

**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

May 14, 2024

MEETING AGENDA

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Mendez)

III. PUBLIC PARTICIPATION:

1. Public Participation:

The Transportation Advisory Board Meeting scheduled for Tuesday, May 14, 2024, at 5:00 p.m. will be held in person and virtually.

To attend the meeting virtually, please click one of the below links, enter the Meeting ID into the Zoom app, or call into the meeting at the phone number listed below.

The link to the Virtual Meeting to listen to the Transportation Advisory Board Meeting is:

Zoom: <https://us06web.zoom.us/j/84490158358>

To join the meeting by phone, please use the below call-in information:

253-215-8782

888-475-4499 (Toll Free)

Meeting ID: 844 9015 8358

International numbers available: <https://us06web.zoom.us/j/84490158358>

2. Public Comments:

This is the place on the agenda where the public is invited to speak to the Transportation Advisory Board on any issue. Public comment is limited to 3 minutes.

a. The public can participate in-person or submit written comments in advance.

Participants can submit written comments via mail or email. All written comments must be received prior to 3:00 p.m. on the day of the scheduled meeting and must be 350 words or less.

Please mail written comments to:

City of Auburn

Attn: Molly Mendez, Administrative Assistant

25 W Main St

Auburn, WA 98001

Email written comments to:

tabpubliccomment@auburnwa.gov

If an individual requires an accommodation to allow for remote oral comment because of a difficulty attending a meeting of the governing body, the City requests notice of the need for accommodation by 3:00 p.m. on the day of the scheduled meeting. Participants can request an accommodation to be able to provide remote oral comment by contacting

the Engineering Department in person, by phone 253-931-3010, or email to tabpubliccomment@auburnwa.gov

IV. ACTION ITEMS

A. APPROVAL OF MINUTES FOR THE MEETING ON FEBRUARY 13, 2024*

V. DISCUSSION AND INFORMATION

- Comprehensive Safety Action Plan (Sweeting & Consultant)*
Staff and Consultant presentation on the Draft Comprehensive Safety Action Plan.
- Transportation Improvement Plan Annual Update (Webb)*
Staff presentation on the Draft 2025/2030 annual update for the Transportation Improvement Plan.
- 2024 Comprehensive Transportation Plan Update (Sweeting)*
Staff presentation about the 2024 Comprehensive Transportation Plan update, including review of the full draft plan and public outreach website and discussion with TAB members.
- Next meeting topics:
 - Tentative – pending confirmation from transit agencies - Transit update from Metro (safety & I Line) or Sound Transit (Garage and Link Light Rail – Federal Way Extension)
 - Commute Trip Reduction 5-year Plan

VI. ADJOURNMENT

Next meeting will be held on Tuesday, August 13, 2024 at 5:00 P.M.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

February 13, 2024

DRAFT MINUTES

I. CALL TO ORDER – 5:00 P.M.,

II. ROLL CALL (Huynh)

Present: Peter Di Turi, Tyson Hiffman, Patricia Larson, Emily Helms, Derek Ronnfeldt, Michael Harbin

Excused absence: Ajay Ganesan, Dennis Grad

Unexcused absence: Riley Patterson, Emmanuel Dolo

City Staff: Public Works Director Ingrid Gaub, Assistant Director/City Engineer Jacob Sweeting, Senior Traffic Engineer, James Webb, and Acting Administrative Assistant, Julie Huynh

III. PUBLIC PARTICIPATION:

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253-215-8782

888-475-4499 (Toll Free)

Meeting ID: 893 3505 5036

International numbers available: <https://us06web.zoom.us/j/89335055036>

2. Public Comments:

This is the place on the agenda where the public is invited to speak to the Transportation Advisory Board on any issue. Public comment is limited to 3 minutes.

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Please mail written comments to:

City of Auburn

Attn: Julie Huynh, Acting Administrative Assistant

25 W Main St

Auburn, WA 98001

Email written comments to:

tabpubliccomment@auburnwa.gov

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There was no public comment.

IV. ACTION ITEMS

A. APPROVAL OF MINUTES

It was moved by Boardmember Michael Harbin Jr, seconded by Boardmember Patricia Larson that the Committee approve the Transportation Advisory Board minutes for November 14, 2023. Motion carried.

V. DISCUSSION AND INFORMATION

- Status of construction projects and Grant Update (Sweeting/Webb)*
Staff updated board members on 12 significant projects in the City and provided an update on recently awarded grants, grant allocations, grant applications submitted and discussed upcoming grant competitions.

Questions were asked and answered.
- Transportation Improvement Plan Annual Update (Webb)*
Staff presentation on the 2025-2030 annual update for the Transportation Improvement Plan. Staff provided an overview and the requirements of the Transportation Improvement Plan and the new approach to TIP sheets. Staff provided an annual update of projects removed, projects added, modifications to projects and next steps for TIP.

No questions asked.
- 2024 Comprehensive Transportation Plan Update (Sweeting)*
Staff presentation on the 2024 Comprehensive Transportation Plan update, with a continued focus on Policies, specifically Safety, with a discussion from TAB members. Staff discussed how the Transportation Comprehensive Plan is different from the Transportation Improvement Plan. Discussions were had about Safety goals, what the Safe Systems Approach is, how it differs from the traditional approach and how it will be applied to Auburn.

Questions asked and answered.

- 2023 Annual Work Plan Report (Gaub)*
Staff provided a summary of the 2023 work plan and addressed items that will be brought into the 2024 work plan.
- 2024 Draft Annual Work Plan (Gaub)*
Staff went over the 2024 work plans and provided an overview of discussion topics and staff presentations.
- Next meeting topics:
 - Tentative – pending confirmation from transit agencies - Transit update from Metro (safety & I Line) or Sound Transit (Garage and Link Light Rail – Federal Way Extension)
 - Review of the Complete Draft Transportation Comprehensive Plan
 - Commute Trip Reduction 5-year Plan
- Other Discussion Items / Roundtable.

No other items were discussed.

VI. ADJOURNMENT

There being no further business to come before the Transportation Advisory Board, it was moved by Boardmember Patricia Larson, seconded by Boardmember Michael Harbin Jr. to adjourn the meeting. Motion carried. The meeting was adjourned at 6:22 p.m.

Next meeting will be held on Tuesday, May 14, 2024 at 5:00 P.M.

Approved this _____ day of _____, 2023.

Peter Di Turi
Chairman

Julie Huynh
Acting Administrative Assistant



Auburn Comprehensive Safety Action Plan

TAB Meeting

May 14, 2024

Today's Agenda



CSAP PROJECT OVERVIEW



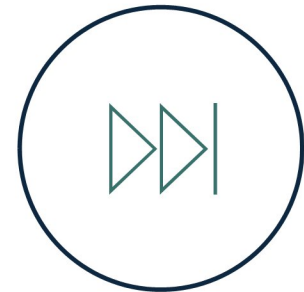
LRSP ANALYSIS

Existing Conditions
Risk Factor Approach
Countermeasures



NEXT STEPS

Community Feedback
Update to Analysis



KEY MILESTONES

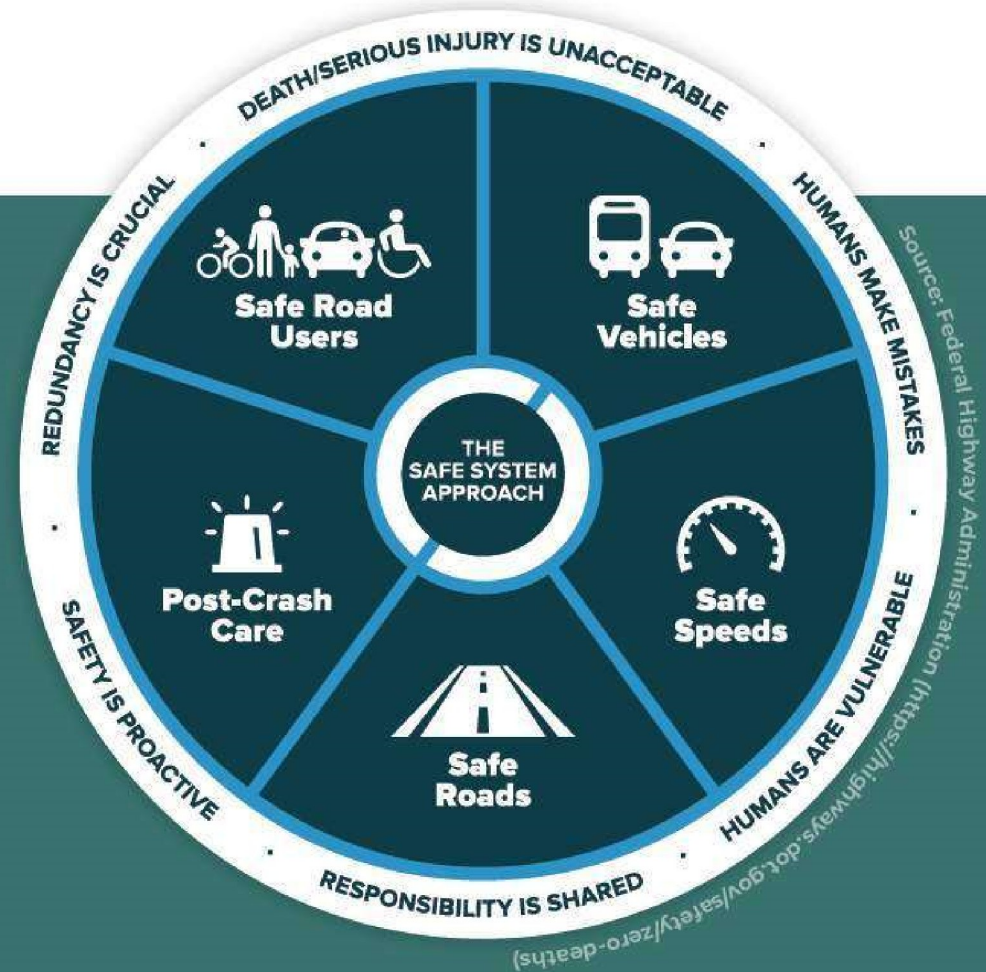
Final CSAP



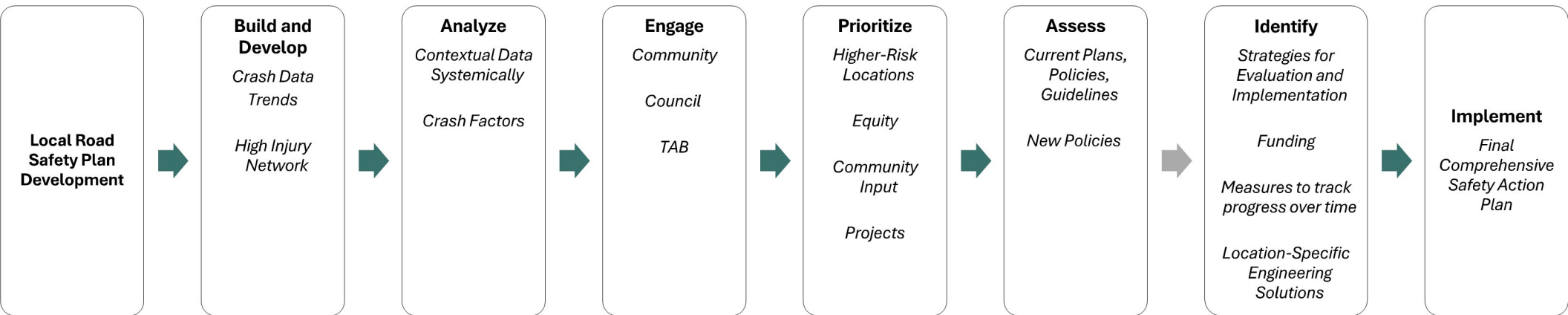
What is the Safe Systems Approach?

