridor is "D", unless otherwise specified in Chapter 2 of this plan. The City may require a development or redevelopment to examine a shorter or longer corridor segment than is specified in Chapter 2, to ensure a project's total LOS impacts are evaluated. 2. <u>Signalized Intersection LOS</u>: The level-of-service standard for signalized intersections is "D", with the following exceptions; for signalized intersections of two Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 30 minutes and for signalized intersections of two Principle-Principal Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 60 minutes. The City may require a development or redevelopment to examine individual signalized or roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated. 3. <u>Two-Way and All-Way Stop Controlled Intersection LOS</u>: The level-of-service standard for two-way stop controlled and all-way stop controlled intersections, is "D". If LOS falls below the standard, analysis and mitigation may be required in a manner commensurate with the associated impacts. This may include, among other requirements, conducting a traffic signal warrant analysis and installing or financing a signal or roundabout. 4. <u>Roundabout Intersection LOS</u>: The level-of-service standard for roundabout controlled intersections is "D". The City may require a development or redevelopment to examine to examine roundabout	

		intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.	
5-5	TR-21	Establish a multi-modal level-of-service system in the future.	
5-5	TR-22	PM level of service is the city standard. AM level of service may need to be analyzed in situations where specialized conditions exist that disproportionately impact AM traffic.	
Objective: Concurrency			
To ensure transportation facilities do not fall below the adopted level-of-service standard, as required by the Growth Management Act.			
5-5	TR-23	Require developments to construct or finance transportation improvements and/or implement strategies that mitigate the impacts of new development concurrent with (within 6 years of) development, as required by the Growth Management Act.	
5-5	TR-24	New development that lowers a facility's level-of-service standard below the locally adopted minimum standard shall be denied, as required by the Growth Management Act. Strategies that may allow a development to proceed include, but are not limited to: • Reducing the scope of a project (e.g. platting fewer lots or building less square footage); • Building or financing new transportation improvements concurrent with (within 6 years of) development; • Phasing/delaying a project; • Requiring the development to incorporate Transportation Demand Management strategies; or • Lowering level-of-service standards.	
5-5	TR-25	The denial of development in order to maintain concurrency may be grounds for declaring an emergency for the purpose of amending the Comprehensive Plan outside of the annual amendment cycle.	
5-6	TR-26	Evaluate city transportation facilities annually to determine compliance with the adopted level-of-service standards and, as necessary, amend the Six-Year Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) to remedy identified deficiencies.	
5-6	TR-27	Coordinate transportation improvements with the State, Counties, and neighboring jurisdictions to encourage through trips to occur on state facilities, reducing stress on the city street network.	
Objective: Finance			
To finance the transportation systems necessary to serve new development, while ensuring the City has the capability to finance general transportation needs.			
5-6	TR-28	Require developments or redevelopments to construct transportation infrastructure systems needed to serve new developments.	

5-6	TR-29	Actively pursue the formation of Local Improvement Districts (LID) to upgrade existing streets and sidewalks and construct new streets to the appropriate standard.	
5-6	TR-30	Improvements that serve new developments will be constructed as a part of the development process. All costs will be borne by the developer when the development is served by the proposed transportation improvements. In some instances, the City may choose to participate in this construction if improvements serve more than adjacent developments.	
5-6	TR-31	Revenues for street transportation improvements should primarily provide for the orderly development of the City's transportation system in compliance with the Comprehensive Transportation Plan. The basic criterion for such funding should be the degree to which that project improves the overall transportation system and not the benefit that might accrue to individual properties. Where it is possible to establish a direct relationship between a needed improvement and a development, the development should be expected to contribute to its construction.	
5-6	TR-32	Encourage public/private partnerships for financing transportation projects that remedy existing and anticipated transportation problems, or that foster economic growth.	
5-6	TR-33	Aggressively seek and take advantage of federal, state, local, and private funding and lending sources that help implement the City's Comprehensive Transportation Plan.	
5-6	TR-34	Maintain a traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as modified by the City Council, as a means of enabling development to mitigate appropriately for associated traffic impacts.	
5-6	TR-35	Reassess the land use element of the Comprehensive Plan if funding for transportation facilities is insufficient to maintain adopted level-of-service standards.	
Objective: Quality of Life			
To improve the quality of life for Auburn residents and businesses through design of the transportation system.			
5-7	TR-36	Enhance the livability of Auburn through a variety of mechanisms, including the innovative design and construction of roadways, non-motorized facilities, and associated improvements. Apply design standards that result in attractive and functional transportation facilities.	
Objective: Education and Enforcement			
To improve transportation safety and awareness through education and enforcement.			
5-7	TR-37	Utilize education to increase awareness of existing traffic laws and safety issues, especially as they relate to pedestrians and bicyclists.	
5-7	TR-38	Engage the community in transportation issues through public involvement and partnerships with organizations such as the Auburn School District.	

5-7	TR-39	Identify areas with persistent traffic violations and address these violations, in part, through Police Department enforcement.	
5-7	TR-40	Develop rider information packages that inform users of commuter, transit, rail, trail, and air transportation opportunities.	
5-7	TR-41	Emphasize enforcement of the "rules of the road" for pedestrians, bicyclists and motorists whose actions endanger others. Conduct enforcement in a manner that reinforces the messages found in non-motorized education & safety programs.	
5-7	TR-42	Utilize photo enforcement, where appropriate, to encourage safer driving practices.	Deleted policy as no longer applicable.
Objective: Transportation System Management (TSM)			
To efficiently operate the existing transportation system through Transportation System Management (TSM) strategies, thereby maximizing resources and reducing the need for costly system capacity expansion projects.			
5-7	TR-43	Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion. • Rechannelization/restriping, adding turn lanes, adding /increasing number of through lanes; • Signal interconnect and optimization; • Turn movement restrictions; • Access Management; and • Intelligent Transportation Systems (ITS).	
5-8	TR-44	Support Intelligent Transportation Systems (ITS) implementation in coordination with Figure 2-7. Future ITS corridors will be prioritized using the following criteria. • Grants, loans, or partner funding can be leveraged to expand the ITS system on a specific corridor(s). • There is existing infrastructure that would make it easier and more cost efficient to implement ITS elements. • The corridor(s) completes a logical segment or missing link in the citywide ITS network. • Significant travel-time savings can be achieved with ITS implementation. • Corridor supports other City communication and technology needs. • ITS implementation would have significant safety benefits, including reducing the need for police flaggers in intersections during events.	
5-8	TR-45	ITS elements include but are not limited to: • Operational improvements such as traffic signal coordination; • Traveler information including traffic alerts and emergency notification; • Incident management; and • Traffic data collection.	

5-8	TR-46	Require development to contribute its share of ITS improvements as mitigation.	
5-8	TR-47	Program signal timing to encourage specific movements and the use of travel routes that are underutilized.	
Objective: Transportation Demand Management (TDM)			
To utilize transportation demand management strategies to lessen demand for increased street system capacity, help maintain the LOS standard, and enhance quality of life for those who use and benefit from the transportation system.			
5-8	TR-48	Encourage the use of high-occupancy vehicles (buses, carpool, and vanpool) through both private programs and under the direction of Metro and Pierce Transit.	
5-8	TR-49	Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part-time or full-time or at alternate work sites closer to home.	
5-9	TR-50	Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for high-occupancy vehicles, car sharing, improved access for transit vehicles, and employee incentives for using high-occupancy vehicles.	
5-9	TR-51	In making funding decisions, consider transportation investments that support transportation demand management approaches by providing alternatives to single-occupant vehicles, such as transit, bikeways and pedestrian paths.	
5-9	TR-52	Recognize emerging TDM strategies such as tolling, variable-priced lanes, and car sharing may be effective in certain situations.	
5-9	TR-53	Coordinate with Metro and other jurisdictions to enhance Commute Trip Reduction (CTR) programs for CTR employers in Auburn.	
5-9	TR-54	Lead by example through implementation of a thorough and successful Commute-Trip Reduction (CTR) Program for City employees.	
Objective: Parking			
To ensure adequate coordination of parking needs with traffic and development needs.			
5-9	TR-55	On-street parking should be allowed only when consistent with the function of the street and with traffic volumes.	
5-9	TR-56	New developments should provide adequate off-street parking to meet their needs.	
5-9	TR-57	Develop and maintain regulations, which foster a balance between meeting the need for public parking and ensuring developers provide adequate parking to meet the demand generated by new development.	
5-9	TR-58	In certain cases, such as in the Regional Growth Center and in areas with high pedestrian and transit use, it may be appropriate to reduce the developer parking obligation to achieve other community benefits or employ innovative parking strategies such as the use of "park & walk" lots, where people could park their vehicles and walk to nearby destinations.	

5-9	TR-59	The City shall evaluate new residential subdivisions with constrained space for driveways, utility services, street lights, street trees, and fire hydrants and the resultant impact on the provision of adequate on-street parking. Where appropriate, the City shall require the subdivision to provide dispersed locations of on-street parking (or street accessible parking) to meet their needs in addition to the zoning code required off-street parking.	
Objective: Park and Ride			
To support development of a regional park-and ride lot system by Metro Transit, Pierce Transit, Sound Transit, and the Washington State Department of Transportation.			
5-9	TR-60	Encourage park & ride lots on sites adjacent to compatible land uses with convenient access to the Auburn Transit Station, SR 18, SR 167, and all regional transportation corridors.	
5-10	TR-61	Work proactively with Sound Transit, WSDOT, Metro Transit, and Pierce Transit to ensure the adequate supply of park & ride capacity in Auburn.	
Objective: Right of Way			
To retain and preserve existing right-of-way, and identify and acquire new right-of-way as needed to achieve the City's objectives.			
5-10	TR-62	The acquisition and preservation of right-of-way is a key component of maintaining a viable transportation system. Methods used to acquire and preserve right-of-way include: • Requiring dedication of right-of-way as a condition of development; • Purchasing right-of-way at fair market value; and • Acquiring development rights and easements from property owners.	
5-10	TR-63	Preserve and protect existing right-of-way through the issuance of permits such as ROW Use permits and franchise and public way agreements, by monitoring and responding to right-of-way encroachments and safety impacts, and by limiting vacations of public right-of-way.	
5-10	TR-64	Vacate right-of-way only when it clearly will not be a future need or to support economic development.	
Objective: Maintenance and Preservation			
To maintain the City's transportation system at a level that is comparable with the design standards applied to new facilities.			
5-10	TR-65	Establish programs and schedules for the level and frequency of roadway and non-motorized system maintenance.	

5-10	TR-66	In order to help ensure the long term preservation of the city street system, the City shall prohibit non-local trip heavy vehicles that exceed lawful load limits for state highways from traveling on city streets, unless the City permits such travel via the issuance of a temporary haul permit that requires appropriate mitigation.	This was revised to remove potential policy conflicts with City's ability to prohibit heavy loads less than those permitted on State Highways.
5-10	TR-67	Establish standards of street repair and seek to obtain sufficient financing to attain and maintain a safe system in good condition.	
5-10	TR-68	Continue to implement the "Save Our Streets" program for maintenance and rehabilitation of local streets.	
5-10	TR-69	Create an Continue to implement the arterial/collector streets maintenance and rehabilitation program, including development of an implementation timeline and strategy, for arterial and collector streets in Auburn.	Revised to reflect current status of Arterial Preservation Program.
5-10	TR-70	The City maintains the option of closing streets when freezing conditions are present to prevent frost damage.	Deleted since closing roads for emergency purposes is a city authority that does not need to be an explicit comprehensive plan policy
	TR-XX	Develop and implement operations and maintenance procedures to ensure ongoing effectiveness of LID infrastructure.	
	TR-XX	In order to help ensure the long term preservation of the city street system, the City should prohibit trenching or cutting into newly constructed or newly overlaid pavements for a period of 5 years. Overlays of up to the full roadway width of affected pavement surface should be required as mitigation in the event cuts into new pavements cannot be avoided.	This policy proposal was added in an effort to ensure City investments in pavement preservation are protected.
	TR-XX	City shall notify and coordinate with all private and public utilities within the City limits when planning to complete pavement overlay's or reconstruction.	This policy proposal was added in an effort to minimize potential for pavement cuts occurring in new pavement surface.
Objective: Functional-Classification STREET NETWORK			
To provide an integrated street network of appropriate classes of streets designed to facilitate different types of traffic flows and access needs.			
5-11	TR-71	The city street system is shall be made up of three classes of streets: a) Arterials - a system of city, county, and state streets designed to move traffic to or from major traffic and activity generators. Arterials should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of flow disruption. b) Collectors - a system of city streets that collect traffic and move it from the local street system to the arterial street system. c) Local streets - a system of city streets, which collect traffic from individual sites and conveys the traffic to the collector and arterial systems.	Minor edit for proper policy form.
5-11	TR-72	The Functional Roadway Classifications Map will shall serve as the adopted standard for identifying classified streets in the City of Auburn and the potential annexation areas.	Minor edit for proper policy form.

5-11	TR-73	Ensure all eligible streets classified in the Comprehensive Transportation Plan are federally classified.	Modified since not all city classified streets are necessarily eligible to be federally classified.
5-11	TR-74	Street standards shall be developed, modified, and implemented that reflect the street classification system and function. The design and management of the street network shall seek to improve the appearance of existing street corridors. Streets are recognized as an important component of the public spaces within the City and should include, where appropriate, landscaping to enhance the appearance of city street corridors. The standards should include provisions for streetscaping.	
5-11	TR-75	The classification standards adopted in the Auburn Engineering Design Standards are considered the City's minimum standards for new streets. In cases in which the City attempts to rebuild an existing street within an established right-of-way, the City Council reserves the authority to determine if additional right-of-way should be obtained in order to realize the improvement. Preservation of neighborhood continuity and cohesiveness will be respected.	
5-12	TR-76	The standards for residential streets may be modified in cross section to provide better relationships between the different components of the street including, but not limited to, on-street parking, the landscape strip, and the sidewalk. Among other objectives, this may be done to balance the need to provide adequate parking and buffer pedestrians from traffic.	
5-12	TR-77	These minimum standards do not limit or prevent developers from providing facilities that exceed the City's standards.	
Objective: Arterials			
To provide an efficient arterial street network.			
5-12	TR-78	a) The City has two classes of arterials, as follows: Principal Arterials convey traffic along commercial or industrial activities, and provide access to freeways. They emphasize mobility and de-emphasize access to adjacent land uses. Principal arterial streets are typically constructed to accommodate five lanes of traffic. b) Minor Arterials convey traffic onto principal arterials from collector and local streets. They place slightly more emphasis on land access and offer a lower level of mobility than principal arterials. Minor arterial streets are typically constructed to accommodate four lanes of traffic.	This objective was deleted as redundant with Street Network Objective above. TR-78 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.
5-12	TR-79	Encourage King and Pierce counties to develop and implement a similar system of arterial designations within Auburn's potential annexation area.	
5-12	TR-80	Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.	

Objective: Collectors			
To provide an efficient collector street network, which transitions traffic from the local street network to the arterial street system.			
5-12	TR-81	The City has three classes of collectors as follows: a) Residential Collectors, Type I are used to connect local streets and residential neighborhoods to community activity centers and minor and principal arterials. b) Non-Residential Collectors connect non-residential areas such as industrial and commercial areas to minor and principal arterials. c) Residential Collectors, Type II are routes that connect residential neighborhoods with less intensive land uses to activity centers, regardless of traffic volume. They are often constructed to a lesser standard than Residential Collectors, Type I and Non-Residential Collector streets.	This objective was deleted as redundant with Street Network Objective above. TR-81 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.
5-13	TR-82	Encourage King and Pierce counties to develop and implement a similar system of collector designations within Auburn's potential annexation area.	
5-13	TR-83	Designate new collectors to serve developing areas concurrent with approval of such development. Collectors shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.	
Objective: Local Streets			
To provide an effective street system for local traffic while maintaining community access.			
5-13	TR-84	The local street system is comprised of all roadway facilities not part of the higher classification system and is designed to provide direct access between abutting land uses and the collector/arterial systems. The local street types are as follows: a) Local Residential Streets, Type I serve primarily residential areas. b) Local Non-Residential Streets serve primarily industrial and manufacturing land uses. c) Local Residential Streets, Type II provide access to residential areas that tend to have less intensive land uses. d) Private Streets are privately owned by the communities they serve and are only permitted under the guidance outlined in the Private Streets Objective and supporting policies.	This objective was deleted as redundant with Street Network Objective above. TR-84 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.
5-13	TR-85	Access Tracts may be permitted, as long as emergency access can be guaranteed at all times.	

5-13	TR-86	The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods. • The internal local residential street network for a subdivision should be designed to discourage regional through traffic and non-residential traffic from penetrating the subdivision or adjacent subdivisions. • Where possible, streets shall be planned, designed and constructed to connect to future development. • When applicable, non-motorized paths shall be provided at the end of dead end streets to shorten walking distances to an adjacent arterial or public facilities including, but not limited to, schools and parks. • Residential developments should be planned in a manner that minimizes the number of local street accesses to arterials and collectors. • To promote efficient connectivity between areas of the community, existing stub end streets shall be linked to other streets in new development whenever the opportunity arises and the resulting traffic volumes are not likely to exceed acceptable volumes as identified in the Auburn Engineering Design Standards.	
Objective: Private Streets			
To discourage the development of private streets and ensure, if they are permitted by the City, they are constructed and maintained according to City standards.			
5-14	TR-87	Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by city code and the Auburn Engineering Design Standards.	
5-14	TR-88	If a private street is permitted, it must be built to public street standards as identified in the Auburn Engineering Design Standards and Construction Standards manuals.	
5-14	TR-89	Private streets must provide for emergency vehicle access and be privately maintained by an approved association or business. The City does not maintain private streets.	
Objective: Access Management			
To limit and provide access to the street network in a manner which improves and maintains public safety and roadway capacity.			

5-14	TR-90	Seek consolidation of access points to state highways, arterials, and collectors. This will benefit the highway and city street system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets. To achieve this level of access control, the City: • Adopts and supports the State's controlled access policy on all state highway facilities; • May acquire access rights along some arterials and collectors; • Adopts design standards that identify access standards for each type of functional street classification; • Encourages consolidation of access in developing commercial and high density residential areas through shared use of driveways and local access streets; and • Will establish standards for access management, develop a planning process to work with the community and implement access management solutions on arterial corridors.	
5-14	TR-91	Strive to prevent negative impacts to existing businesses, without compromising safety, when implementing access management.	
Objective: Through Traffic			
To accommodate through traffic in the City as efficiently as possible, with a minimum of disruption to neighborhoods.			
5-14	TR-92	Continue to coordinate with the Washington State Department of Transportation to facilitate the movement of traffic through the City.	
5-14	TR-93	Encourage the State and Counties to develop through routes, which minimize the impact of through traffic on Auburn's residential neighborhoods.	
5-14	TR-94	Actively solicit action by the State and Counties to program and construct those improvements needed to serve Auburn to the state and county arterial and freeway systems.	
Objective: Traffic Calming			
To employ traffic calming techniques to improve safety and neighborhood quality.			
5-15	TR-95	Implement the City's traffic calming program to improve neighborhood safety and quality.	
5-15	TR-96	The traffic calming program shall require a technical analysis of existing conditions and appropriate treatments before actions are taken to fund and implement traffic calming measures.	
5-15	TR-97	The traffic calming program shall incorporate neighborhood involvement and seek community support.	
5-15	TR-98	New construction should incorporate traffic calming measures, as appropriate.	
Objective: Freight Movements			

To facilitate the movements of freight and goods through Auburn with minimal adverse traffic and other environmental impacts.			
5-15	TR-99	The movement of freight and goods is recognized as an important component of Auburn's transportation system.	
5-15	TR-100	The movement of freight and goods which serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements should take place primarily on state highways, Interstates, or on grade-separated rail corridors in order to minimize the local impacts.	
5-15	TR-101	Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.	
5-15	TR-102	Continue to work with the Freight Mobility Roundtable, FAST, FMSIB, and other local and regional groups to ensure regional needs are met, and local impacts are mitigated.	
5-15	TR-103	All through truck trips and the majority of local trips shall take place on designated truck routes, as identified on the truck route map, Figure 2-73, of the Comprehensive Transportation Plan. This policy shall not apply to developments and uses operating under existing right-of-way use permits, traffic mitigation agreements or equivalent agreements directly related to the regulation of permitted haul routes.	Corrected map reference.
5-15	TR-104	If the City is unable to acquire funding to maintain existing truck routes to a Pavement Condition Index Standard of 70 on a segment of roadway, that route may be restricted or closed to truck travel.	
5-15	TR-105	Work towards designing and constructing future truck routes, as identified on the truck route map in Chapter 2 of the Comprehensive Transportation Plan, to sustain routine truck traffic.	
5-16	TR-106	Local truck trips that have origins and/or destinations in Auburn may have to sometimes use routes not designated as truck routes. The City may approve the use of alternate routes not currently designated as truck routes for truck traffic, with appropriate mitigation. Approval may be made through issuance of right-of-way use permits, traffic mitigation agreements or equivalent agreements.	
5-16	TR-107	Development shall be required to mitigate the impacts of construction generated truck traffic on the City's transportation system, based on the City's LOS standard.	
5-16	TR-108	Temporary haul routes for overweight or oversized vehicles shall be permitted under circumstances acceptable to the City and with appropriate mitigation. A temporary haul permit must be obtained prior to the hauling of oversized or overweight freight.	
5-16	TR-109	Truck traffic in residential neighborhoods shall be prohibited, except for local deliveries within said neighborhood, unless no other possible route is available, in which case mitigation may be required.	
Objective: Latecomer Policy			

To enable private investors to recover a portion of improvement costs for transportation facility improvements that benefit other developments.			
5-16	TR-110	The City may enter into latecomer agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as, when the infrastructure improvement will benefit a future development. Such agreements will be at the discretion of the City Council. Latecomer agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.	
Objective: Roundabouts			
To seek air quality, safety, and capacity benefits by promoting the use of roundabouts over traffic signals.			
5-16	TR-111	Intersections controlled with roundabouts are preferred over signalized intersections whenever feasible and appropriate due to the benefits achieved with roundabouts including reduced collision rate for vehicles and pedestrians, less severe collisions, smoother traffic flow, reduced vehicle emissions and fuel consumption, lower long-term maintenance costs, and improved aesthetics.	
5-16	TR-112	Developments required to signalize an intersection as mitigation for a project may be required to install a roundabout instead of a traffic signal. The feasibility of acquiring the land needed for a roundabout will be considered as a factor in this requirement.	
Objective: Planning the Non-Motorized System			
To plan a coordinated, interconnected network of non-motorized transportation facilities that effectively provide access to local and regional destinations, improve overall quality of life, and support healthy community and environmental principles.			
5-17	TR-113	Implement land use regulations and encourage site design that promotes non-motorized forms of transportation.	
5-17	TR-114	Include the role of non-motorized transportation in all transportation planning, programming, and if suitable, capital improvement projects.	
5-17	TR-115	Plan for continuous non-motorized circulation routes within and between existing, new or redeveloping commercial, residential, and industrial developments. Transportation planning shall seek to allow pedestrians and bicyclists the ability to cross or avoid barriers in a manner that is safe and convenient.	
5-17	TR-116	Actively seek to acquire land along corridors identified for future trail development in the Comprehensive Transportation Plan and Auburn Parks, Recreation, & Open Space Plan 2005 and subsequent Park plans.	

5-17	TR-117	Schedule, plan and co-sponsor events that support recreational walking and bicycling. These events should emphasize their recreational and health values and introduce people to the transportation capabilities of bicycling and walking.	
5-17	TR-118	Improve and protect the non-motorized transportation system through the establishment of level-of-service goals for non-motorized facilities.	
Objective: Developing the Non-Motorized System			
To build a safe, attractive, and inter-connected non-motorized transportation system.			
5-18	TR-119	Develop and maintain the non-motorized system, including bike routes, walkways and equestrian paths, to encourage significant recreational use.	
5-18	TR-120	Develop and maintain the non-motorized system, including bike routes, sidewalks, and multi-use paths in a manner that promotes non-motorized travel as a viable mode of transportation.	
5-18	TR-121	Develop the non-motorized system to accommodate appropriate alternative forms of non-motorized transport, as well as medically necessary motorized transport.	
5-18	TR-122	Appropriate street furniture, lighting, signage, and landscaping should be installed along non-motorized routes to increase safety and to ensure that facilities are inviting to users.	
5-18	TR-123	Clearly sign and mark major non-motorized routes to guide travelers and improve safety.	
5-18	TR-124	Non-motorized routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement	
5-18	TR-125	Locate and design non-motorized transportation systems so that they contribute to the safety, efficiency, enjoyment and convenience of residential neighborhoods.	
5-18	TR-126	The development of facilities supporting non-motorized transportation should be provided as a regular element of new construction projects. Improvements shall be secured through the development review process.	
5-18	TR-127	Minimize hazards and obstructions on the non-motorized transportation system by properly designing, constructing, managing, and maintaining designated routes in the system.	
Objective: Pedestrian Travel			
To enhance and encourage pedestrian travel in Auburn.			
5-18	TR-128	Promote pedestrian travel within the city and connections to adjacent communities with emphasis placed on safety and on connectivity to priority destinations such as schools, parks, the downtown, and other pedestrian-oriented areas. Pedestrian-oriented areas are those areas with high pedestrian traffic or potential and are identified in this plan. These areas and streets shall encourage pedestrian travel by providing enhanced pedestrian improvements or controls on motorized traffic.	