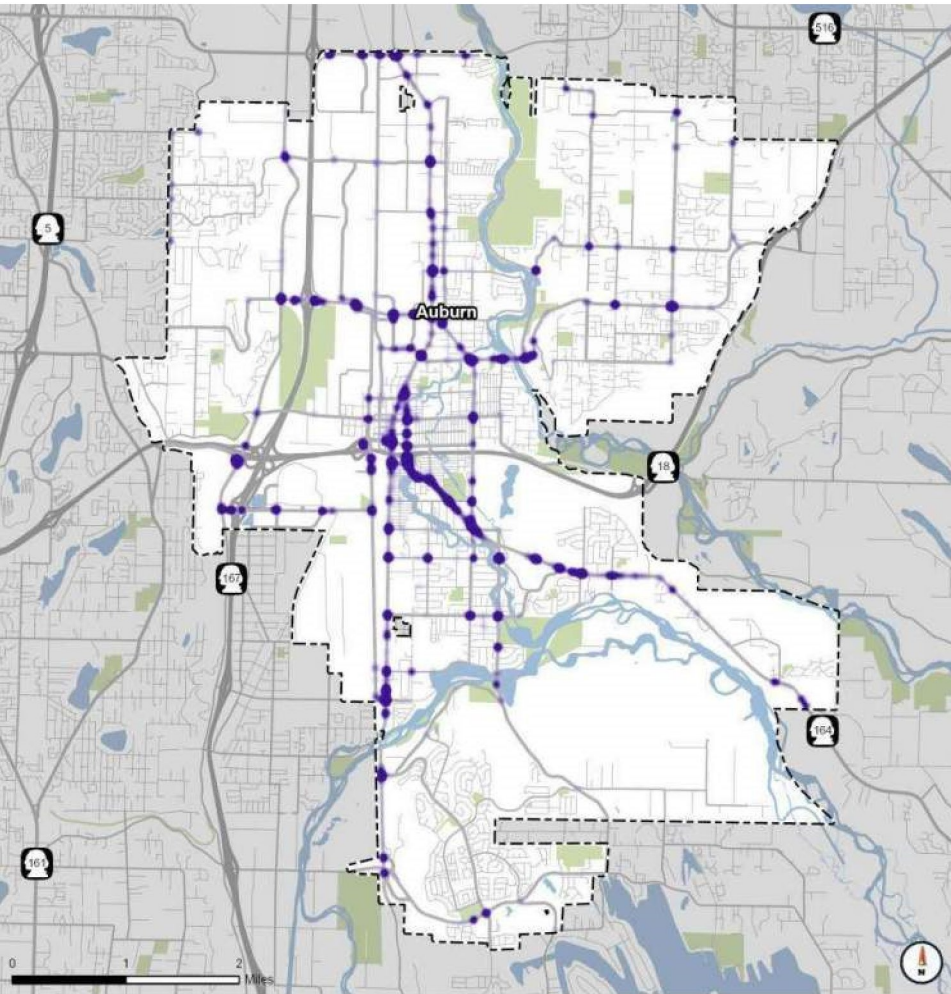
Founded on the belief that death and serious injuries on city streets are preventable, the Safe System Approach considers how the transportation system as a whole can be improved to avoid serious and fatal crashes. It is organized into five categories: Safe Roads, Safe Speeds, Safe Vehicles, Safe Road Users, and Post Crash Care.

To learn more, please visit highways.dot.gov/safety/zero-deaths



PROCESS OVERVIEW





Density of All Crashes

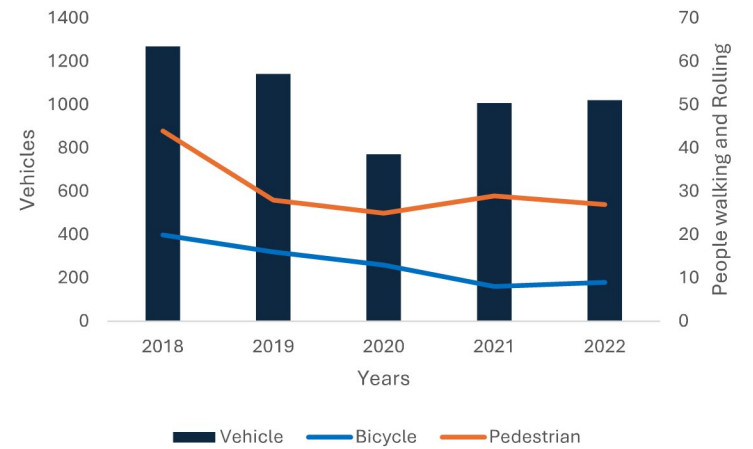
Low
Dense

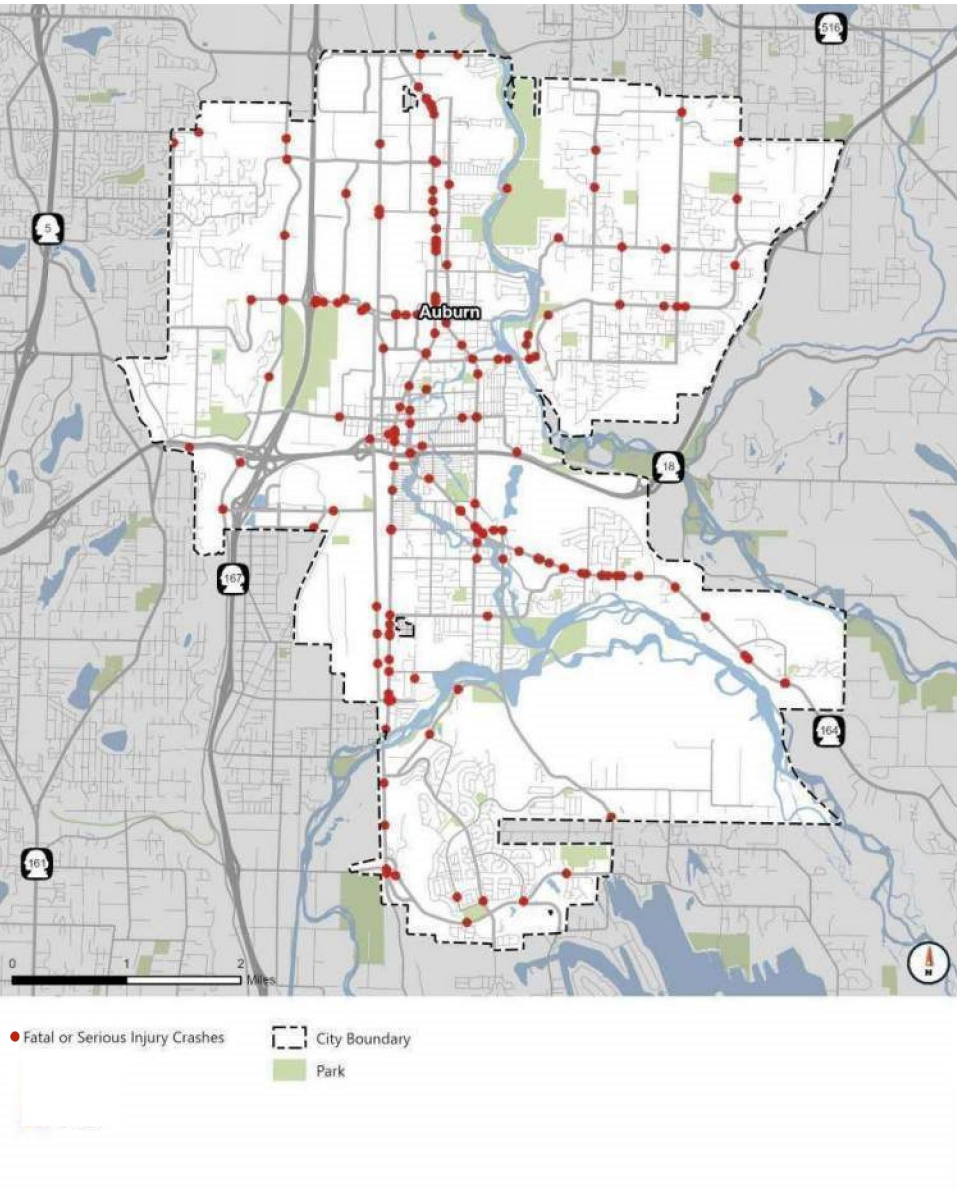
City Boundary

Park

All Crashes (2018-2022)

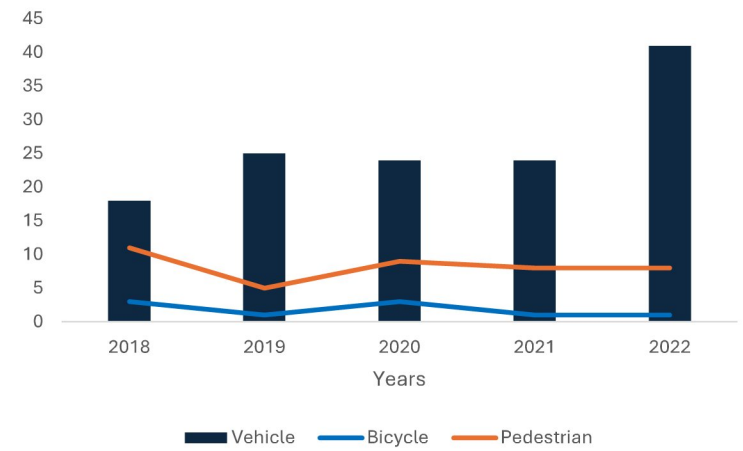
Presented in the Auburn LRSP





KSI Crashes (2018-2022)