5-18	TR-129	Focus investments on and aggressively seek funding for the high priority pedestrian corridors, identified in Figure 3-2.	
5-18	TR-130	Require developers to incorporate pedestrian facilities into new development and redevelopment in conformance with the Auburn City Code.	
5-18	TR-131	Continue to construct new and rehabilitate existing sidewalks through a sidewalk improvement program.	
5-18	TR-132	Seek ways to provide pedestrian amenities such as streetlights, trees, seating areas, signage, and public art along all major pedestrian travel routes.	
5-19	TR-133	Work towards buffering pedestrian walkways from moving traffic, particularly in areas with high levels of pedestrian movements, such as near schools and commercial areas, and along corridors with heavy vehicular traffic.	
5-19	TR-134	Pedestrian crossings shall be developed at locations with significant pedestrian traffic and designed to match pedestrian desire lines.	
5-19	TR-135	Encourage the formation of LIDs to develop pedestrian pathways and other non-motorized amenities throughout the City. Partner with the local school districts to improve Safe Walking Routes to School.	
Objective: Bicycle Travel			
To improve Auburn's bicycling network.			
5-19	TR-136	Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.	
5-19	TR-137	Designate, develop, and maintain high priority bicycle routes, in conformance with Figure 3-4, that create an interconnected system of bike facilities for local and regional travel, including on-street bike routes, and multi-purpose trails.	
5-19	TR-138	During the development review process, ensure projects are consistent with the Non-motorized chapter of the Comprehensive Transportation Plan by requiring right-of-way dedications and other improvements as needed to develop the bicycle network.	
5-19	TR-139	Focus investments on and aggressively seek funding for the high priority future bicycle corridors, identified in Figure 3-4 and corridors and connectors, as applicable, specified in Figure 3-5.	
5-19	TR-140	Encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.	
5-19	TR-141	Continue to develop and implement Sharrows and associated Share the Road signage in residential and some non-residential areas of City. To test effectiveness and overall public response, the implementation of a Sharrows program with associated Share the Road signage should be initially conducted through a pilot program.	Revised to reflect actual status of program.
5-19	TR-142	Continue installation of bike lanes in parts of City where there is existing/adequate right-of-way.	

5-19	TR-143	Develop an Auburn specific bicycle signage program to highlight corridors, connectors and in-city/out of city destinations.	
5-19	TR-144	Make improvements to existing Interurban Trail - signage, pavement conditions, vegetation maintenance, grade crossings, and upgrades to user facilities at Main Street crossing.	
5-19	TR-145	Develop a capital improvement program project with cost estimate for the design and construction of bicycle/pedestrian bridge at southern terminus of M St. west of existing Stuck River Vehicle Bridge.	
5-20	TR-146	Develop a capital improvement program project with cost estimate for the design and construction of innovative and safe pedestrian/bicycle crossing at M St./Auburn Way South intersection.	
5-20	TR-147	Install one or more bike boxes through a pilot program approach to test effectiveness and public response. Focus pilot program efforts at key intersections such as the West Main Street and C Street intersection, the M Street and Auburn Way South intersection and the Ellingson Road and A Street intersection.	
5-20	TR-148	Continue to install bicycle/pedestrian crossing warning systems along Interurban Trail at all crossing locations consisting of 277th Street, 37th St. NW, and West Main Street and 15th Street SW.	Updated to reflect current status.
5-20	TR-149	Develop an official Auburn Bicycling Guide Map.	
5-20	TR-150	In coordination with the City Council, Mayor's Office, Auburn Area Chamber of Commerce, Auburn Tourism Board and appropriate City departments develop strategies and actions for the implementation of the bicycle oriented economic development recommendations of the Auburn Bicycle Task Force.	
Objective: Equestrian Travel			
To improve Auburn's equestrian environment.			
5-20	TR-151	Strive to incorporate equestrian facilities into the design of trail and transportation facilities, where possible and appropriate. These efforts should be concentrated south of the White River in Auburn's southeast corner and in Lea Hill, but considered for other areas of the City.	
5-20	TR-152	Transportation projects, and other public and private projects, in lower-density neighborhoods should be evaluated, and where possible, planned, designed and constructed to be compatible with equestrian use.	
5-20	TR-153	Create an interconnected system of safe equestrian trails and provide adequate equestrian amenities adjacent to those trails.	
Objective: Transit Services			

To encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.			
5-20	TR-154	Partner with WSDOT, Metro Transit, Pierce Transit, and Sound Transit , <u>MuckleShoot Indian Tribe, and private businesses</u> to achieve Auburn's transit and passenger rail objectives.	Revised to additional potential partners.
5-20	TR-155	Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas, and community facilities.	
5-21	TR-156	Encourage Sound Transit, Metro Transit, and Pierce Transit to expand transit to underserved areas of Auburn.	
5-21	TR-157	Partner with WSDOT, Amtrak, and Sound Transit to establish an intercity passenger rail stop at the Auburn Station.	
5-21	TR-158	Consider both the transit impacts and the opportunities presented by major development proposals when reviewing development under the State Environmental Policy Act.	
5-21	TR-159	Encourage the inclusion of transit facilities in new development when appropriate.	
5-21	TR-160	Encourage bus stops to be located at well lit <u>and accessible</u> areas.	Revised to encourage access needs
5-21	TR-161	Work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the physically challenged, and which integrates the access, safety, and parking requirements of bicyclists.	
5-21	TR-162	Identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.	
5-21	TR-163	Work with transit providers to create new commuter - oriented transit routes and maintain existing commuter routes linked with Sounder commuter rail.	
Objective: Air Transportation			
To provide an efficient municipal airport, serving light general aviation aircraft, as an integral part of the City's transportation system.			
5-21	TR-164	Continue to develop the Auburn Municipal Airport in accordance with the Airport Master Plan.	
5-21	TR-165	The airport shall be managed as a general aviation facility; the use of jet aircrafts and helicopters that create noise and land use conflicts shall be evaluated, in conformance with FAA regulations.	
5-21	TR-166	The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities.	

5-22	TR-167	Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations	
5-22	TR-168	The City's zoning ordinance and other appropriate regulatory measures shall enforce the airport clear zones as regulated by the Federal Aviation Administration (FAA). The impact of development on air safety shall be assessed through SEPA review, and appropriate mitigation measures shall be required by the City.	
5-22	TR-169	Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.	

CHAPTER 5.

POLICIES

Transportation objectives and policies establish the framework for realizing the City's vision of its transportation system. Policies provide guidance for the City, other governmental entities and private developers, enabling the City to achieve its goal ~~of providing adequate public infrastructure to support its needs and priorities~~ in accordance with the City's Comprehensive Plan. The policy framework presented below is a guideline, which the City will use to evaluate individual projects and address its infrastructure needs.



Public Art on West Main Street

The objectives and policies are organized according to five broad headings. The first heading, *Coordination, Planning and Implementation*, addresses the system comprehensively, detailing policies that pertain to the planning and implementation of the system as a whole. The subsequent four headings list policies specific to the following systems: *Street system*, *Non-motorized system*, *Transit system*, and *Air transportation*. The analysis of the transportation system, as well as any individual proposals, shall consider all modes of transportation and all methods of efficiently managing the network.

GOAL

TO PLAN, EXPAND, AND IMPROVE THE THE TRANSPORTATION SYSTEM IN COOPERATION AND COORDINATION WITH ADJACENT AND REGIONAL JURISDICTIONS TO ENSURE CONCURRENCY COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND TO PROVIDE A SAFE AND EFFICIENT MULTIMODAL SYSTEM THAT MEETS THE COMMUNITY NEEDS AND FACILITATES THE LAND USE PLAN

Comment [PP1]: Goal from the City Comprehensive Plan was added here for better context and to help ensure policy consistency and focus.

5.1 Coordination, Planning and Implementation

OBJECTIVE: COORDINATION

To be consistent with regional plans and the plans of neighboring cities, to encourage partnerships, and not to unreasonably preclude an adjacent jurisdiction from implementing its planned improvements.



Comprehensive Transportation Plan

POLICIES:

TR-1: Coordinate transportation operations, planning and improvements with other transportation authorities and governmental entities (cities, counties, tribes, state, federal) to address transportation issues. These include:

- Improvement of the state highway network through strong advocacy with state officials, both elected and staff, for improvements to state highways and interchanges;
- Improvements to roadways connecting Auburn to the surrounding region, including SR 167, SR 18, SR 181/West Valley Hwy, SR 164, and S 277th Street;
- Improved access to the Interstate 5 corridor and regional employment centers;
- Transit connections to the Regional Growth Centers;
- Establishing the Auburn Station as a center for multi-modal transportation connections to proposed future intercity rail service;
- Strong advocacy with US congressional members to provide funding to mitigate transportation problems connected to interstate commerce; and
- Proactively pursuing forums to coordinate transportation project priorities among other governmental entities, including proposed future intercity rail service.

OBJECTIVE: LONG-RANGE PLANNING & PROGRAMMING

To continue to plan for the future of the multi-modal transportation system through long-range planning, programmatic planning, and financial planning, in compliance with the Growth Management Act.

POLICIES:

TR-2: The *Comprehensive Transportation Plan* shall be evaluated and amended annually to ensure it is technically accurate, consistent with state, regional, and other local plans, and in keeping with the City's vision of the future transportation system.

TR-3: The *Six-Year Transportation Improvement Program* (TIP) and *Capital Facilities Plan* (CFP) shall be updated annually to reevaluate project priorities, develop a plan to fund capital improvement projects, and ensure consistency between project priorities and financing plans. Project evaluation criteria shall foster economic development, maximize utilization of city financing to match transportation grants, promote safety, integrate planning of other projects requiring disturbance of pavements, promote mobility, and optimize the utilization of existing infrastructure.

OBJECTIVE: SAFETY

To provide a transportation system that is safe for all users.

POLICIES:

TR-4: Safety shall be prioritized over driving convenience.

~~**TR-5:** Use net revenues from photo enforcement operations to fund safety-related projects.~~

Comment [PP2]: Policy was deleted as no longer applicable.

TR-6: Recognize the potential effects of hazards on transportation facilities and incorporate such considerations into the planning and design of transportation projects, where feasible.



Comprehensive Transportation Plan

OBJECTIVE: CONNECTIVITY

To provide a highly interconnected network of streets and trails for ease and variety of travel.

POLICIES:

TR-7: An efficient transportation system seeks to spread vehicle movements over a series of planned streets. The goal of the system is to encourage connectivity while preventing unacceptably high traffic volumes on any one street. Ample alternatives should exist to accommodate access for emergency vehicles. For these reasons the City will continue to plan a series of collectors and arterials designed to national standards to provide efficient service to the community.

TR-8: Encourage the use of trails and other connections that provide ease of travel within and between neighborhoods, community activity centers, and transit services. Development patterns that block direct pedestrian access are discouraged. Ample alternatives should exist to accommodate non-motorized transportation on arterials, collectors, and local roads.

OBJECTIVE: COMPLETE STREETS

Ensure Auburn's transportation system is designed to enable comprehensive, integrated, safe access for users of all ages and abilities including pedestrians, bicyclists, motorists, transit riders and operators, and truck operators.

POLICIES:

TR-9: Plan for and develop a balanced transportation system, which provides safe access and connectivity to transportation facilities for users of all ages and abilities including pedestrians, bicyclists, motorists, transit users and operators, and truck operators.



Helping those with Special Needs

TR-10: Plan for, design, and construct all transportation projects, whether City led or development driven, to provide appropriate accommodation for bicyclists, pedestrians, and transit users in a manner consistent with the Comprehensive Plan, except in situations where the establishment of such facilities would be contrary to public health and safety or the cost would be excessively disproportionate to the need.

TR-11: Ensure the transportation system meets the requirements outlined in the Americans with Disabilities Act (ADA).

TR-12: The *Auburn Engineering Design Standards* is the primary vehicle for executing the Complete Streets Objective and should include standards for each roadway classification to guide implementation.

TR-13: Context and flexibility in balancing user needs shall be considered in the design of all projects and if necessary, a deviation from the *Auburn Engineering Design Standards* may be granted to ensure the Complete Streets Objective and supporting policies are achieved.



Comprehensive Transportation Plan

OBJECTIVE: ENVIRONMENTAL PROTECTION

Minimize the environmental impacts of all new transportation projects and transportation related improvements.

POLICIES:

TR-14: Thoroughly evaluate the impacts of all transportation projects and apply appropriate mitigation measures in conformance with SEPA, the Critical Areas Ordinance, and other city, county, state, and federal regulations.

TR-15: Identify and consider the environmental impacts of transportation projects at the earliest possible time to ensure planning and decisions reflect environmental values, to avoid delays later in the process, and to reduce or avoid potential problems that may adversely impact the environment and project outcome.

TR-16: Incorporate Low Impact Development (LID), green technology, and sustainability practices into transportation improvements as primary alternatives whenever feasible.

TR-17: Support efforts to improve air quality throughout the Auburn area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

TR-18: Require air quality studies of future major development to assess impacts created by site generated traffic.

OBJECTIVE: LEVEL-OF-SERVICE (LOS) THRESHOLD

To ensure that new development does not degrade transportation facilities to below LOS standards.