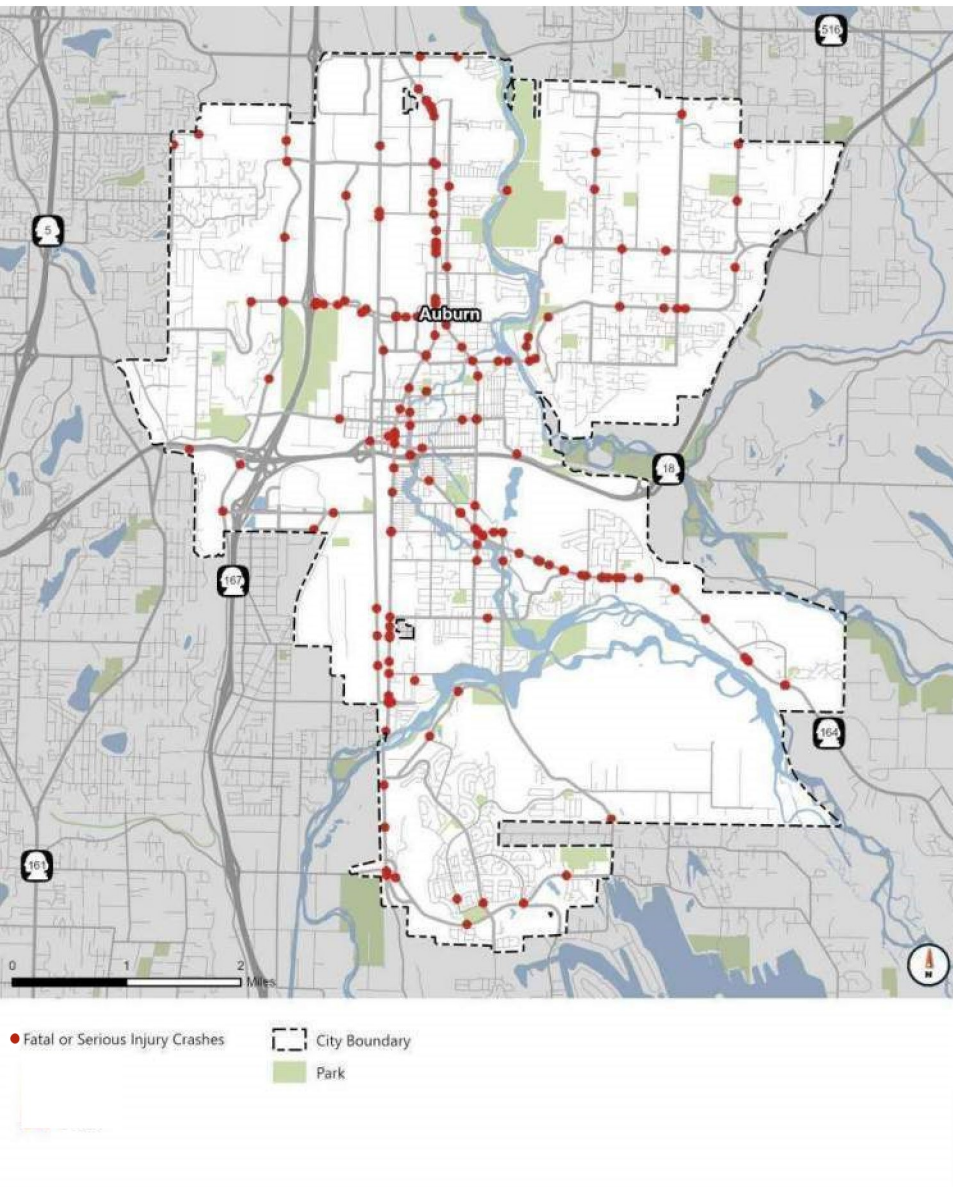
Presented in the Auburn LRSP

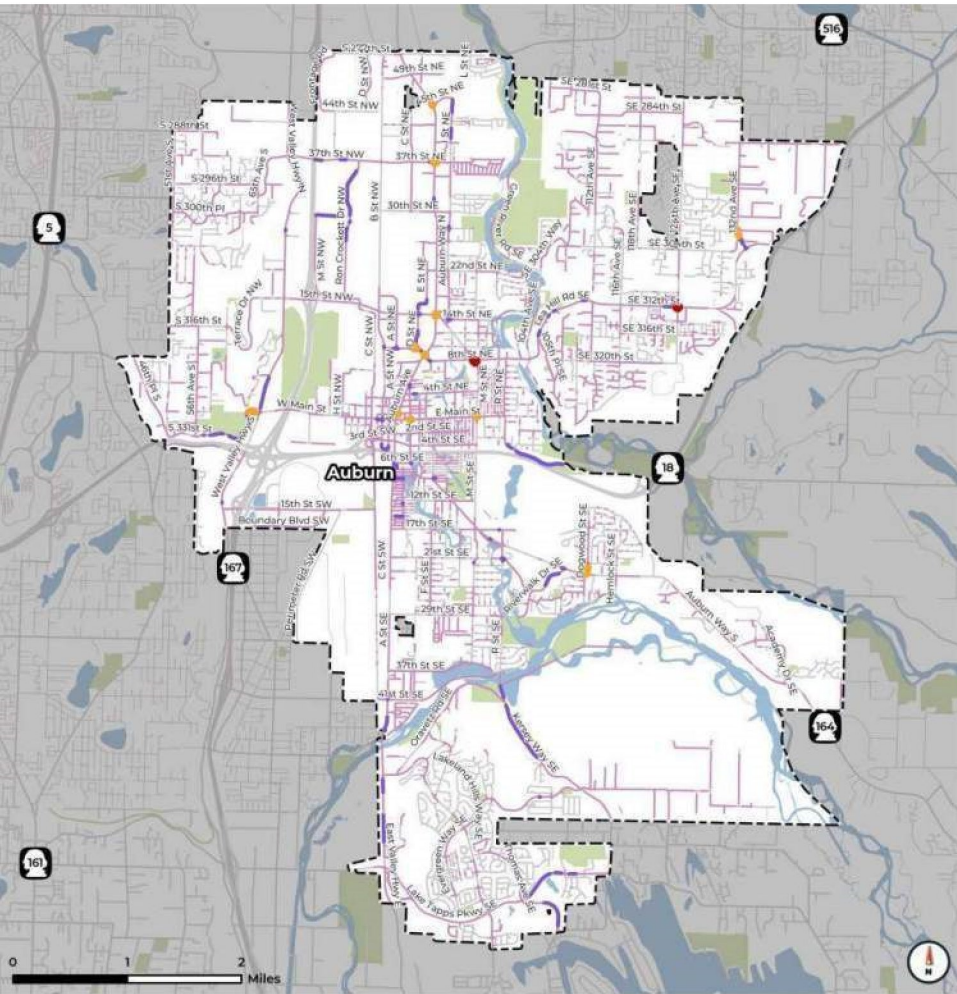


Crash Summary (2018-2022)

Presented in the Auburn LRSP

- During the analysis period of 2018-2022 there have been a total of 5,430 Crashes in Auburn
 - Of these, 175 resulted in a **fatality or serious injury**
- Top Types Include:
 - **Hit Fixed Object (23%)**
 - Hit Pedestrian (22%)
 - Vehicle Turning (13%)
- Top Circumstances Include:
 - **Did Not Grant Right of Way (13%)**
 - Under the Influence (13%)
 - Speeding (11%)



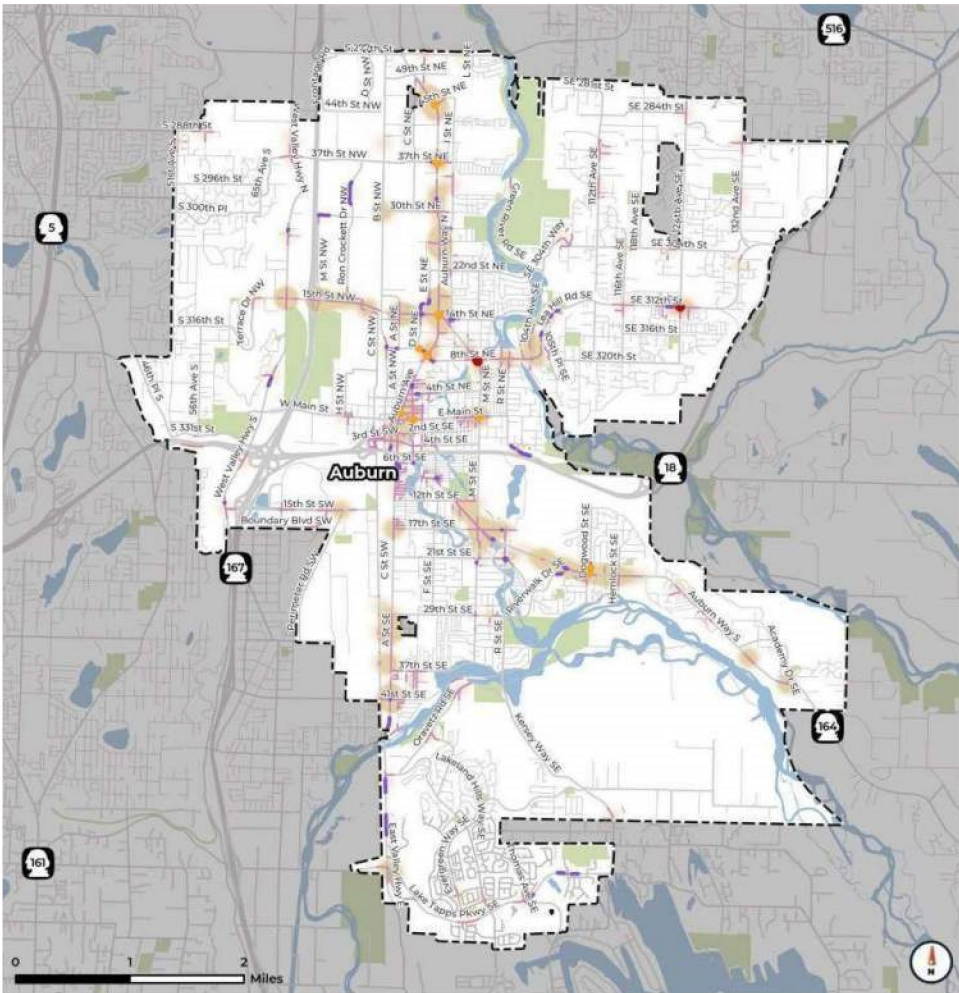


Identify Areas of Higher Risk

Presented in the Auburn LRSP

Based upon the analysis of:

- Collision history
- Collision rates
- Contextual factors (bike lanes, streetlights, land use, sidewalks)



Identify Areas of Higher Risk

Presented in the Auburn LRSP

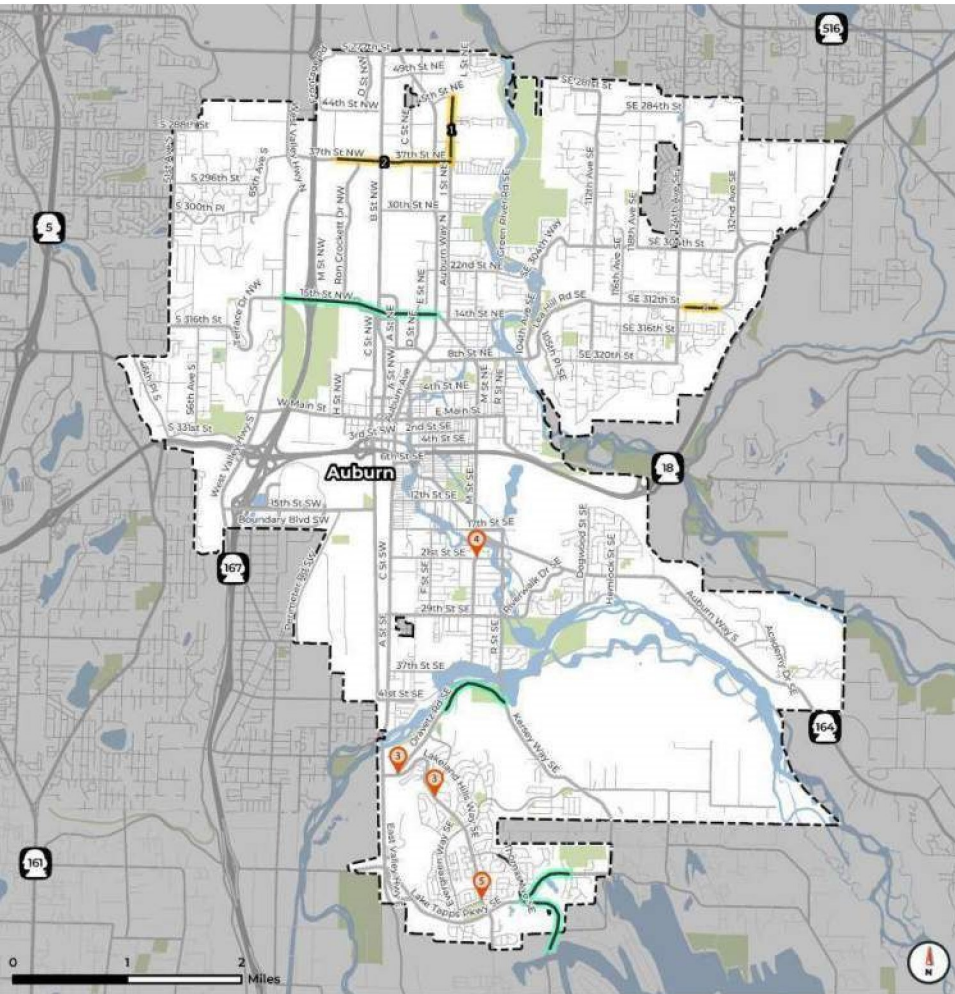
All Higher Risk Factors

1. Posted Speed Limit Greater than or equal to 35 MPH on Arterials
2. Streetlight Spacing
3. Land Use – Commercial
4. Horizontal Curves

Bicycle and Pedestrian Risk Factors

- Factors 1-3 of All Higher Risk Factors +
4. Facility Does Not Meet LTS Standard
 5. Pedestrians and Bicycles Crossing Arterial





Identification of Priority Projects

Presented in the Auburn LRSP

- **6 Priority Projects** identified based on:
 - High frequency of risk factors
 - The presence of KSI crashes
 - Local area knowledge provided by City Staff

Additional Citywide Projects:

- Street Lighting Improvements



Engineering Countermeasures

- **Low cost, high impact countermeasures and strategies** to reduce fatalities and serious injuries

Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)



[Variable Speed Limits](#)

Pedestrian/Bicyclist



[Bicycle Lanes](#)



[Crosswalk Visibility Enhancements](#)



[Leading Pedestrian Interval](#)



[Medians and Pedestrian Refuge Islands in Urban and Suburban Areas](#)



[Pedestrian Hybrid Beacons](#)



[Rectangular Rapid Flashing Beacons \(RRFB\)](#)



[Road Diets \(Roadway Reconfiguration\)](#)



[Walkways](#)

Source: *FHWA Proven Safety Countermeasure*

Actionable and Effective Strategies



Align with Priority Project areas



Identify low cost, high-impact strategies informed by the Safe System Approach



Complement infrastructure improvements with policy changes



Ensure strategies are implementable for the given context



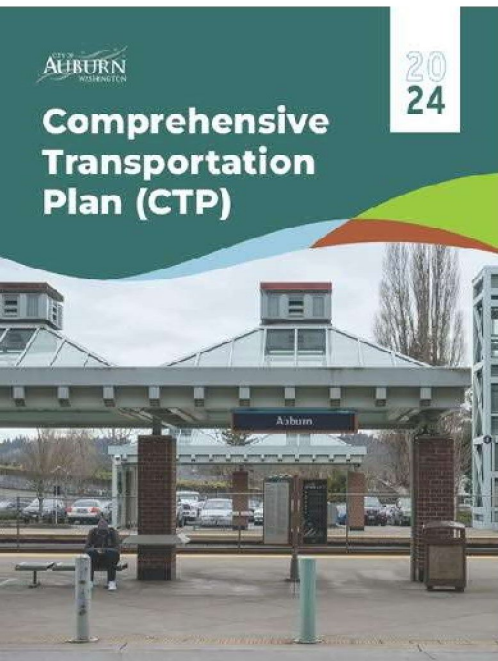
Establish funding strategy for all strategies put forward



Create a process for ongoing evaluation to track progress over time

Project Name	Start Date	End Date	Status
...
...
...

Comprehensive Transportation Plan



GOAL 3



Safety

Significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

Safety Policies (General)

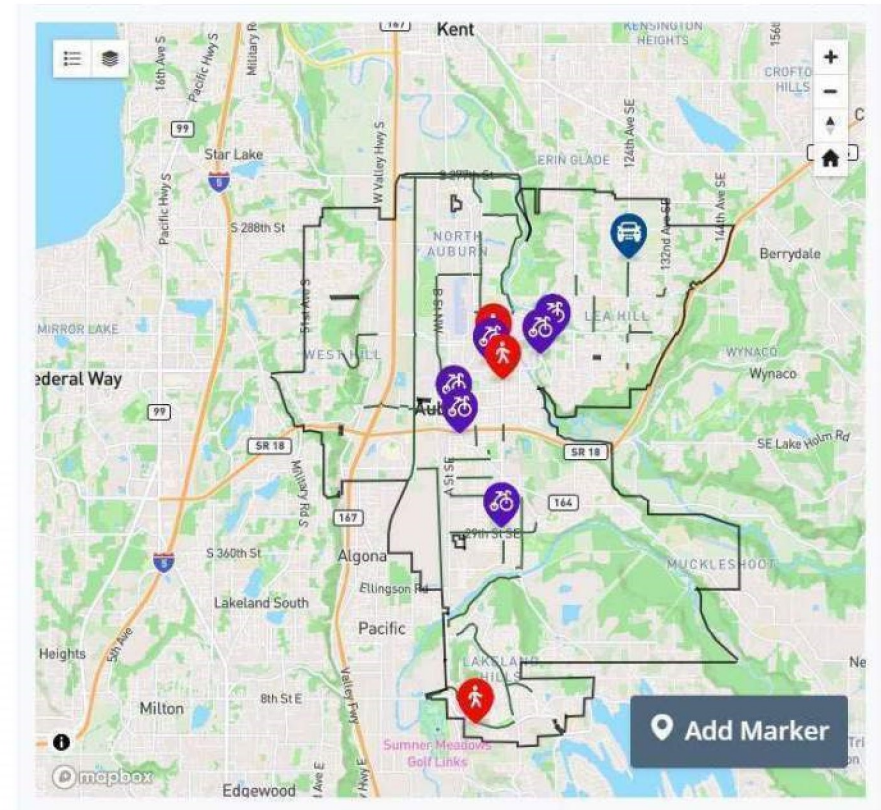
TR3-1-1. The City shall apply the Safe System Approach for pursuing its transportation safety goal through the different elements associated with the safety of the City's transportation system which the City has the ability to influence including: roadways, roadway users, speeds, vehicles, and post crash care.

TR3-1-2. The City shall study, plan, and implement safety improvements prioritized based on the occurrence of fatal and serious injury crashes and/or the presence of systemic characteristics indicative of serious or fatal crash risk.

TR3-1-3. The City will seek internal and external funding to both implement safety strategies and on-going maintenance of improvements.