POLICIES:

TR-19: New development shall not be allowed when the impacts of the new development on the transportation system degrades the LOS to below the adopted LOS standard, unless the impacts are mitigated concurrent with the development as described in Chapter 2.

TR-20: The term "below level-of-service" shall apply to situations where traffic attributed to a development likely results in any of the following.

- a. An unacceptable increase in hazard or an unacceptable decrease in safety at an intersection or on a roadway segment.
- b. An accelerated deterioration of the street pavement condition or the proposed regular use of a street not designated as a truck route for truck movements that can reasonably result in accelerated deterioration of the street pavement.
- c. An unacceptable impact on geometric design conditions at an intersection where two truck routes meet on the City arterial and collector network.
- d. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.



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- e. An increase in queuing that causes blocking of adjacent land uses or intersections
- f. A reduction in any of the four (4) LOS standards below.

1. Arterial and Collector Corridor LOS: The level-of-service standard for each arterial and collector corridor is "D", unless otherwise specified in Chapter 2 of this plan. The City may require a development or redevelopment to examine a shorter or longer corridor segment than is specified in Chapter 2, to ensure a project's total LOS impacts are evaluated.

2. Signalized Intersection LOS: The level-of-service standard for signalized intersections is "D", with the following exceptions; for signalized intersections of two Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 30 minutes and for signalized intersections of two ~~Principle~~ Principal Arterial roads the level-of-service standard during the AM and PM peak periods is "E" for a maximum duration of 60 minutes. The City may require a development or redevelopment to examine individual signalized or roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

3. Two-Way and All-Way Stop Controlled Intersection LOS: The level-of-service standard for two-way stop controlled and all-way stop controlled intersections, is "D". If LOS falls below the standard, analysis and mitigation may be required in a manner commensurate with the associated impacts. This may include, among other requirements, conducting a traffic signal warrant analysis and installing or financing a signal or roundabout.

4. Roundabout Intersection LOS: The level-of-service standard for roundabout controlled intersections is "D". The City may require a development or redevelopment to examine to examine roundabout intersections for LOS impacts to ensure a project's total LOS impacts are evaluated.

TR-21: Establish a multi-modal level-of-service system in the future.

TR-22: PM level of service is the city standard. AM level of service may need to be analyzed in situations where specialized conditions exist that disproportionately impact AM traffic.

OBJECTIVE: CONCURRENCY

To ensure transportation facilities do not fall below the adopted level-of-service standard, as required by the Growth Management Act.

POLICIES:

TR-23: Require developments to construct or finance transportation improvements and/or implement strategies that mitigate the impacts of new development concurrent with (within 6 years of) development, as required by the Growth Management Act.

TR-24: New development that lowers a facility's level-of-service standard below the locally adopted minimum standard shall be denied, as required by the Growth Management Act. Strategies that may allow a development to proceed include, but are not limited to:

- Reducing the scope of a project (e.g. platting fewer lots or building less square footage);



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- Building or financing new transportation improvements concurrent with (within 6 years of) development;
- Phasing/delaying a project;
- Requiring the development to incorporate Transportation Demand Management strategies; or
- Lowering level-of-service standards.

TR-25: The denial of development in order to maintain concurrency may be grounds for declaring an emergency for the purpose of amending the *Comprehensive Plan* outside of the annual amendment cycle.

TR-26: Evaluate city transportation facilities annually to determine compliance with the adopted level-of-service standards and, as necessary, amend the *Six-Year Transportation Improvement Program* (TIP) and *Capital Facilities Plan* (CFP) to remedy identified deficiencies.

TR-27: Coordinate transportation improvements with the State, Counties, and neighboring jurisdictions to encourage through trips to occur on state facilities, reducing stress on the city street network.

OBJECTIVE: FINANCE

To finance the transportation systems necessary to serve new development, while ensuring the City has the capability to finance general transportation needs.

POLICIES:

TR-28: Require developments or redevelopments to construct transportation infrastructure systems needed to serve new developments.

TR-29: Actively pursue the formation of Local Improvement Districts (LID) to upgrade existing streets and sidewalks and construct new streets to the appropriate standard.

TR-30: Improvements that serve new developments will be constructed as a part of the development process. All costs will be borne by the developer when the development is served by the proposed transportation improvements. In some instances, the City may choose to participate in this construction if improvements serve more than adjacent developments.

TR-31: Revenues for street transportation improvements should primarily provide for the orderly development of the City's transportation system in compliance with the *Comprehensive Transportation Plan*. The basic criterion for such funding should be the degree to which that project improves the overall transportation system and not the benefit that might accrue to individual properties. Where it is possible to establish a direct relationship between a needed improvement and a development, the development should be expected to contribute to its construction.

TR-32: Encourage public/private partnerships for financing transportation projects that remedy existing and anticipated transportation problems, or that foster economic growth.

TR-33: Aggressively seek and take advantage of federal, state, local, and private funding and lending sources that help implement the City's *Comprehensive Transportation Plan*.



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TR-34: Maintain a traffic impact fee system based on the Institute of Traffic Engineers (ITE) guidelines, as modified by the City Council, as a means of enabling development to mitigate appropriately for associated traffic impacts.

TR-35: Reassess the land use element of the Comprehensive Plan if funding for transportation facilities is insufficient to maintain adopted level-of-service standards.

OBJECTIVE: QUALITY OF LIFE

To improve the quality of life for Auburn residents and businesses through design of the transportation system.

POLICIES:

TR-36: Enhance the livability of Auburn through a variety of mechanisms, including the innovative design and construction of roadways, non-motorized facilities, and associated improvements. Apply design standards that result in attractive and functional transportation facilities.

OBJECTIVE: EDUCATION AND ENFORCEMENT

To improve transportation safety and awareness through education and enforcement.

POLICIES:

TR-37: Utilize education to increase awareness of existing traffic laws and safety issues, especially as they relate to pedestrians and bicyclists.

TR-38: Engage the community in transportation issues through public involvement and partnerships with organizations such as the Auburn School District.

TR-39: Identify areas with persistent traffic violations and address these violations, in part, through Police Department enforcement.

TR-40: Develop rider information packages that inform users of commuter, transit, rail, trail, and air transportation opportunities.

TR-41: Emphasize enforcement of the "rules of the road" for pedestrians, bicyclists and motorists whose actions endanger others. Conduct enforcement in a manner that reinforces the messages found in non-motorized education & safety programs.

~~TR-42: Utilize photo enforcement, where appropriate, to encourage safer driving practices.~~

OBJECTIVE: TRANSPORTATION SYSTEM MANAGEMENT (TSM)

To efficiently operate the existing transportation system through Transportation System Management (TSM) strategies, thereby maximizing resources and reducing the need for costly system capacity expansion projects.

POLICIES:

TR-43: Use TSM strategies to more efficiently utilize the existing infrastructure to optimize traffic flow and relieve congestion. Examples include:

- Rechannelization/restriping, adding turn lanes, adding /increasing number of through lanes;
- Signal interconnect and optimization;
- Turn movement restrictions;
- Access Management; and
- Intelligent Transportation Systems (ITS).

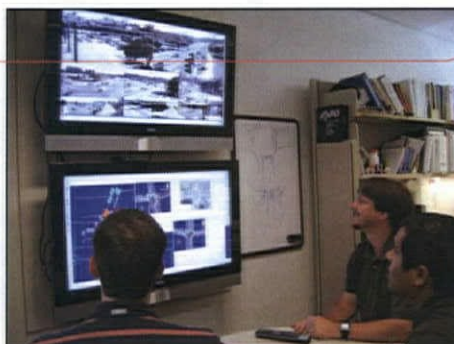
TR-44: Support Intelligent Transportation Systems (ITS) implementation in coordination with Figure 2-7. Future ITS corridors will be prioritized using the following criteria.

- Grants, loans, or partner funding can be leveraged to expand the ITS system on a specific corridor(s).
- There is existing infrastructure that would make it easier and more cost efficient to implement ITS elements.
- The corridor(s) completes a logical segment or missing link in the citywide ITS network.
- Significant travel-time savings can be achieved with ITS implementation.
- Corridor supports other City communication and technology needs.
- ITS implementation would have significant safety benefits, including reducing the need for police flaggers in intersections during events.

TR-45: ITS elements include but are not limited to:

- Operational improvements such as traffic signal coordination;
- Traveler information including traffic alerts and emergency notification;
- Incident management; and
- Traffic data collection.

TR-46: Require development to contribute its share of ITS improvements as mitigation.



Moving Traffic More Effectively with Intelligent Transportation Systems

Comment [PP3]: Deleted Policy as no longer applicable.



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TR-47: Program signal timing to encourage specific movements and the use of travel routes that are underutilized.

OBJECTIVE: TRANSPORTATION DEMAND MANAGEMENT (TDM)

To utilize transportation demand management strategies to lessen demand for increased street system capacity, help maintain the LOS standard, and enhance quality of life for those who use and benefit from the transportation system.

POLICIES:

TR-48: Encourage the use of high-occupancy vehicles (buses, carpool, and vanpool) through both private programs and under the direction of Metro and Pierce Transit.

TR-49: Promote reduced employee travel during the daily peak travel periods through flexible work schedules and programs to allow employees to work part-time or full-time or at alternate work sites closer to home.

TR-50: Encourage employers to provide TDM measures in the workplace through such programs as preferential parking for high-occupancy vehicles, car sharing, improved access for transit vehicles, and employee incentives for using high-occupancy vehicles.

TR-51: In making funding decisions, consider transportation investments that support transportation demand management approaches by providing alternatives to single-occupant vehicles, such as transit, bikeways and pedestrian paths.

TR-52: Recognize emerging TDM strategies such as tolling, variable-priced lanes, and car sharing may be effective in certain situations.

TR-53: Coordinate with Metro and other jurisdictions to enhance Commute Trip Reduction (CTR) programs for CTR employers in Auburn.

TR-54: Lead by example through implementation of a thorough and successful Commute-Trip Reduction (CTR) Program for City employees.

OBJECTIVE: PARKING

To ensure adequate coordination of parking needs with traffic and development needs.

POLICIES:

TR-55: On-street parking should be allowed only when consistent with the function of the street and with traffic volumes.

TR-56: New developments should provide adequate off-street parking to meet their needs.

TR-57: Develop and maintain regulations, which foster a balance between meeting the need for public parking and ensuring developers provide adequate parking to meet the demand generated by new development.

TR-58: In certain cases, such as in the Regional Growth Center and in areas with high pedestrian and transit use, it may be appropriate to reduce the developer parking obligation to achieve other



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community benefits or employ innovative parking strategies such as the use of "park & walk" lots, where people could park their vehicles and walk to nearby destinations.

TR-59: The City shall evaluate new residential subdivisions with constrained space for driveways, utility services, street lights, street trees, and fire hydrants and the resultant impact on the provision of adequate on-street parking. Where appropriate, the City shall require the subdivision to provide dispersed locations of on-street parking (or street accessible parking) to meet their needs in addition to the zoning code required off-street parking.

OBJECTIVE: PARK-AND-RIDE

To support development of a regional park-and ride lot system by Metro Transit, Pierce Transit, Sound Transit, and the Washington State Department of Transportation.

POLICIES:

TR-60: Encourage park & ride lots on sites adjacent to compatible land uses with convenient access to the Auburn Transit Station, SR 18, SR 167, and all regional transportation corridors.

TR-61: Work proactively with Sound Transit, WSDOT, Metro Transit, and Pierce Transit to ensure the adequate supply of park & ride capacity in Auburn.

OBJECTIVE: RIGHT-OF-WAY

To retain and preserve existing right-of-way, and identify and acquire new right-of-way as needed to achieve the City's objectives.

POLICIES:

TR-62: The acquisition and preservation of right-of-way is a key component of maintaining a viable transportation system. Methods used to acquire and preserve right-of-way include:

- Requiring dedication of right-of-way as a condition of development;
- Purchasing right-of-way at fair market value; and
- Acquiring development rights and easements from property owners.

TR-63: Preserve and protect existing right-of-way through the issuance of permits such as ROW Use permits and franchise and public way agreements, by monitoring and responding to right-of-way encroachments and safety impacts, and by limiting vacations of public right-of-way.

TR-64: Vacate right-of-way only when it clearly will not be a future need or to support economic development.

OBJECTIVE: MAINTENANCE AND PRESERVATION

To maintain the City's transportation system at a level that is comparable with the design standards applied to new facilities.

POLICIES:

TR-65: Establish programs and schedules for the level and frequency of roadway and non-motorized system maintenance.

TR-66: In order to help ensure the long term preservation of the city street system, the City shall prohibit ~~non-local trip~~ heavy vehicles that exceed lawful load limits for state highways from traveling on city streets, unless the City permits such travel via the issuance of a temporary haul permit that requires appropriate mitigation.

Comment [PP4]: This was revised to remove potential policy conflicts with City's ability to prohibit heavy loads less than those permitted on State Highways.