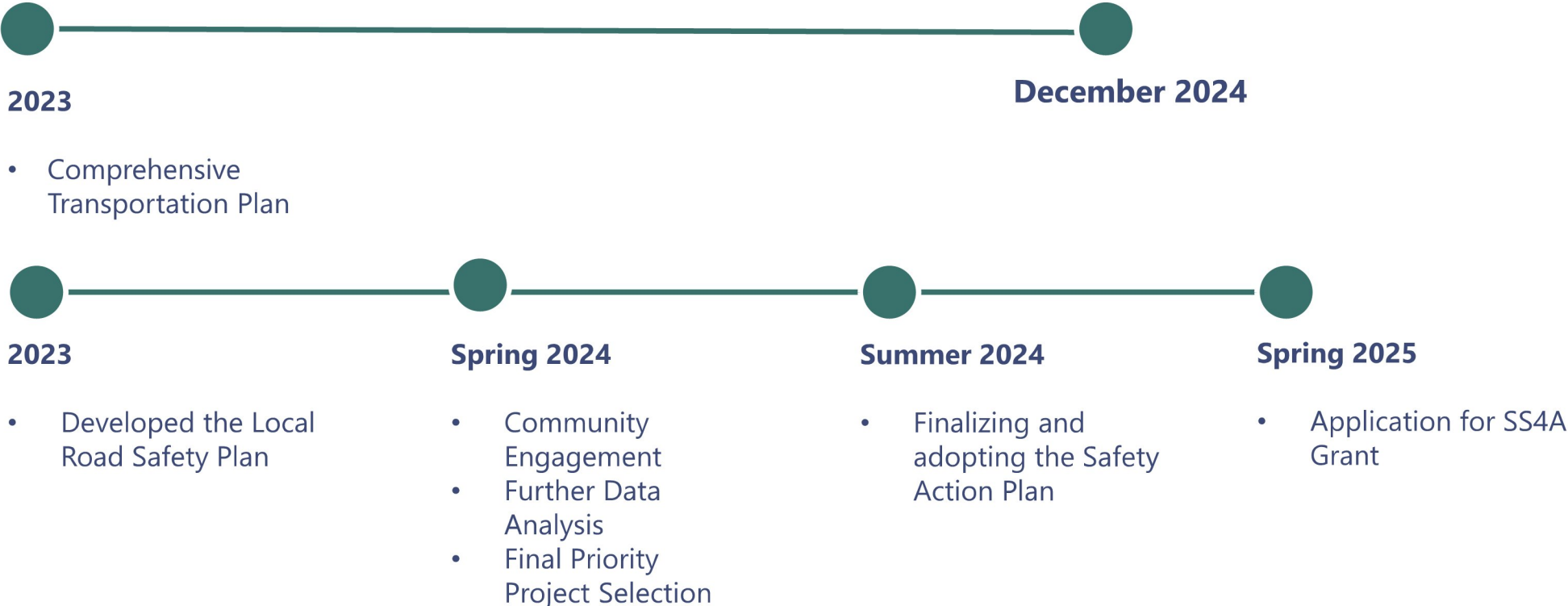
Next Steps:

- Community Engagement
- Equity Mapping
- Updates to the High-Risk Map, Priority Project Identification, and Countermeasures
- Identify Actionable and Effective Strategies:
 - Funding Strategies
 - Process for evaluation and progress over time



KEY MILESTONES

WHAT TO EXPECT



Questions?



Transportation Improvement Plan - Financial Summary

General Revenues Forecast		
1.0% Utility Tax		\$10,800,000
1.5% City Utility Tax		\$6,600,000
Photo Enforcement		\$4,200,000
State Entitlements - Multimodal Transportation (City)		\$715,500
Utility Fund Transfer In		\$900,000
Investment and Interest Income		\$336,500
Motor Vehicle Fuel Tax (MVFT)		\$3,180,000
Subtotal General Transportation Funds		\$26,732,000
TIP Expenditures		\$26,704,000
General Revenues (Revenues - Expenditures)		\$28,000

Traffic Mitigation		
Traffic Mitigation Fees Collected		\$150,000
TIP Expenditures		\$150,000
Traffic Mitigation (Revenues - Expenditures)		\$0

Transportation Benefit District		
0.1% Sales Tax		\$13,115,000
\$20 Car Tabs		
Other Revenue Option 1		
Other Revenue Option 2		
Subtotal Transportation Benefit District Funds		\$13,115,000
TIP Expenditures		\$13,115,000
TBD (Revenues - Expenditures)		\$0

Other Revenues		
Development		\$1,262,500
Agency Partnerships		\$51,000
Sidewalk Repair Fees		\$300,000
Fee-In-Lieu		
Public Works Trust Fund Loan		\$0
Subtotal Other Funds		\$1,613,500
TIP Expenditures		\$1,613,500
Other Revenues (Revenues - Expenditures)		\$0

REET 2		
REET2 Transfer In		\$5,150,000
TIP Expenditures		\$5,150,000
REET2 (Revenues - Expenditures)		\$0

Traffic Impact Fees		
Traffic Impact Fees Collected		\$18,957,455
TIP Expenditures		\$18,957,455
TIF (Revenues - Expenditures)		\$0

Non-City Funds (Grants)		
Secured Non-City Funds		\$4,983,385
Unsecured Non-City Funds		\$17,513,000

Summary		
Total Revenues		\$88,214,340
TIP Expenditures		\$88,186,340
TIP (Revenues - Expenditures)		\$28,000

Project Title:	Traffic Signal Replacement Program	TIP# I-1
Project No:	TBD	
Project Type:	Asset Management	STIP# AUB-N/A

Project Description:		
This program will replace the existing traffic signal poles that are approaching the end of their service life, are damaged, or do not meet ADA requirements. The program funds one signal replacement every 3 years. This program funds stand-alone signal replacement projects and/or signal replacements being included with other projects.		
Project Need:		
Replacing traffic signals as they approach, or are at, the end of their service life, is critical to maintaining the City's transportation systems.		
Project Status:		
This is a new program that is included as an on-going program improvement request in the 2025-2026 budget.		
Project Funding:		
	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	2,140,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	2,140,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	321,000
Right of Way	-	-
Construction	-	-
Other	-	1,819,000
Total	-	2,140,000

* Prior amounts not shown for on-going programs.

Project Title:	Annual Traffic Signal Improvement Program	TIP# I-2
Project No:	gcbd07	
Project Type:	Asset Management, Operations	STIP# AUB-N/A

Project Description:
 The program will replace end of life traffic signal and Intelligent Transportation System (ITS) equipment including cabinets, video detection cameras, field network devices, traffic cameras, battery backup components, and other related equipment. The program also includes minor safety improvements, operations improvements, and accessible pedestrian signal Improvements based on the requirements of the Americans with Disabilities Act (ADA).

Project Need:
 The project is needed to maintain and replace existing signal equipment.

Project Status:
 Program is on-going.

Project Funding:	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	1,200,000
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non City	-	-
Other	-	-
Total	-	1,200,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	1,200,000
Other	-	-
Total	-	1,200,000

* Prior amounts not shown for on-going programs.

Project Title: **ITS Dynamic Message Signs**
 Project No: **asbd16**
 Project Type: **Operations**

TIP# I-3

STIP# AUB-N/A

Project Description:

This program supports the City's Intelligent Transportation Systems (ITS) with the installation of Dynamic Message Signs (DMS) at various locations throughout the City. Dynamic message signs are an important tool for communicating with roadway users in real time. This program funds the design and installation of one DMS every 6-years as either stand-alone projects and/or DMS being included with other projects.

Project Need:

This program funds the placement of dynamic message signs at locations identified in the Comprehensive Transportation Plan to help provide a more resilient and efficient transportation system.

Project Status:

Location prioritization and selection underway. New ITS sign is on East Valley Highway is included in the East Valley Highway Widening project.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	260,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non City	-	-
Other	-	-
Total	-	260,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	35,000
Right of Way	-	-
Construction	-	225,000
Other	-	-
Total	-	260,000

* Prior amounts not shown for on-going programs.

Project Title: **Street Lighting Improvement Program**
 Project No: **gcbd09**
 Project Type: **Operations, Safety**

TIP# I-4

STIP# AUB-N/A

Project Description:

This annual program provides for street lighting projects throughout the City, including converting existing lights to LED and installing additional new street lighting at strategic locations to address specific transportation safety needs.

Project Need:

Converting existing standard street lights to LED supports the reduction of greenhouse gas emissions and can provide more uniform lighting. Adding new street lights can help support transportation safety.

Project Status:

Program is on-going.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	300,000
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non City	-	-
Other	-	-
Total	-	300,000

Capital Expenditures:

Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	300,000
Other	-	-
Total	-	300,000

* Prior amounts not shown for on-going programs.

Project Title:	Harvey Rd NE/8th St NE Intersection Improvements	TIP# I-5
Project No:	CP0611	
Project Type:	Capacity	STIP# AUB-N/A

Project Description:

The project constructed one eastbound through/right turn-lane on 8th St NE to the west of Harvey Rd and modified traffic signals and traffic channelization to accommodate the new lane. The additional lane reduced traffic delays and queuing at the intersection of Harvey Rd and 8th St NE in all directions. This project also reconstructed M St NE from 4th St NE to 8th St NE, a segment of roadway approximately 0.3 miles long with a four-lane cross-section. The reconstruction addressed the existing poor pavement condition and completed sidewalk gaps.

Project Need:

This project addressed roadway capacity needs.

Project Status:

Project was completed in 2010. Ongoing budget is for Public Works Trust Fund Loan debt payments through 2028.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	-
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		1,481,648	325,551
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non City		-	-
Other (PWTFL)		1,527,300	-
Total	3,334,499	3,008,948	325,551

Capital Expenditures:

Pre-Design		-	-
Design		327,500	-
Right of Way		200,400	-
Construction		1,203,900	-
Other		1,277,148	325,551
Total	3,334,499	3,008,948	325,551

Project Title:	Downtown Infrastructure Improvement Project	TIP# I-7
Project No:	CP2321	
Project Type:	Asset Management, Operations, Ec. Dev.	STIP# AUB-N/A

Project Description:

This project will design and construct street and utility improvements in the alley along the north side of the Auburn Ave Theater building, Auburn Ave from the alley to E Main Street, and on E Main Street from Auburn Ave to the B Street Plaza. The project includes replacing the existing traffic signal at the intersection of E Main/Auburn Ave, installing decorative overhead street lighting on E Main Street and the B Street Plaza, replacing sidewalks on E Main Street, sewer and water utility main construction, and other work to improve and enhance the project area.

Project Need:

The purpose of this project is to construct infrastructure improvements in the Downtown Auburn that will support existing development and future re-development activities and to replace infrastructure that is at or near the end of its useful service life.

Project Status:

Project design was underway in 2024 with construction planned for 2025.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,000,000
<i>REET2</i>	550,000	
<i>Traffic Impact Fees</i>	-	
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non City	-	-
Other (330 ARPA, Re-Vitalization)	2,820,000	-
Total	4,370,000	3,370,000

Capital Expenditures:

Pre-Design	-	-
Design	540,000	-
Right of Way	-	-
Construction	2,830,000	1,000,000
Other	-	-
Total	4,370,000	3,370,000

Project Title: **Lea Hill ITS Expansion**
 Project No: **TBD**
 Project Type: **Capacity, Operations**

TIP# I-9

STIP# AUB-N/A

Project Description:

This project will expand the City's Intelligent Transportation System (ITS) by extending new fiberoptic cable east along SE 304th St from 124th Ave SE to the traffic signal at 132nd Ave SE.

Project Need:

This fiberoptic cable extension is identified in the Comprehensive Transportation Plan and is needed to support the City's ITS system as it provides connectivity to school zone beacons on both SE 304th St and 132nd Ave SE, one traffic signal, one battery backup, and ITS cameras.

Project Status:

Project design was underway in 2024 with construction planned for 2025.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	-
<i>REET2</i>		50,000	250,000
<i>Traffic Impact Fees</i>		50,000	250,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non City		-	-
Other		-	-
Total	600,000	100,000	500,000

Capital Expenditures:

Pre-Design		-	-
Design		100,000	-
Right of Way		-	-
Construction		-	500,000
Other		-	-
Total	600,000	100,000	500,000

Project Title: **R Street SE/21st Street SE Roundabout**
 Project No: **CP2308**
 Project Type: **Capacity, Safety**

TIP# I-10

STIP# AUB-N/A

Project Description:

The project will construct a single lane roundabout in place of the existing east/west stop-control on 21st Street SE. The project is needed to address an existing LOS deficiency, and will improve safety at the intersection.

Project Need:

This project was identified in the R Street Corridor study completed in 2020. The project is needed to address an existing LOS deficiency, and will improve safety at the intersection.

Project Status:

The City was awarded a WSDOT City Safety Grant in 2022 for 100% of the project costs. Project design is underway in 2023/2024, property acquisition (ROW) is anticipated in 2024/2025 with construction in 2025/2026.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	-
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		-	200,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		300,000	1,167,000
Unsecured Non City		-	-
Other		-	-
Total	1,667,000	300,000	1,367,000

Capital Expenditures:

Pre-Design		-	-
Design		185,000	-
Right of Way		115,000	-
Construction		-	1,367,000
Other		-	-
Total	1,667,000	300,000	1,367,000

Project Title: **Lea Hill Road/104th Avenue SE Roundabout**
 Project No: **CP2319**
 Project Type: **Capacity, Safety, Active Transp.**

TIP# I-12

STIP# AUB-79

Project Description:

This project will replace an existing traffic signal with a single lane roundabout at the intersection of Lea Hill Rd/104th Ave SE. The project will also construct sidewalks on Lea Hill Rd from the intersection to the existing sidewalks west of the intersection at the Green River Bridge and on 104th Ave SE from the intersection to sidewalk on the south side constructed with the Garden Ave project and on the north side to the entrance to the Emerald Point Apartments.

Project Need:

This project was identified in the Lea Hill Corridor Study and is needed to improve traffic operations, access to transit, and safety.

Project Status:

The design phase was started in 2023. Property acquisition (ROW) is anticipated in 2025. Federal grant funding was applied for in 2024 and if awarded, construction would be underway in 2026.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	-
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		434,000	477,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		476,000	-
Unsecured Non-City		-	2,138,000
Other		-	-
Total	3,525,000	910,000	2,615,000

Capital Expenditures:

Pre-Design		-	-
Design		910,000	-
Right of Way		-	100,000
Construction		-	2,515,000
Other		-	-
Total	3,525,000	910,000	2,615,000

Project Title: **SE 304th Street/116th Avenue SE Roundabout**
 Project No: **TBD**
 Project Type: **Capacity**

TIP# I-16

STIP# AUB-NA

Project Description:

The project will replace the existing north/south stop control with a roundabout, install rectangular rapid flashing beacons at the main crossings, and complete the sidewalk gap on the north side of SE 304th Street to the east of 112th Avenue SE.

Project Need:

This project is needed to address an existing intersection delay level of service deficiency and will provide additional intersection capacity to support future growth and development.

Project Status:

In 2024, development agreements to provide partial funding for this project are in negotiations. The proposed 2025-2030 Capital Facilities Plan shows design starting in 2025, property acquisition (ROW) in 2026 and construction starting in 2027.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	-
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		-	1,662,500
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non-City		-	800,000
Other (Development)		-	1,262,500
Total	3,725,000	-	3,725,000
Capital Expenditures:			
Pre-Design		-	-
Design		-	1,200,000
Right of Way		-	325,000
Construction		-	2,200,000
Other		-	-
Total	3,725,000	-	3,725,000

Project Title: **Active Transportation - Safety, ADA, & Repair Prgm.** TIP# N-1
 Project No: **gcbd01**
 Project Type: **Active Transportation, Safety** STIP# AUB-NA

Project Description:
 This program constructs improvements and repairs throughout the City to address safety and accessibility concerns related to pedestrians and bicyclists. The program replaces damaged sidewalks throughout the City, adds new curb ramps, replaces existing curb ramps that do not meet current American with Disabilities Act (ADA) requirements, and implements other improvements to support pedestrian and bicycle safety. A portion of the program funding is provided by fees collected from residents choosing to pay a fee to the City for replacement of damaged sidewalk sections that they are responsible for (caused by their private trees). Additionally, HUD funds are often (not shown below) transferred into this program to complete accessibility improvements in qualifying neighborhoods.

Project Need:
 The program is needed to repair and replace damaged sidewalk facilities, address ADA deficiencies to support the City's ADA Transition Plan, and improve active transportation safety.

Project Status:
 Program is on-going. Program is providing funding for the 1st St NE/NW & Division St Pedestrian Improvements project.

Project Funding:	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	600,000
<i>REET2</i>	-	1,375,000
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other (Fees)	-	300,000
Total	-	2,275,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	500,000
Right of Way	-	-
Construction	-	2,200,000
Other	-	-
Total	-	2,700,000

* Prior amounts not shown for on-going programs.

Project Title:	Active Transportation Mode Shift Program	TIP# N-2
Project No:	asbd08	
Project Type:	Active Transportation, Capacity (Mode Shift)	STIP# AUB-NA

Project Description:		
This program funds active transportation improvements that provide connections to transit and regional active transportation facilities as either stand-alone projects and/or as improvements included with other projects.		
Project Need:		
This program supports multi-modal level of service policies in the 2024-2044 Comprehensive Transportation Plan. The improvements constructed with this program encourage and support people to walk, bike, and ride transit to reduce overall transportation system capacity needs (encourage a mode shift from vehicle travel modes to active transportation and transit).		
Project Status:		
Program is new to the 2025-2030 TIP. This program is providing funding for the Downtown Bike to Transit (10th St NE/NW) and the R St Widening Projects.		
Project Funding:		
	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	2,950,000
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	2,950,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	442,500
Right of Way	-	-
Construction	-	2,507,500
Other	-	-
Total	-	2,950,000

* Prior amounts not shown for on-going programs.

Project Title: **Downtown Bike to Transit (10th St NE/NW)**
 Project No: **TBD**
 Project Type: **Active Transportation, Capacity (Mode Shift), Asset Management, Safety**

TIP# N-3

STIP# AUB-NA

Project Description:

This project rechannelize 10th St NE/NW between B St NW and Auburn Way North to convert the existing four-lane cross section to a three lane section incorporating bike lanes and a center two-way left-turn lane. The existing intersection control at the intersection with A Street NE will be revised to remove the east/west stop-control, and install a new north/south crosswalk to the east of the intersection. The new crosswalk will be enhanced with a median island and a Rectangular Rapid Flashing Beacon (RRFB). The existing signal at D Street NE will require modification to match the new roadway cross section. The project will also replace the pavement surface between B Street NW and Auburn Way N.

Project Need:

The project will complete active transportation improvements between A Street NW to Auburn Way N to connect to new high capacity transit service (King County Metro RapidRide I Line), and improves pedestrian access across 10th Street between residential and commercial uses.

Project Status:

WSDOT Ped/Bike Safety grant funding for the project was applied for during Spring 2024. If awarded, project design would start in 2025 and construction would occur in 2026/2027.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		-	800,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non-City		-	1,500,000
Other		-	-
Total	2,300,000	-	2,300,000

Capital Expenditures:

Pre-Design		-	-
Design		-	345,000
Right of Way		-	-
Construction		-	1,955,000
Other		-	-
Total	2,300,000	-	2,300,000

Project Title:	Transit Partnership Routes Program	TIP# N-4
Project No:	N/A	
Project Type:	Capacity (Mode Shift)	STIP# AUB-NA

Project Description:		
The Lakeland Hills route, PT497, began in 2009. The route is operated in partnership with King County Metro and Pierce Transit. This program provides Auburn's share of operating costs associated with the Commuter Shuttle (PT497) from the Lakeland Hills neighborhood to Auburn Station per the Interlocal Agreement with King County Metro and Pierce Transit.		
Project Need:		
The City funds one third of the operating costs of Pierce Transit Route 497 to reduce congestion between Lakeland Hills and Downtown, and reduce parking needs around Auburn Station.		
Project Status:		
Interlocal agreement renewed in 2020 through 2025.		
Project Funding:		
	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,200,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	1,200,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	-
Other	-	1,200,000
Total	-	1,200,000

* Prior amounts not shown for on-going programs.

Project Title: **1st St NE/NW & Division St Pedestrian Improvements** **TIP# N-5**
 Project No: **TBD**
 Project Type: **Active Transportation, Safety** **STIP# AUB-76**

Project Description:			
The project will implement non-motorized improvements at the 1st Street NE/NW/N Division Street intersections in downtown Auburn. The proposed improvements will create a raised intersection to reduce speeds, and encourage motorists to yield to pedestrians using the crosswalks; add curb bulbs where they are not currently provided to reduce crossing distances and improve pedestrian visibility; construct new ADA complaint ramps; and both pedestrian level and street lighting improvements.			
Project Need:			
The project will improve non-motorized safety and access at the intersection.			
Project Status:			
City was awarded a Federal grant in 2022 through PSRC King County Countywide program. Design is scheduled for 2025, with construction in 2026.			
Project Funding:			
		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	
<i>REET2</i>		-	125,000
<i>Traffic Impact Fees</i>		-	-
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	500,000
Unsecured Non-City		-	-
Other		-	-
Total	625,000	-	625,000
Capital Expenditures:			
Pre-Design		-	-
Design		-	100,000
Right of Way		-	-
Construction		-	-
Other		-	525,000
Total	625,000	-	625,000

Project Title: **Arterial Preservation Program**

TIP# P-1

Project No: **spbd01**

Project Type: **Asset Management**

STIP# AUB-NA

Project Description:

The program replaces, repairs, and preserves roadway pavement on arterial and collector streets throughout the City as either stand-alone projects and/or as improvements included with other projects. The program upgrades ADA deficient curb ramps and addresses damaged sidewalks that may cause obstructions as required by the City's Engineering Design Standards and the ADA Transition Plan. The program also funds periodic assessment of pavement condition ratings to assist in prioritization and selection of roadways.