TR-67: Establish standards of street repair and seek to obtain sufficient financing to attain and maintain a safe system in good condition.

TR-68: Continue to implement the "Save Our Streets" program for maintenance and rehabilitation of local streets.

TR-69: ~~Create an~~Continue to implement the arterial/collector streets maintenance and rehabilitation program, including development of an implementation timeline and strategy, for arterial and collector streets in Auburn.

TR-XX: Develop and implement operations and maintenance procedures to ensure ongoing effectiveness of LID infrastructure. **TR-70:** The City maintains the option of closing streets when freezing conditions are present to prevent frost damage.

TR-XX: In order to help ensure the long term preservation of the city street system, the City should prohibit trenching or cutting into newly constructed or newly overlaid pavements for a period of 5 years. Overlays of up to the full roadway width of affected pavement surface should be required as mitigation in the event cuts into new pavements cannot be avoided.

TR-XX: City shall notify and coordinate with all private and public utilities within the City limits when planning to complete pavement overlay's or reconstruction.

Comment [PP5]: This policy proposal was added in an effort to ensure City investments in pavement preservation are protected.

Comment [PP6]: This policy proposal was added in an effort to minimize potential for pavement cuts occurring in new pavement surface.

5.2 Street System

OBJECTIVE: FUNCTIONAL CLASSIFICATION STREET NETWORK

To provide an integrated street network of appropriate classes of streets designed to facilitate different types of traffic flows and access needs.

POLICIES:

TR-71: The city street system ~~is~~ shall be made up of three classes of streets:

- Arterials - a system of city, county, and state streets designed to move traffic to or from major traffic and activity generators. Arterials should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of flow disruption.



Save Our Streets - Patching Treatment



Save Our Streets - Overlay



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b. Collectors - a system of city streets that collect traffic and move it from the local street system to the arterial street system.

c. Local streets - a system of city streets, which collect traffic from individual sites and conveys the traffic to the collector and arterial systems.

TR-72: The Functional Roadway Classifications Map ~~will~~ shall serve as the adopted standard for identifying classified streets in the City of Auburn and the potential annexation areas.

TR-73: Ensure all eligible streets classified in the Comprehensive Transportation Plan are federally classified.

TR-74: Street standards shall be developed, modified, and implemented that reflect the street classification system and function. The design and management of the street network shall seek to improve the appearance of existing street corridors. Streets are recognized as an important component of the public spaces within the City and should include, where appropriate, landscaping to enhance the appearance of city street corridors. The standards should include provisions for streetscaping.

TR-75: The classification standards adopted in the *Auburn Engineering Design Standards* are considered the City's minimum standards for new streets. In cases in which the City attempts to rebuild an existing street within an established right-of-way, the City Council reserves the authority to determine if additional right-of-way should be obtained in order to realize the improvement. Preservation of neighborhood continuity and cohesiveness will be respected.

TR-76: The standards for residential streets may be modified in cross section to provide better relationships between the different components of the street including, but not limited to, on-street parking, the landscape strip, and the sidewalk. Among other objectives, this may be done to balance the need to provide adequate parking and buffer pedestrians from traffic.

TR-77: These minimum standards do not limit or prevent developers from providing facilities that exceed the City's standards.



Principal Arterial: 15th Street NW

OBJECTIVE: ARTERIALS

To provide an efficient arterial street network:

POLICIES:

TR-78: The City has two classes of arterials, as follows:

a. **Principal Arterials** convey traffic along commercial or industrial activities, and provide access to freeways. They emphasize mobility and de-emphasize access to adjacent land uses. Principal arterial streets are typically constructed to accommodate five lanes of traffic.



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~~b. Minor Arterials convey traffic onto principal arterials from collector and local streets. They place slightly more emphasis on land access and offer a lower level of mobility than principal arterials. Minor arterial streets are typically constructed to accommodate four lanes of traffic.~~

TR-79: Encourage King and Pierce counties to develop and implement a similar system of arterial designations within Auburn's potential annexation area.

TR-80: Designate new arterials to serve developing areas concurrent with approval of such development. Arterials shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

OBJECTIVE: COLLECTORS

~~To provide an efficient collector street network, which transitions traffic from the local street network to the arterial street system.~~

~~POLICIES:~~

~~**TR-81:** The City has three classes of collectors as follows:~~

~~a. Residential Collectors, Type I are used to connect local streets and residential neighborhoods to community activity centers and minor and principal arterials.~~

~~b. Non-Residential Collectors connect non-residential areas such as industrial and commercial areas to minor and principal arterials.~~

~~c. Residential Collectors, Type II are routes that connect residential neighborhoods with less intensive land uses to activity centers, regardless of traffic volume. They are often constructed to a lesser standard than Residential Collectors, Type I and Non-Residential Collector streets.~~

TR-82: Encourage King and Pierce counties to develop and implement a similar system of collector designations within Auburn's potential annexation area.

TR-83: Designate new collectors to serve developing areas concurrent with approval of such development. Collectors shall be spaced in compliance with good transportation network planning principles, and support the importance of overall system circulation.

OBJECTIVE: LOCAL STREETS

~~To provide an effective street system for local traffic while maintaining community access.~~

~~POLICIES:~~

~~**TR-84:** The local street system is comprised of all roadway facilities not part of the higher classification system and is designed to provide direct access between abutting land uses and the collector/arterial systems. The local street types are as follows:~~

~~a. Local Residential Streets, Type I serve primarily residential areas.~~

~~b. Local Non-Residential Streets serve primarily industrial and manufacturing land uses.~~

~~c. Local Residential Streets, Type II provide access to residential areas that tend to have less intensive land uses.~~

Comment [PP7]: This objective was deleted as redundant with Street Network Objective above. TR-78 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.

Comment [PP8]: This objective was deleted as redundant with Street Network Objective above. TR-81 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.



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~~d. Private Streets are privately owned by the communities they serve and are only permitted under the guidance outlined in the Private Streets Objective and supporting policies.~~

Comment [PP9]: This objective was deleted as redundant with Street Network Objective above. TR-84 was deleted as a redundant non-policy statement already covered in Chapter 2 of the document.

TR-85: Access Tracts may be permitted, as long as emergency access can be guaranteed at all times.

TR-86: The local street network shall be developed to maximize the efficiency of the transportation network in residential areas and minimize through traffic in neighborhoods.

- The internal local residential street network for a subdivision should be designed to discourage regional through traffic and non-residential traffic from penetrating the subdivision or adjacent subdivisions.
- Where possible, streets shall be planned, designed and constructed to connect to future development.
- When applicable, non-motorized paths shall be provided at the end of dead end streets to shorten walking distances to an adjacent arterial or public facilities including, but not limited to, schools and parks.
- Residential developments should be planned in a manner that minimizes the number of local street accesses to arterials and collectors.
- To promote efficient connectivity between areas of the community, existing stub end streets shall be linked to other streets in new development whenever the opportunity arises and the resulting traffic volumes are not likely to exceed acceptable volumes as identified in the *Auburn Engineering Design Standards*.

OBJECTIVE: PRIVATE STREETS

To discourage the development of private streets and ensure, if they are permitted by the City, they are constructed and maintained according to City standards.

POLICIES:

TR-87: Private streets are discouraged, but may be permitted on a discretionary basis, as regulated by city code and the *Auburn Engineering Design Standards*.

TR-88: If a private street is permitted, it must be built to public street standards as identified in the *Auburn Engineering Design Standards* and *Construction Standards* manuals.

TR-89: Private streets must provide for emergency vehicle access and be privately maintained by an approved association or business. The City does not maintain private streets.

OBJECTIVE: ACCESS MANAGEMENT

To limit and provide access to the street network in a manner which improves and maintains public safety and roadway capacity.

POLICIES:

TR-90: Seek consolidation of access points to state highways, arterials, and collectors. This will benefit the highway and city street system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets. To achieve this level of access control, the City:

- Adopts and supports the State's controlled access policy on all state highway facilities;



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- May acquire access rights along some arterials and collectors;
- Adopts design standards that identify access standards for each type of functional street classification;
- Encourages consolidation of access in developing commercial and high density residential areas through shared use of driveways and local access streets; and
- Will establish standards for access management, develop a planning process to work with the community and implement access management solutions on arterial corridors.

TR-91: Strive to prevent negative impacts to existing businesses, without compromising safety, when implementing access management.

OBJECTIVE: THROUGH TRAFFIC

To accommodate through traffic in the City as efficiently as possible, with a minimum of disruption to neighborhoods.

POLICIES:

TR-92: Continue to coordinate with the Washington State Department of Transportation to facilitate the movement of traffic through the City.

TR-93: Encourage the State and Counties to develop through routes, which minimize the impact of through traffic on Auburn's residential neighborhoods.

TR-94: Actively solicit action by the State and Counties to program and construct those improvements needed to serve Auburn to the state and county arterial and freeway systems.

OBJECTIVE: TRAFFIC CALMING

To employ traffic calming techniques to improve safety and neighborhood quality.

POLICIES:

TR-95: Implement the City's traffic calming program to improve neighborhood safety and quality.

TR-96: The traffic calming program shall require a technical analysis of existing conditions and appropriate treatments before actions are taken to fund and implement traffic calming measures.

TR-97: The traffic calming program shall incorporate neighborhood involvement and seek community support.

TR-98: New construction should incorporate traffic calming measures, as appropriate.

OBJECTIVE: FREIGHT MOVEMENTS

To facilitate the movements of freight and goods through Auburn with minimal adverse traffic and other environmental impacts.



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POLICIES:

TR-99: The movement of freight and goods is recognized as an important component of Auburn's transportation system.

TR-100: The movement of freight and goods which serve largely national, state, or regional needs should take place in such a way so that the impacts on the local transportation system are minimized. These movements should take place primarily on state highways, Interstates, or on grade-separated rail corridors in order to minimize the local impacts.

TR-101: Seek public and private partners to leverage funds for freight improvement projects and associated mitigation.

TR-102: Continue to work with the Freight Mobility Roundtable, FAST, FMSIB, and other local and regional groups to ensure regional needs are met, and local impacts are mitigated.

TR-103: All through truck trips and the majority of local trips shall take place on designated truck routes, as identified on the truck route map, Figure 2-23, of the *Comprehensive Transportation Plan*. This policy shall not apply to developments and uses operating under existing right-of-way use permits, traffic mitigation agreements or equivalent agreements directly related to the regulation of permitted haul routes.

TR-104: If the City is unable to acquire funding to maintain existing truck routes to a Pavement Condition Index Standard of 70 on a segment of roadway, that route may be restricted or closed to truck travel.

TR-105: Work towards designing and constructing future truck routes, as identified on the truck route map in Chapter 2 of the *Comprehensive Transportation Plan*, to sustain routine truck traffic.

TR-106: Local truck trips that have origins and/or destinations in Auburn may have to sometimes use routes not designated as truck routes. The City may approve the use of alternate routes not currently designated as truck routes for truck traffic, with appropriate mitigation. Approval may be made through issuance of right-of-way use permits, traffic mitigation agreements or equivalent agreements.

TR-107: Development shall be required to mitigate the impacts of construction generated truck traffic on the City's transportation system, based on the City's LOS standard.

TR-108: Temporary haul routes for overweight or oversized vehicles shall be permitted under circumstances acceptable to the City and with appropriate mitigation. A temporary haul permit must be obtained prior to the hauling of oversized or overweight freight.

TR-109: Truck traffic in residential neighborhoods shall be prohibited, except for local deliveries within said neighborhood, unless no other possible route is available, in which case mitigation may be required.



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OBJECTIVE: LATECOMER POLICY

To enable private investors to recover a portion of improvement costs for transportation facility improvements that benefit other developments.

POLICIES:

TR-110: The City may enter into latecomer agreements where substantial transportation investments are made by one party that legitimately should be reimbursed by others, such as, when the infrastructure improvement will benefit a future development. Such agreements will be at the discretion of the City Council. Latecomer agreements do not apply to situations in which a property owner is required to construct improvements per an existing city code provision, such as in the case of half-street and other frontage improvements.

OBJECTIVE: ROUNDABOUTS

To seek air quality, safety, and capacity benefits by promoting the use of roundabouts over traffic signals.

POLICIES:

TR-111: Intersections controlled with roundabouts are preferred over signalized intersections whenever feasible and appropriate due to the benefits achieved with roundabouts including reduced collision rate for vehicles and pedestrians, less severe collisions, smoother traffic flow, reduced vehicle emissions and fuel consumption, lower long-term maintenance costs, and improved aesthetics.

TR-112: Developments required to signalize an intersection as mitigation for a project may be required to install a roundabout instead of a traffic signal. The feasibility of acquiring the land needed for a roundabout will be considered as a factor in this requirement.

5.3 Non-motorized System

OBJECTIVE: PLANNING THE NON-MOTORIZED SYSTEM

To plan a coordinated, interconnected network of non-motorized transportation facilities that effectively provide access to local and regional destinations, improve overall quality of life, and support healthy community and environmental principles.