Project Need:

This program supports asset management goals and policies in the Comprehensive Transportation Plan and is needed to efficiently and effectively replace, repair, and maintain the City's roadway pavement.

Project Status:

The program is providing funding for the Lake Tapps Preservation, C St SW Preservation, A St SE Preservation, M St NE Widening, and R St Widening projects. The program also provides funding for the Bridge Preservation Program.

Project Funding:

	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,067,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	11,115,000
Secured Non-City	-	-
Unsecured Non-City	-	5,895,000
Other	-	-
Total	-	18,077,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	2,711,550
Right of Way	-	-
Construction	-	15,365,450
Other	-	-
Total	-	18,077,000

* Prior amounts not shown for on-going programs.

Project Title: **Local Street Preservation Program**
 Project No: **sobd02**
 Project Type: **Asset Management**

TIP# P-2
STIP# AUB-NA

Project Description:

The program replaces, repairs, and preserves roadway pavement on local streets throughout the City as either stand-alone projects and/or as improvements included with other projects. The program upgrades ADA deficient curb ramps and addresses damaged sidewalks that may cause obstructions as required by the City's Engineering Design Standards and the ADA Transition Plan. The program also funds periodic assessment of pavement condition ratings to assist in prioritization and selection of roadways.

Project Need:

This program supports asset management goals and policies in the Comprehensive Transportation Plan and is needed to efficiently and effectively replace, repair, and maintain the City's roadway pavement.

Project Status:

The program is providing funding for the 2025 Local Street Preservation and the 2026 Local Street Preservation projects.

Project Funding:

	Prior to 2025*	2025-2030
Funding Sources:		
General Transportation	-	8,372,550
REET2	-	-
Traffic Impact Fees	-	-
Traffic Mitigation Fees	-	-
Transportation Benefit District	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	8,372,550
Capital Expenditures:		
Pre-Design	-	-
Design	-	1,255,883
Right of Way	-	-
Construction	-	7,116,668
Other	-	-
Total	-	8,372,550

* Prior amounts not shown for on-going programs.

Project Title: **Bridge Preservation Program**
 Project No: **TBD**
 Project Type: **Asset Management**

TIP# P-3
STIP# AUB-NA

Project Description:

This program is funded from the City's Arterial Street Preservation Program and performs annual bridge inspections and load ratings as needed and implements identified maintenance, repairs, and improvements, including bridge decks.

Project Need:

This program supports asset management goals and policies in the Comprehensive Transportation Plan and is needed to efficiently and effectively replace, repair, and maintain the City's roadway bridges. Bridge inspections are a regulatory requirement.

Project Status:

Program is on-going.

Project Funding:

	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,200,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	1,200,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	240,000
Right of Way	-	-
Construction	-	960,000
Other	-	-
Total	-	1,200,000

* Prior amounts not shown for on-going programs.

Project Title: **Annual Channelization and Pavement Markings**
 Project No: **TBD**
 Project Type: **Asset Management, Safety**

TIP# P-4
STIP# AUB-NA

Project Description:

The program will refresh pavement markings, both painted and thermoplastic, and reflective pavement markers (RPMs). The program will also fund channelization revisions identified to increase safety of capacity, or accommodate active transportation modes.

Project Need:

Manual of Uniform Traffic Control Devices (MUTCD) requires the City to refresh pavement markings to achieve minimum reflectivity. Refreshing pavement markings supports City safety goals and policies. This program is needed to supplement Maintenance and Operations - Streets pavement marking program to conform with the MUTCD requirements and due to the need to potentially hire private contractors to do this work.

Project Status:

This is a new program that is included as an on-going program improvement request in the 2025-2026 budget.

Project Funding:

	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,200,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	1,200,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	1,200,000
Other	-	-
Total	-	1,200,000

* Prior amounts not shown for on-going programs.

Project Title: **Lake Tapps Pkwy SE Preservation (Sumner Tapps to 182nd)** **TIP# P-6**
 Project No: **TBD**
 Project Type: **Asset Management, Active Transportation** **STIP# AUB-NA**

Project Description:
 This project is funded from the City's Arterial Street Preservation Program. The project will grind and overlay Lake Tapps Parkway E between the Sumner Tapps Hwy E and 182nd Ave E intersections. The project will also upgrade curb ramps to meet ADA requirements, and signal detection at the Sumner Tapps Hwy and 182nd Ave E signals (the 182nd Ave E signal is owned and operated by Pierce County). The project will also rechannelize the roadway to create on-street bike lanes, and install a section of median island and conduits to accommodate the installation of street lighting as part of a future project.

Project Need:
 See Arterial Preservation Program.

Project Status:
 Federal funding for the construction phase of the project was applied for in 2024 and if awarded, design would start in 2026 and construction would be in 2027.

Project Funding:	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	835,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	750,000
Other	-	-
Total	1,585,000	1,585,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	295,000
Right of Way	-	-
Construction	-	1,290,000
Other	-	-
Total	1,585,000	1,585,000

Project Title:	C St SW Preservation (GSA Signal to Ellingson Rd)	TIP# P-7
Project No:	TBD	
Project Type:	Asset Management	STIP# AUB-NA

Project Description:
 This project is funded from the City's Arterial Street Preservation Program. The project will grind and overlay C Street SW from the GSA signal (approximately 2,000 feet to the south of 15th Street SW) to Ellingson Road. The project also includes ADA upgrades to curb ramps and pedestrian push buttons, and replacement vehicle detection.

Project Need:
 See Arterial Preservation Program.

Project Status:
 Grant funding for the construction phase of this project was awarded in 2022. The design phase will begin in 2025. The NEPA approval process is complete. Property acquisition (ROW) phase is not required and construction is anticipated in 2026. Construction funds must be obligated by June 1, 2026.

Project Funding:	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	1,063,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	865,000
Unsecured Non-City	-	-
Other	-	-
Total	1,928,000	1,928,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	198,000
Right of Way	-	-
Construction	-	1,730,000
Other	-	-
Total	1,928,000	1,928,000

Project Title:	A Street SE Preservation (17th St SE to 37th St SE)	TIP# P-8
Project No:	TBD	
Project Type:	Asset Management	STIP# AUB-NA

Project Description:
 This project is funded from the City's Arterial Street Preservation Program. The project will grind and overlay A Street SE between the 17th Street SE and 37th Street SE. The project scope includes upgrades to ADA curb ramps, and signal detection as needed.

Project Need:
 See Arterial Preservation Program.

Project Status:
 Arterial patching was completed during 2024 to prepare this section of A Street for this preservation project. Federal funding for the construction phase of the project was applied for in 2024 and if awarded, design would start in 2026 and construction would be in 2027.

Project Funding:		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	1,435,000
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		-	-
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non-City		-	965,000
Other		-	-
Total	2,400,000	-	2,400,000

Capital Expenditures:			
Pre-Design		-	-
Design		-	440,000
Right of Way		-	30,000
Construction		-	1,930,000
Other		-	-
Total	2,400,000	-	2,400,000

Project Title: **2026 Local Street Preservation Project**
 Project No: **TBD**
 Project Type: **Asset Management**

TIP# P-9
STIP# AUB-NA

Project Description:

The project will reconstruct the pavement, replace ADA ramps as needed, and replace the sidewalk/curb & gutter where damaged on 8th Street SW west of C Street SW, 4th Street SE between Auburn-Black Diamond Road and S Street SE, S Street SE north of 4th Street SE, and J Street SE between Auburn Way S and 17th Street SE. The existing speed cushions on J Street SE will also be replaced.

Project Need:

See Local Street Preservation program.

Project Status:

The design phase was started in 2024, with construction anticipated in 2026.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	521,000	2,177,450
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	2,698,450	2,177,450

Capital Expenditures:

Pre-Design	-	-
Design	521,000	-
Right of Way	-	-
Construction	-	2,177,450
Other	-	-
Total	2,698,450	2,177,450

Project Title: **A St SE Preservation (37th St to Lakeland Hills Way)**

TIP# P-10

Project No: **TBD**

Project Type: **Asset Management**

STIP# AUB-NA

Project Description:

This project is funded from the City's Arterial Street Preservation Program. The project will grind and overlay A Street SE from 37th Street SE to the intersection with Lakeland Hills Way (the southern paving limit is to the north of the Lakeland Hills intersection which is included in the regional application for East Valley Highway widening). The project limits include a portion of A Street SE which is located in the City of Pacific. Auburn and Pacific are partnering on the project to include this segment as part of the project. The project also includes ADA upgrades to curb ramps, pedestrian push buttons, and replacement of vehicle detection at signalized intersections.

Project Need:

See Arterial Preservation Program.

Project Status:

Grant funding for the construction phase of this project was awarded in 2022. The design phase began in 2023. The NEPA approval process is underway. Property acquisition (ROW) phase is anticipated in 2024 and construction in 2025. Construction funds must be obligated by June 1, 2025.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	210,000	854,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	905,000
Unsecured Non-City	-	-
Other (City of Pacific)	14,000	51,000
Total	2,034,000	1,810,000

Capital Expenditures:

Pre-Design	-	-
Design	197,000	-
Right of Way	27,000	-
Construction	-	1,810,000
Other	-	-
Total	2,034,000	1,810,000

Project Title:	2025 Local Street Preservation Project	TIP# P-17
Project No:	CP2412	
Project Type:	Asset Management	STIP# AUB-NA

Project Description:
 This project includes the preservation of 33rd Street SE between M Street SE and O Street SE, and O Street SE between 33rd Street SE and 37th Street SE. The project reconstruct the pavement, replace ADA ramps will be upgraded, and sidewalk/curb & gutter will be replaced where damaged. Utility needs for the project include water main replacement on 33rd Street SE and O Street SE, and limited storm upgrades.

Project Need:
 See Local Street Preservation program.