POLICIES:

TR-113: Implement land use regulations and encourage site design that promotes non-motorized forms of transportation.

TR-114: Include the role of non-motorized transportation in all transportation planning, programming, and if suitable, capital improvement projects.



Interurban Trail at W Main Street

TR-115: Plan for continuous non-motorized circulation routes within and between existing, new or redeveloping commercial, residential, and industrial developments. Transportation planning shall seek to allow pedestrians and bicyclists the ability to cross or avoid barriers in a manner that is safe and convenient.

TR-116: Actively seek to acquire land along corridors identified for future trail development in the *Comprehensive Transportation Plan* and *Auburn Parks, Recreation, & Open Space Plan 2005* and subsequent Park plans.

TR-117: Schedule, plan and co-sponsor events that support recreational walking and bicycling. These events should emphasize their recreational and health values and introduce people to the transportation capabilities of bicycling and walking.

TR-118: Improve and protect the non-motorized transportation system through the establishment of level-of-service goals for non-motorized facilities.

OBJECTIVE: DEVELOPING THE NON-MOTORIZED SYSTEM

To build a safe, attractive, and inter-connected non-motorized transportation system.

POLICIES:

TR-119: Develop and maintain the non-motorized system, including bike routes, walkways and equestrian paths, to encourage significant recreational use.

TR-120: Develop and maintain the non-motorized system, including bike routes, sidewalks, and multi-use paths in a manner that promotes non-motorized travel as a viable mode of transportation.

TR-121: Develop the non-motorized system to accommodate appropriate alternative forms of non-motorized transport, as well as medically necessary motorized transport.

TR-122: Appropriate street furniture, lighting, signage, and landscaping should be installed along non-motorized routes to increase safety and to ensure that facilities are inviting to users.

TR-123: Clearly sign and mark major non-motorized routes to guide travelers and improve safety.



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TR-124: Non-motorized routes shall be constructed to accommodate emergency vehicle access and be amenable to law enforcement.

TR-125: Locate and design non-motorized transportation systems so that they contribute to the safety, efficiency, enjoyment and convenience of residential neighborhoods.

TR-126: The development of facilities supporting non-motorized transportation should be provided as a regular element of new construction projects. Improvements shall be secured through the development review process.

TR-127: Minimize hazards and obstructions on the non-motorized transportation system by properly designing, constructing, managing, and maintaining designated routes in the system.

OBJECTIVE: PEDESTRIAN TRAVEL

To enhance and encourage pedestrian travel in Auburn.

POLICIES:

TR-128: Promote pedestrian travel within the city and connections to adjacent communities with emphasis placed on safety and on connectivity to priority destinations such as schools, parks, the downtown, and other pedestrian-oriented areas. Pedestrian-oriented areas are those areas with high pedestrian traffic or potential and are identified in this plan. These areas and streets shall encourage pedestrian travel by providing enhanced pedestrian improvements or controls on motorized traffic.

TR-129: Focus investments on and aggressively seek funding for the high priority pedestrian corridors, identified in Figure 3-2.

TR-130: Require developers to incorporate pedestrian facilities into new development and redevelopment in conformance with the Auburn City Code.

TR-131: Continue to construct new and rehabilitate existing sidewalks through a sidewalk improvement program.

TR-132: Seek ways to provide pedestrian amenities such as streetlights, trees, seating areas, signage, and public art along all major pedestrian travel routes.

TR-133: Work towards buffering pedestrian walkways from moving traffic, particularly in areas with high levels of pedestrian movements, such as near schools and commercial areas, and along corridors with heavy vehicular traffic.

TR-134: Pedestrian crossings shall be developed at locations with significant pedestrian traffic and designed to match pedestrian desire lines.

TR-135: Encourage the formation of LIDs to develop pedestrian pathways and other non-motorized amenities throughout the City. Partner with the local school districts to improve Safe Walking Routes to School.

OBJECTIVE: BICYCLE TRAVEL

To improve Auburn's bicycling network.



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POLICIES:

TR-136: Develop programs and publications, and work with local employers to encourage citywide bicycle commuting.

TR-137: Designate, develop, and maintain high priority bicycle routes, in conformance with Figure 3-4, that create an interconnected system of bike facilities for local and regional travel, including on-street bike routes, and multi-purpose trails.

TR-138: During the development review process, ensure projects are consistent with the Non-motorized chapter of the Comprehensive Transportation Plan by requiring right-of-way dedications and other improvements as needed to develop the bicycle network.

TR-139: Focus investments on and aggressively seek funding for the high priority future bicycle corridors, identified in Figure 3-4 and corridors and connectors, as applicable, specified in Figure 3-5.

TR-140: Encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

TR-141: ~~Continue to develop~~Develop and implement Sharrows and associated Share the Road signage in residential and some non-residential areas of City. ~~To test effectiveness and overall public response, the implementation of a Sharrows program with associated Share the Road signage should be initially conducted through a pilot program.~~

Comment [PP10]: Initial pilot program was completed.

TR-142: Continue installation of bike lanes in parts of City where there is existing/adequate right-of-way.

TR-143: Develop an Auburn specific bicycle signage program to highlight corridors, connectors and in-city/out of city destinations.

TR-144: Make improvements to existing Interurban Trail – signage, pavement conditions, vegetation maintenance, grade crossings, and upgrades to user facilities at Main Street crossing.

TR-145: Develop a capital improvement program project with cost estimate for the design and construction of bicycle/pedestrian bridge at southern terminus of M St. west of existing Stuck River Vehicle Bridge.

TR-146: Develop a capital improvement program project with cost estimate for the design and construction of innovative and safe pedestrian/bicycle crossing at M St./Auburn Way South intersection.

TR-147: Install one or more bike boxes through a pilot program approach to test effectiveness and public response. Focus pilot program efforts at key intersections such as the West Main Street and C Street intersection, the M Street and Auburn Way South intersection and the Ellingson Road and A Street intersection.

TR-148: ~~Continue to~~Install bicycle/pedestrian crossing warning systems along Interurban Trail at all crossing locations consisting of 277th Street, 37th St. NW, ~~and~~ West Main Street ~~and 15th Street SW.~~

TR-149: Develop an official Auburn Bicycling Guide Map.



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TR-150: In coordination with the City Council, Mayor's Office, Auburn Area Chamber of Commerce, Auburn Tourism Board and appropriate City departments develop strategies and actions for the implementation of the bicycle oriented economic development recommendations of the Auburn Bicycle Task Force.

OBJECTIVE: EQUESTRIAN TRAVEL

To improve Auburn's equestrian environment.

POLICIES:

TR-151: Strive to incorporate equestrian facilities into the design of trail and transportation facilities, where possible and appropriate. These efforts should be concentrated south of the White River in Auburn's southeast corner and in Lea Hill, but considered for other areas of the City.

TR-152: Transportation projects, and other public and private projects, in lower-density neighborhoods should be evaluated, and where possible, planned, designed and constructed to be compatible with equestrian use.

TR-153: Create an interconnected system of safe equestrian trails and provide adequate equestrian amenities adjacent to those trails.

5.4 Transit System

OBJECTIVE: TRANSIT SERVICES

To encourage the continued development of public transit systems and other alternatives to single occupant vehicle travel, to relieve traffic congestion, to reduce reliance on the automobile for personal transportation needs, to improve route coverage and scheduling, and to ensure transit is a convenient and reliable mode option for both local and regional trips.

TR-154: Partner with WSDOT, Metro Transit, Pierce Transit, ~~and~~ Sound Transit, Muckleshoot Indian Tribe, and private businesses to achieve Auburn's transit and passenger rail objectives.

TR-155: Work with local and regional transit agencies to serve new and existing trip generators in Auburn, such as colleges, commercial areas, and community facilities.

TR-156: Encourage Sound Transit, Metro Transit, and Pierce Transit to expand transit to underserved areas of Auburn.

TR-157: Partner with WSDOT, Amtrak, and Sound Transit to establish an intercity passenger rail stop at the Auburn Station.

TR-158: Consider both the transit impacts and the opportunities presented by major development proposals when reviewing development under the State Environmental Policy Act.

TR-159: Encourage the inclusion of transit facilities in new development when appropriate.

TR-160: Encourage bus stops to be located at well lit and accessible areas.



Comprehensive Transportation Plan

TR-161: Work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the physically challenged, and which integrates the access, safety, and parking requirements of bicyclists.

TR-162: Identify areas of concentrated transit traffic and impose design and construction standards that accommodate the unique considerations associated with bus travel, such as street geometry and pedestrian linkages.

TR-163: Work with transit providers to create new commuter – oriented transit routes and maintain existing commuter routes linked with Sounder commuter rail.

5.5 Air Transportation

OBJECTIVE: AIR TRANSPORTATION

To provide an efficient municipal airport, serving light general aviation aircraft, as an integral part of the City's transportation system.

POLICIES:

TR-164: Continue to develop the Auburn Municipal Airport in accordance with the *Airport Master Plan*.

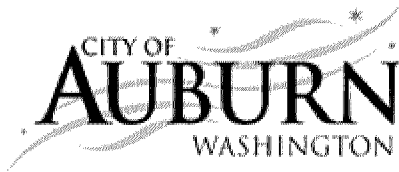
TR-165: The airport shall be managed as a general aviation facility; the use of jet aircrafts and helicopters that create noise and land use conflicts shall be evaluated, in conformance with FAA regulations.

TR-166: The siting of new airport facilities shall consider neighborhood impacts such as increased noise generated from the use of those facilities.

TR-167: Use of the airport by non-conventional aircraft such as ultra lights shall be discouraged, in conformance with FAA regulations.

TR-168: The City's zoning ordinance and other appropriate regulatory measures shall enforce the airport clear zones as regulated by the Federal Aviation Administration (FAA). The impact of development on air safety shall be assessed through SEPA review, and appropriate mitigation measures shall be required by the City.

TR-169: Minimize or eliminate the potentially adverse effects of light and glare on the operation of the Auburn Airport.



AGENDA BILL APPROVAL FORM

Agenda Subject:

Informational briefing regarding the proposed 2016 Interlocal Agreement for the Green/Duwamish Central Puget Sound Watershed (WRIA-9)

Date:

March 17, 2015

Department:

Community Development &
Public Works Department

Attachments:

Draft 2016 Interlocal Agreement for the
Green/Duwamish Central Puget Sound
Watershed (WRIA-9)

Budget Impact:

\$0

Administrative Recommendation:**Background Summary:**

On March 23, 2015 at the City Council Study Session staff will provide a briefing of the proposed 2016 Interlocal Agreement for the Green/Duwamish Central Puget Sound Watershed (WRIA-9); a copy of the agreement has been provided for review prior to the briefing.

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

Snyder

Meeting Date: March 23, 2015

Item Number: DI.D

INTERLOCAL AGREEMENT

For the Green River, Duwamish River, and Central Puget Sound Watersheds
within the geographic planning area of Water Resource Inventory Area 9 (which
includes portions of Water Resource Inventory Areas 8, 10, and 15)

PREAMBLE

THIS AGREEMENT ("Agreement") is entered into pursuant to Chapter 39.34 RCW by and among the eligible county and city governments signing this Agreement that are located in King County or Pierce County, lying wholly or partially within or having a major interest in the Green River, Duwamish River, and Central Puget Sound Watersheds and within the planning and management area of Watershed Resource Inventory Area 9, which includes portions of WRIA 8, 10, and 15, ("WRIA 9") all political subdivisions of the State of Washington (individually, for those signing this agreement, "Party", and collectively "Parties");

WHEREAS, the planning and management area of WRIA 9 includes all of the area recognized by the State of Washington as WRIA 9 and portions of WRIA 8, 10, and 15;

WHEREAS, the Parties share interests in and responsibility for addressing long-term watershed planning and conservation of the aquatic ecosystems and floodplains of the Green River, Duwamish River, and Central Puget Sound Watersheds and wish to collectively provide for planning, funding and implementation of various activities and projects therein; and

WHEREAS, the Parties have participated in an Interlocal Agreement for the years 2001-2005 to develop "Making Our Watershed Fit for a King" as approved in 2005 and since amended ("**Salmon Habitat Plan**"), contributed to the federally-approved Puget Sound Salmon Recovery Plan, and desire to continue providing efficient participation in the implementation of such plans; and

WHEREAS, the Parties took formal action in 2005 and 2006 to ratify the **Salmon Habitat Plan**, and

WHEREAS, the Parties have participated in an extension of the 2001-2005 Interlocal Agreement and an Interlocal Agreement for the years 2007-2015 in implementing the **Salmon Habitat Plan**; and

WHEREAS, the Parties have demonstrated in the **Salmon Habitat Plan** that watershed ecosystem services are worth billions of dollars of value to local people in terms of stormwater management, pollution treatment, recreational value, and other expensive and difficult to replace services; and

WHEREAS, the Parties seek information on watershed conditions and salmon conservation and recovery needs to inform local decision-making bodies regarding actions in response to listings under the Endangered Species Act ("ESA"); and

WHEREAS, the Parties have prioritized and contributed resources and funds for implementing projects and programs to protect and restore habitat; and

WHEREAS, the Parties wish to monitor and evaluate implementation of the **Salmon Habitat Plan** through adaptive management; and

WHEREAS, the Parties wish to continue to use adaptive management for identifying, coordinating and implementing basin plans and water quality, flood hazard reduction, water quantity, and habitat projects in the watersheds; and

WHEREAS, the Parties have a strong interest in participating on the Puget Sound Salmon Recovery Council because of the contributions of the Green River, Duwamish River, and Central Puget Sound Watersheds to the overall health of Puget Sound; and

WHEREAS, the Parties have a strong interest in participating on the Washington Salmon Coalition and other groups associated with the Salmon Recovery Funding Board to collectively seek funding to implement the **Salmon Habitat Plan**; and

WHEREAS, the Parties have a strong interest to implement the Puget Sound Partnership Action Agenda to restore the Puget Sound to health and sustain that health by 2020; and

WHEREAS, the Parties have a strong interest in participating on the Puget Sound Salmon Recovery Council and other entities associated with Puget Sound salmon recovery and Puget Sound South Central Action Area Caucus Group to collectively seek funding to implement the **Salmon Habitat Plan**; and

WHEREAS, the Parties have a strong interest to achieve multiple benefits by integrating salmon recovery planning and actions; and

WHEREAS, the Parties recognize that identification of watershed issues, and implementation of salmon conservation and recovery actions may be carried out more efficiently if done cooperatively than if carried out separately and independently; and

WHEREAS, individual Parties are taking separate and independent actions to improve the health of the Green River, Duwamish River, and the Central Puget Sound Watersheds and the overall health of Puget Sound;

NOW, THEREFORE, the Parties hereto do mutually covenant and agree as follows:

MUTUAL COVENANTS AND AGREEMENTS

1. **DEFINITIONS.** For purposes of this Agreement, the following terms shall have the meaning provided for below:
 - 1.1 **ELIGIBLE COUNTY AND CITY GOVERNMENTS:** The local governments eligible for participation in this Agreement as parties are King County, and the Cities of Algonia, Auburn, Black Diamond, Burien, Covington, Des Moines, Enumclaw, Federal Way, Kent, Maple Valley, Normandy Park, Renton, SeaTac, Seattle, Tacoma, Tukwila, and any newly incorporated city that lies fully or partially within the boundaries of WRIA 9.
 - 1.2 **WRIA 9 ILA PARTIES:** The **Parties to the WRIA 9 Interlocal Agreement** are responsible for implementing this Agreement. The Parties to the ILA shall each designate a representative and alternate representative to the **WRIA 9 Watershed**

Ecosystem Forum. 1.3 **WRIA 9 WATERSHED ECOSYSTEM FORUM:** The **WRIA 9 Watershed Ecosystem Forum** referred to herein is the cooperative body comprised of the designated representatives of the **Parties to the Interlocal Agreement** and a balance of **Stakeholder** representatives and any other persons who are deemed by the Parties to this Agreement to be appropriate members for the implementation of the **Salmon Habitat Plan**. **GREEN/DUWAMISH AND CENTRAL PUGET SOUND WATERSHED WATER RESOURCE INVENTORY AREA 9 SALMON HABITAT PLAN:** The **Green/Duwamish and Central Puget Sound Watershed Water Resource Inventory Area 9 Salmon Habitat Plan (2005 Salmon Habitat Plan)** is the plan developed by the **WRIA 9 Watershed Ecosystem Forum** and ratified by all of the parties to an interlocal agreement for its development and implementation. The **Salmon Habitat Plan** recommends actions that should be taken to protect and restore salmon habitat, using an ecosystem approach, in the Green/Duwamish and Central Puget Sound Watersheds. The **Salmon Habitat Plan** may be amended from time to time according to the procedure in Section 6 herein and approved amendments shall be considered integral parts of the **Salmon Habitat Plan**. Efforts under the **Salmon Habitat Plan** are intended to complement habitat improvements in other parts of Puget Sound and hatchery and harvest actions to recover Puget Sound Chinook salmon, steelhead, and bull trout, and when implemented achieve multiple ecosystem benefits. The **Salmon Habitat Plan** constitutes a chapter of the Puget Sound Salmon Recovery Plan.

- 1.3 **MANAGEMENT COMMITTEE:** The **Management Committee** as referred to herein consists of seven (7) elected officials or their designees. The seven officials of the **Management Committee** are chosen by the **ILA Parties**, according to the voting procedures in Section 5 herein, charged with certain oversight and administrative duties on the **WRIA 9 ILA Parties'** behalf.
- 1.4 **SERVICE PROVIDER:** The **Service Provider**, as used herein, means that agency, government, consultant, or other entity which supplies staffing or other resources to and for the **WRIA 9 ILA Parties**, in exchange for payment. The **Service Provider** may be a Party to this Agreement.
- 1.5 **FISCAL AGENT:** The **Fiscal Agent** refers to that agency or government who performs all accounting services for the **WRIA 9 ILA Parties** as it may require, in accordance with the requirements of Chapter 39.34 RCW.
- 1.6 **STAKEHOLDERS:** **Stakeholders** refers to those public and private entities within WRIA 9 who reflect the diverse interests integral to implementing the **Salmon Habitat Plan**, which may include but is not limited to environmental and business interests.

2. **PURPOSES.** The purposes of this Agreement include the following:

- 2.1 To provide a mechanism to protect and restore the ecological health of the Green/Duwamish Rivers and Central Puget Sound Watersheds.

- 2.2 To provide a mechanism, through an annually agreed upon work plan, for implementing and coordinating local efforts to address issues with watershed-wide or basin implications, including but not limited to flood hazard reduction, floodplain management, surface and groundwater quality, water quantity, and habitat.
- 2.3 To provide information for **ILA Parties** to inform land use planning, regulations, environmental programs, education, and enforcement of applicable codes.
- 2.4 To provide a mechanism and governance and funding structures for jointly implementing the **Salmon Habitat Plan**.
- 2.5 To develop and take actions on key issues during the implementation of the **Salmon Habitat Plan**.
- 2.6 To provide a mechanism for cooperative review and implementation of recommended policies and regulations needed for response to listings under the Endangered Species Act.
- 2.7 To provide a venue for the ongoing participation of citizens and other stakeholders in salmon recovery and other watershed efforts and to ensure continued public outreach efforts to educate and garner support for current and future watershed and Endangered Species Act listed species response efforts by local governments and in accordance with **the Salmon Habitat Plan**.
- 2.8 To provide a mechanism for securing technical assistance and any available funding from federal, state, and other sources to implement the **Salmon Habitat Plan**.
- 2.9 To provide a mechanism for implementing other multiple benefit habitat, surface and groundwater quality, water quantity, floodplain management, and flood hazard reduction projects with other local, regional, tribal, state, federal and non-profit funds as may be contributed to or secured by the **WRIA 9 ILA Parties** and **Watershed Ecosystem Forum**.
- 2.10 To annually recommend WRIA 9 administrative support, projects, and programs for funding by the King County Flood Control District through the District's Cooperative Watershed Management grant program.
- 2.11 To annually recommend projects for implementation of planning, engineering, permitting and construction tasks for the Green/Duwamish Ecosystem Restoration Project in partnership with the U.S. Army Corps of Engineers.
- 2.12 To provide a framework for cooperating and coordinating among the Parties on issues relating to WRIA 9 to meet the requirement of a commitment by any Party to participate in WRIA 9 planning and implementation, to prepare or implement a basin plan, or to respond to any state or federal law which may require these actions as a condition of any funding, permitting or other program of state or federal agencies. Participation is at the discretion of such Party to this Agreement.

2.13 To provide a mechanism to approve and support, through resources, funding from grant sources or other means, implementation of restoration and protection projects and programs.

2.14 To provide a mechanism for on-going monitoring and adaptive management of the **Salmon Habitat Plan** as defined in the Plan and agreed to by the ILA Parties and **Watershed Ecosystem Forum**.

It is not the purpose or intent of this Agreement to create, supplant, preempt or supersede the authority or role of any jurisdiction, governmental entity or water quality policy bodies including the Regional Water Quality Committee.

3. **EFFECTIVE DATE AND TERM.** This Agreement shall become effective upon its execution by at least five (5) of the eligible local governments within WRIA 9 representing at least seventy percent (70%) of the affected population within the geographic area of WRIA 9, as authorized by the legislative body of each local government, and further provided that after such signatures this Agreement has been filed by King County in accordance with the terms of RCW 39.34.040 and .200. Once effective, this Agreement shall remain in effect for an initial term of ten (10) years; provided, however, that this Agreement may be extended for such additional terms as the Parties may agree to in writing with such extension being effective upon its execution by at least five (5) of the eligible local governments within WRIA 9 representing at least seventy percent (70%) of the affected population within the geographic area of WRIA 9, as authorized by the legislative body of each local government, and further provided that after such signatures this Agreement has been filed by King County in accordance with the terms of RCW 39.34.040 and .200. Such extension shall bind only those Parties executing the extension.

4. **ORGANIZATION AND MEMBERSHIP.** The Parties to this Agreement serve as the formal governance structure for carrying out the purposes of this Agreement.

4.1 Each Party to this Agreement except Tacoma shall appoint one (1) elected official to serve as its primary representative, and one (1) alternate representative to serve on the **WRIA 9 Watershed Ecosystem Forum**. The alternate representative may be a different elected official or senior staff person. Tacoma's representative shall be the Tacoma Water Superintendent or designee, which shall be a senior staff position.

4.2 Upon the effective execution of this Agreement and the appointment of representatives to the **WRIA 9 Watershed Ecosystem Forum**, the appointed representatives of the ILA Parties shall meet and choose from among its members, according to the provisions of Section 5 herein, seven (7) officials or their designees, to serve as a **Management Committee** to oversee and direct the scope of work, funds, and personnel agreed to and contributed under this Agreement, in accordance with the adopted annual budget and work program and such other directions as may be provided by the Parties to the **WRIA 9 Interlocal Agreement**. Representatives of the **Fiscal Agent** and **Service Provider** may serve as non-voting ex officio members of the **Management Committee**. The

Management Committee shall act as the executive subcommittee of the Parties to the **WRIA 9 Interlocal Agreement**, responsible for oversight and evaluation of any **Service Providers** or consultants, administration of the budget and work plan, and for providing recommendations on administrative matters to the **WRIA 9 ILA Parties** for action, consistent with other subsections of this section. The appointed representatives of the Parties to the Interlocal Agreement shall consider new appointments or reappointments to the **Management Committee** every two years following its initial appointments.

- 4.3 The services cost-shared under this agreement shall be provided to the Parties to the **WRIA 9 Interlocal Agreement and the Watershed Ecosystem Forum** by the **Service Provider**, which shall be King County Department of Natural Resources and Parks, unless selected otherwise by the Parties to the **WRIA 9 Interlocal Agreement**. The **Management Committee** shall prepare a Memorandum of Understanding to be signed by a representative of the **Service Provider**, and the Chair of the **WRIA 9 Management Committee**, which shall set out the expectations for services so provided. Services should include, without limitation, identification of and job descriptions for dedicated staff, description of any supervisory role retained by the **Service Provider** over any staff performing services under this Agreement, and a method of regular consultation between the **Service Provider** and the **Management Committee** concerning the performance of services hereunder.

4.3.1 A subset of the Parties to this Agreement may purchase and cost share services from the **Service Provider** in addition to the annual cost-shared services agreed to by all Parties pursuant to Section 4.3 herein.

4.3.2 The **Management Committee** shall prepare a Memorandum of Understanding to be signed by a representative of the **Service Provider**, and the Chair of the **WRIA 9 Management Committee**, which shall set out the expectations for the additional services so provided to the subset of Parties to this Agreement.

- 4.4 The Parties to the **WRIA 9 Interlocal Agreement** by September 1 of each year shall establish and approve an annual budget that provides for the level of funding and total resource obligations of the Parties for the following calendar year. Such obligations are to be allocated on a proportional basis based on the average of the population, assessed valuation and area attributable to each Party to this Agreement, in accordance with the formula set forth in Exhibit A, which formula and accompanying data shall be updated by the **WRIA 9 Management Committee** when more current data become available. Tacoma's cost share will be determined on an annual basis by the Management Committee, and will be included in the annual updates to Exhibit A. The weight accorded Tacoma's vote for weighted voting pursuant to Section 5 herein shall correspond to Tacoma's cost share for each year relative to the cost shares contributed by the other Parties.

- 4.4.1 The level of funding, total resource obligations, and allocation of obligations for those members of the Parties that agree to cost share additional services pursuant to Subsection 4.3.1 herein shall be negotiated and determined by those Parties purchasing the additional services.
- 4.4.2 The Parties to the **WRIA 9 Interlocal Agreement** shall incorporate the negotiated additional cost share and incorporate the services in its annual budget and work plan.
- 4.5 The **WRIA 9 ILA Parties** shall oversee and administer the expenditure of budgeted funds and shall allocate the utilization of resources contributed by each Party or obtained from other sources in accordance with the approved annual work program.
- 4.6 The **WRIA 9 ILA Parties** shall review and evaluate the duties to be assigned to the **Management Committee** hereunder and the performance of the **Fiscal Agent** and **Service Provider** to this Agreement, and shall provide for whatever actions are necessary to ensure that quality services are efficiently, effectively and responsibly delivered in the performance of the purposes of this Agreement. The performance of the **Service Provider** shall be assessed every year.
- 4.7 The Parties to the **WRIA 9 Interlocal Agreement** may contract with similar watershed forum governing bodies such as the Puget Sound Partnership or any other entities for any lawful purpose related to the purposes provided for in this agreement. The Parties may choose to create a separate legal or administrative entity under applicable state law, including without limitation a nonprofit corporation or general partnership, to accept private gifts, grants or financial contributions, or for any other lawful purpose consistent with the purposes provided for herein.
- 4.8 The Parties to the **WRIA 9 Interlocal Agreement** shall adopt other rules and procedures that are consistent with its purposes as stated herein and are necessary for its operation.
5. **VOTING.** The Parties to the **WRIA 9 Interlocal Agreement** shall make decisions, approve scopes of work, budgets, priorities, and any other actions necessary to carry out the purposes of this Agreement as follows:
- 5.1 Decisions shall be made using a consensus model as much as possible. Each Party agrees to use its best efforts and exercise good faith in consensus decision-making. Consensus may be reached by unanimous agreement of the Parties. If unanimous agreement of members cannot be reached then the Parties to this agreement may reach consensus by a majority recommendation with a minority report. Any Party who does not accept a majority decision may request weighted voting as set forth below.
- 5.2 In the event consensus cannot be achieved, as determined by rules and procedures adopted by the Parties to the **WRIA 9 Interlocal Agreement** , the **WRIA 9 ILA Parties** shall take action on a dual-majority basis, as follows:

- 5.2.1 Each Party, through its appointed representative, may cast its weighted vote in connection with a proposed **WRIA 9** action.
- 5.2.2 The weighted vote of each Party in relation to the weighted votes of each of the other Parties shall be determined by the percentage of the annual contribution made by each Party as set in accordance with Section 4.4 herein in the year in which the vote is taken.
- 5.2.3 For any action subject to weighted voting to be deemed approved, valid and binding, an affirmative vote must be cast by both a majority of the Parties to this Agreement and by a majority of the weighted votes of the Parties to this Agreement. A vote of abstention shall be recorded as a “no” vote.

6. **IMPLEMENTATION and ADAPTIVE MANAGEMENT OF THE SALMON HABITAT PLAN.** The ***Salmon Habitat Plan*** shall be implemented consistent with the following:

- 6.1 The ***WRIA 9 Watershed Ecosystem Forum*** which shall be appointed by the Parties to the ***WRIA 9 Interlocal Agreement*** shall be an advisory body responsible for making recommendations for implementing the ***Salmon Habitat Plan*** to the ***WRIA 9 ILA Parties*** including substantive plan amendments recommended as a result of adaptive management. The ***WRIA 9 Watershed Ecosystem Forum*** shall provide information to the ***WRIA 9 ILA Parties*** regarding progress in achieving the goals and objectives of the ***Salmon Habitat Plan***. Recommendations of the ***WRIA 9 Watershed Ecosystem Forum*** are to be consistent with the purposes of this Agreement. The ***WRIA 9 ILA Parties*** may authorize additional advisory bodies to the ***WRIA 9 Watershed Ecosystem Forum*** such as a technical committee and adaptive management work group. The Watershed Ecosystem Forum shall develop and approve operating and voting procedures, notwithstanding the voting provisions for the ILA Parties of this Agreement.
- 6.2 The Parties to the ***WRIA 9 Interlocal Agreement*** shall act to approve or remand any substantive changes to the ***Salmon Habitat Plan*** based upon recommendations by the ***WRIA 9 Watershed Ecosystem Forum*** within ninety (90) days of receipt of the proposed changes, according to the voting procedures of Section 5 herein. In the event that the ***Salmon Habitat Plan*** changes are not so approved, the recommended changes shall be returned to the ***WRIA 9 Watershed Ecosystem Forum*** for further consideration and amendment and thereafter returned to the ***WRIA 9 ILA Parties*** for decision.
- 6.3 The ***WRIA 9 ILA Parties*** shall determine when ratification is needed of substantive changes to the ***Salmon Habitat Plan***. The changes shall be referred to the Parties for ratification prior to the submission to any regional, state, or federal agency for further action. Ratification means an affirmative action, evidenced by a resolution, motion, or ordinance of the local government's legislative body, by at least five Parties representing at least seventy percent (70%) of the total population within the geographic planning and management area of WRIA 9.

- 6.4 Upon remand for consideration of any portion or all of the changes to the **Salmon Habitat Plan** by any regional, state or federal agency the **WRIA 9 ILA Parties** shall undertake a review for consideration of the remanded changes to the plan. The **WRIA 9 ILA Parties** may include further referral to the **WRIA 9 Watershed Ecosystem Forum** for recommendation or amendments thereto.
- 6.5 The Parties agree that any changes to the **Salmon Habitat Plan** shall not be forwarded separately by any Party to any regional, state or federal agency unless the changes have been approved and ratified as provided herein.

7. **OBLIGATIONS OF PARTIES; BUDGET; FISCAL AGENT; RULES.**

- 7.1 Each Party shall be responsible for meeting only its individual obligations hereunder as established in the annual budget adopted by the Parties to the **WRIA 9 Interlocal Agreement** under this Agreement, including all such obligations related to the **WRIA 9 ILA Parties** and **WRIA 9 Watershed Ecosystem Forum** funding, technical support and participation in related planning and implementation of projects, and activities as set forth herein. It is anticipated that separate actions by the legislative bodies of the Parties will be necessary from time to time in order to carry out these obligations.
- 7.2 The maximum funding responsibilities imposed upon the parties during each year of this Agreement shall not exceed the amounts that are established annually pursuant to Section 4.4 herein.
- 7.3 No later than September 1 of each year of this Agreement, the Parties to the **WRIA 9 Interlocal Agreement** shall adopt a budget, including its overhead and administrative costs, for the following calendar year. The budget shall propose the level of funding and other (e.g., staffing) responsibilities of the individual parties for the following calendar year and shall propose the levels of funding and resources to be allocated to specific prioritized planning and implementation activities within WRIA 9. The Parties shall thereafter take whatever separate legislative or other actions as may be necessary to address such individual responsibilities under the proposed budget, and shall have done so no later than December 1 of each year. Parties may elect to secure grant funding to meet their individual obligations.
- 7.4 Funds collected from the Parties or other sources on behalf of the **WRIA 9 ILA Parties** shall be maintained in a special fund by King County as **Fiscal Agent** and as *ex officio* treasurer on behalf of the **WRIA 9 ILA Parties** pursuant to rules and procedures established and agreed to by the **WRIA 9 ILA Parties**. Such rules and procedures shall set out billing practices and collection procedures and any other procedures as may be necessary to provide for its efficient administration and operation.
- 7.5 Any Party to this Agreement may inspect and review all records maintained in connection with such fund at any reasonable time.

8. **LATECOMERS.** A county or city government in King County lying wholly or partially within the management area of or with a major interest in WRIA 9 which has not become a Party to this Agreement within twelve (12) months of the effective date of this Agreement may become a Party by obtaining written consent of all the Parties to the Agreement. The provisions of Section 5 herein otherwise governing decisions of the Parties to the **WRIA 9 Interlocal Agreement** shall not apply to this section. The Parties of the Agreement and any governments seeking to become a Party shall jointly determine the terms and conditions under which a government may become a new Party. The terms and conditions shall include payment of an amount by the new Party to the **WRIA 9 Fiscal Agent**. The amount of payment is determined jointly by the existing Parties of the **WRIA 9 Interlocal Agreement** and the new Party. The payment of the new Party is to be a fair and proportionate share of all costs associated with activities undertaken by the **WRIA 9 ILA Parties** as of the date the government becomes a new Party. Any government that becomes a Party pursuant to this section shall thereby assume the general rights and responsibilities of all other Parties.

9. **TERMINATION.**

9.1 The obligations of any Party under this Agreement may be terminated by the Party, through action of its governing body, only upon sixty (60) days' written notice to the other Parties by not later than November 1 for termination effective January 1 of the following year. The terminating Party shall remain fully responsible for meeting all of its funding and other obligations through the end of the calendar year in which such notice is given, together with any other costs that may have been incurred on behalf of such terminating Party up to the effective date of such termination. It is expected that the makeup of the Parties to this Agreement may change from time to time. Regardless of any such changes, the Parties choosing not to exercise the right of termination shall each remain obligated to only meet their respective share of the obligations of the **WRIA 9 ILA Parties** as reflected in the annual budget. The shares of any terminating Party shall not be the obligation of any of the Parties not choosing to exercise the right of termination.

9.2 This Agreement may be terminated in its entirety at any time by the written agreement of all of the Parties. In the event this Agreement is terminated all unexpended funds shall be refunded to the Parties pro rata based on each Party's cost share percentage of the total budgeted funds and any real or personal property acquired to carry out the purposes of this Agreement shall be returned to the contributing Party if such Party can be identified, and if the Party cannot be identified the property shall be disposed of and the proceeds distributed pro rata as described above for unexpended funds.

10. **HOLD HARMLESS AND INDEMNIFICATION.** To the extent permitted by state law as to city and county governments, and federal law as governing to tribes, and for the limited purposes set forth in this Agreement, each Party shall protect, defend, hold harmless and indemnify the other Parties, their officers, elected officials, agents and employees, while acting within the scope of

their employment as such, from and against any and all claims (including demands, suits, penalties, liabilities, damages, costs, expenses, or losses of any kind or nature whatsoever) arising out of or in any way resulting from such Party's own negligent acts or omissions related to such Party's participation and obligations under this Agreement. Each Party to this Agreement agrees that its obligations under this subsection extend to any claim, demand and/or cause of action brought by or on behalf of any of its employees or agents. For this purpose, each Party, by mutual negotiation, hereby waives, with respect to the other Parties only, any immunity that would otherwise be available against such claims under the industrial insurance act provisions of Title 51 RCW. In the event that either Party incurs any judgment, award, and/or cost arising therefrom, including attorneys' fees, to enforce the provisions of this Section, all such fees, expenses, and costs shall be recoverable from the responsible Party to the extent of that Party's culpability. The provisions of this Section shall survive and continue to be applicable to Parties exercising the right of termination pursuant to Section 9 herein.

11. **NO ASSUMPTION OF LIABILITY.** In no event do the Parties to this Agreement intend to assume any responsibility, risk or liability of any other Party to this Agreement or otherwise with regard to any Party's duties, responsibilities or liabilities under the Endangered Species Act, or any other act, statute, regulation or ordinance of any local municipality or government, the State of Washington, or the United States.
12. **VOLUNTARY AGREEMENT.** This Agreement is voluntary and is acknowledged and agreed that no Party is committing to adopt or implement any actions or recommendations that may be contained in the *Salmon Habitat Plan*.
13. **NO PRECLUSION OF ACTIVITIES OR PROJECTS.** Nothing herein shall preclude any one or more of the Parties from choosing or agreeing to fund or implement any work, activities or projects associated with any of the purposes hereunder by separate agreement or action, provided that any such decision or agreement shall not impose any funding, participation or other obligation of any kind on any Party which is not a party to such decision or agreement.
14. **NO THIRD PARTY RIGHTS.** Nothing contained in this Agreement is intended to, nor shall it be construed to, create any rights in any third party, including without limitation the National Oceanic and Atmospheric Administration - Fisheries, United States Fish and Wildlife Service, any agency or department of the United States, or the State of Washington, or to form the basis for any liability on the part of the Parties to the *WRIA 9 Interlocal Agreement* or any of the Parties, or their officers, elected officials, agents and employees, to any third party.
15. **AMENDMENTS.** This Agreement may be amended, altered or clarified only by the unanimous consent of the Parties to this Agreement, and requires authorization and approval by each Party's governing body.
16. **COUNTERPARTS.** This Agreement may be executed in counterparts.
17. **APPROVAL BY PARTIES' GOVERNING BODIES.** The governing body of each Party must approve this Agreement before any representative of such Party may sign this Agreement.

18. **FILING OF AGREEMENT.** This Agreement shall be filed by King County in accordance with the provisions of RCW 39.34.040 and .200 and with the terms of Section 3 herein.
19. **ENTIRE AGREEMENT.** This Agreement contains the entire Agreement among the Parties, and supersedes all prior negotiations, representations, and agreements, oral or otherwise, regarding the specific terms of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the dates indicated below:

Approved as to form:

CITY OF AUBURN:

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

DRAFT