Project Status:
 The design phase was started in 2024, with construction anticipated in 2025.

Project Funding:	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	350,000	1,450,000
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	1,800,000	350,000
Capital Expenditures:		
Pre-Design	-	-
Design	350,000	-
Right of Way	-	-
Construction	-	1,450,000
Other	-	-
Total	1,800,000	350,000

Project Title: **Neighborhood Traffic Safety Program**
 Project No: **gcbsd06**
 Project Type: **Safety**

TIP# R-1

STIP# AUB-NA

Project Description:

This program funds standalone projects and/or improvements included in other projects that address transportation safety concerns on neighborhood streets with education, outreach, and physical improvements. The program takes an areawide approach to traffic calming in residential neighborhoods, which includes community outreach and participation, to ensure the improvements are supported by engineering studies and the community. Annual focus areas are selected based on a needs evaluation that considers request history, crash history, number of potential through streets between arterials or collectors, and destinations such as schools, parks, transit stops, and convenience stores.

Project Need:

This program supports safety goals and policies in the Comprehensive Transportation Plan and helps improve safety of transportation systems in neighborhoods.

Project Status:

Program is on-going.

Project Funding:

	Prior to 2025*	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	1,500,000
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	1,500,000
Capital Expenditures:		
Pre-Design	-	-
Design	-	225,000
Right of Way	-	-
Construction	-	1,275,000
Other	-	-
Total	-	1,500,000

* Prior amounts not shown for on-going programs.

Project Title: **Stewart Road (Lake Tapps Parkway Corridor)**
 Project No: **TBD**
 Project Type: **Capacity**

TIP# R-2

STIP# AUB-NA

Project Description:

This is a City of Sumner project to widen the Stewart Road (Lake Tapps Parkway) Corridor. The project will replace the existing bridge over the White River with a new wider one.

Project Need:

Completion of this corridor widening is expected to significantly relieve traffic congestion in Auburn along the A St SE and C St SW corridors.

Project Status:

The interlocal agreement between Auburn and Sumner was completed in 2023. Construction is programmed to begin in 2024 and take up to 3.5 years. Funding is anticipated to be provided at the completion of the construction phase of the project.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	-	-
<i>Traffic Mitigation Fees</i>	-	150,000
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other	-	-
Total	-	150,000

Capital Expenditures:

Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	150,000
Other	-	-
Total	-	150,000

Project Title: **M Street Underpass (3rd St SE to 8th St SE)**
 Project No: **c201a0**
 Project Type: **Capacity, Safety**

TIP# R-3

STIP# AUB-NA

Project Description:

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

Project Need:

The project has improved traffic operations along the M Street SE corridor.

Project Status:

Construction was completed in 2014. The project is now in Public Works Trust Fund Loan (PWTFLL) debt repayment through 2041.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	1,140,000	-
<i>Traffic Impact Fees</i>	5,691,424	727,404
<i>Traffic Mitigation Fees</i>	660,000	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	9,731,904	-
Unsecured Non-City	-	-
Other (PWTFLL and Agencies)	6,375,371	-
Total	24,326,103	727,404

Capital Expenditures:

Pre-Design	-	-
Design	2,688,924	-
Right of Way	3,358,443	-
Construction	16,169,690	-
Other	1,381,642	727,404
Total	24,326,103	727,404

Project Title: **Auburn Way S Widening (Hemlock St SE to Poplar St SE)**
 Project No: **CP1622**
 Project Type: **Capacity, Safety**

TIP# R-6

STIP# AUB-64

Project Description:

The project will widen Auburn Way S between Hemlock St SE and Poplar St SE to accommodate two lanes in each direction, center turn lane and/or medians to provide access management where feasible, sidewalks, bus pull-outs, street lighting and storm improvements. The project will also add an eastbound turnaround and enhanced pedestrian crossing near Poplar Street SE. The project length is approximately 0.5 miles.

Project Need:

This project was originally identified in the Washington State Department of Transportation's (WSDOT's) 2009 SR164 Corridor Study. The project is needed to provide additional vehicular capacity, transit, and non-motorized facilities on the corridor.

Project Status:

Design and property acquisition underway in 2023/2024. Construction is anticipated to start in 2024. Federal construction funds obligation deadline was extended from June 1, 2024 to June 1, 2025.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		306,840	-
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		354,096	450,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		6,665,234	1,546,385
Unsecured Non-City		-	-
Other (PWTFLL)		3,000,000	-
Total	12,322,555	10,326,170	1,996,385

Capital Expenditures:

Pre-Design		-	-
Design		1,700,000	-
Right of Way		1,750,000	-
Construction		6,876,170	1,996,385
Other		-	-
Total	12,322,555	10,326,170	1,996,385

Project Title:	M St NE Widening (E Main St to 4th St NE)	TIP# R-7
Project No:	CP2210	
Project Type:	Capacity, Asset Management	STIP# AUB-N/A

Project Description:
 This project will add a second northbound lane and rebuild the pavement on M St NE from E Main St to 4th St NE. The project will also replace the traffic signal at E Main St and replace curb ramps to be ADA compliant. This project is partially funded from the City's Arterial Street Preservation Program (\$2.0M Transportation Benefit District Funds).

Project Need:
 The project is needed to improve traffic operations along the M Street NE corridor, replace pavement that is in very poor condition, and replace the E Main St traffic signal that is nearing end of life.

Project Status:
 Project is under design in 2024/25, property acquisition (ROW) in 2025/2026, and construction in 2026/2027.

Project Funding:		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		1,220,209	850,000
<i>REET2</i>		-	400,000
<i>Traffic Impact Fees</i>		70,000	700,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	2,000,000
Secured Non-City		-	-
Unsecured Non-City		-	-
Other		-	-
Total	5,240,209	1,290,209	3,950,000
Capital Expenditures:			
Pre-Design		-	-
Design		512,340	-
Right of Way		75,000	-
Construction		702,869	3,950,000
Other		-	-
Total	5,240,209	1,290,209	3,950,000

Project Title: **R Street SE Widening (22nd Street SE to 33rd Street S) TIP# R-13**
 Project No: **CP2116**
 Project Type: **Capacity** **STIP# AUB-N/A**

Project Description:

The project will construct a second southbound through lane, replace the pavement surface, replace sidewalks, and construct a new separated multi-use trail on R St SE between 22nd St SE and 33rd St SE. The project will also replace the existing traffic signal at 29th St SE, remove the existing pedestrian signal at 31st St and replace it with a full traffic signal at the access to Game Farm Park, and construct utility replacement and improvements.

This project is partially funded from the City's Arterial Street Preservation Program (\$1.0M General Transportation Funds) and from the City's Active Transportation Mode Shift Program (\$750k of Traffic Impact Fees). Additional traffic impact fees are included to fund vehicle capacity provided by the project.

Project Need:

This project was identified in the R Street Corridor study completed in 2020. The improvements are needed to address existing intersection delay and queuing LOS deficiencies at 29th St SE, provide active transportation facilities that support access to transit and regional trail systems to reduce the need for system vehicle capacity (mode shift), and preserve the existing roadway surface (preservation).

Project Status:

Preliminary design in occurred for this project in 2022/2023 with the R St Preservation Project. Design is underway in 2024/2025 with property acquisition (ROW) anticipated in 2024/2025 and construction 2026/2027.

Project Funding:

		Prior to 2025	2025-2030
Funding Sources:			
<i>General Transportation</i>		-	1,000,000
<i>REET2</i>		-	-
<i>Traffic Impact Fees</i>		870,000	7,145,000
<i>Traffic Mitigation Fees</i>		-	-
<i>Transportation Benefit District</i>		-	-
Secured Non-City		-	-
Unsecured Non-City		-	-
Other		-	-
Total	9,015,000	870,000	8,145,000

Capital Expenditures:

Pre-Design		-	-
Design		598,218	85,000
Right of Way		271,782	610,000
Construction		-	7,450,000
Other		-	-
Total	9,015,000	870,000	8,145,000

Project Title: **E Valley Highway Widening**
 Project No: **CP2311**
 Project Type: **Capacity**

TIP# R-26

STIP# AUB-75

Project Description:

This project will widen E Valley Highway between Lakeland Hills Way and Terrace View Drive SE, approximately 0.6 miles. The roadway will have a four/five lane cross section with a trail connection along the east side. Other project elements include storm improvements, illumination and ITS.

Project Need:

The project will provide congestion relief along the corridor and provide access for non-motorized users. This project was identified as a recommended project in WSDOT's SR167 Master Plan Study.

Project Status:

Grant funding for the design phase of the project was awarded in 2022. Design phase is underway in 2023. Property acquisition (ROW) is anticipated to start in 2025. Grant applications for Federal and State funding for the construction phase were applied for in 2024 and if awarded, construction would start 2027 or 2027 depending on environmental permitting and ROW timing.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	189,000	3,135,000
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	1,211,000	-
Unsecured Non-City	-	5,465,000
Other	-	-
Total	1,400,000	8,600,000

Capital Expenditures:

Pre-Design	-	-
Design	1,400,000	700,000
Right of Way	-	500,000
Construction	-	7,400,000
Other	-	-
Total	1,400,000	8,600,000

Project Title: **S 277th St Corridor Improvements**
 Project No: **CP1821**
 Project Type: **Other**

TIP# S-2

STIP# AUB-NA

Project Description:

This project will complete the environmental monitoring requirements related to the S 277th St corridor widening project between Auburn Way North and I St NE.

Project Need:

The project is needed to address existing stormwater issues which are impacting the pavement, and reconstruct the roadway.

Project Status:

The 10 year monitoring period began in 2018 after final completion of the construction phase, and will continue through 2028. For the past two years, the mitigation plantings have suffered due to the summer drought conditions. As a result, there has been a significant loss of plantings and replacement is needed to meet performance standards of the wetland mitigation plan. Additional budget for years 2023 – 2025 has been added to replant portions of the site where the loss has occurred and provide temporary irrigation during summer months to promote plant establishment to achieve required plant cover standards.

Project Funding:

	Prior to 2025	2025-2030
Funding Sources:		
<i>General Transportation</i>	-	-
<i>REET2</i>	-	-
<i>Traffic Impact Fees</i>	175,080	135,000
<i>Traffic Mitigation Fees</i>	-	-
<i>Transportation Benefit District</i>	-	-
Secured Non-City	-	-
Unsecured Non-City	-	-
Other (Wetland Mitigation Fee)	73,000	-
Total	248,080	135,000

Capital Expenditures:

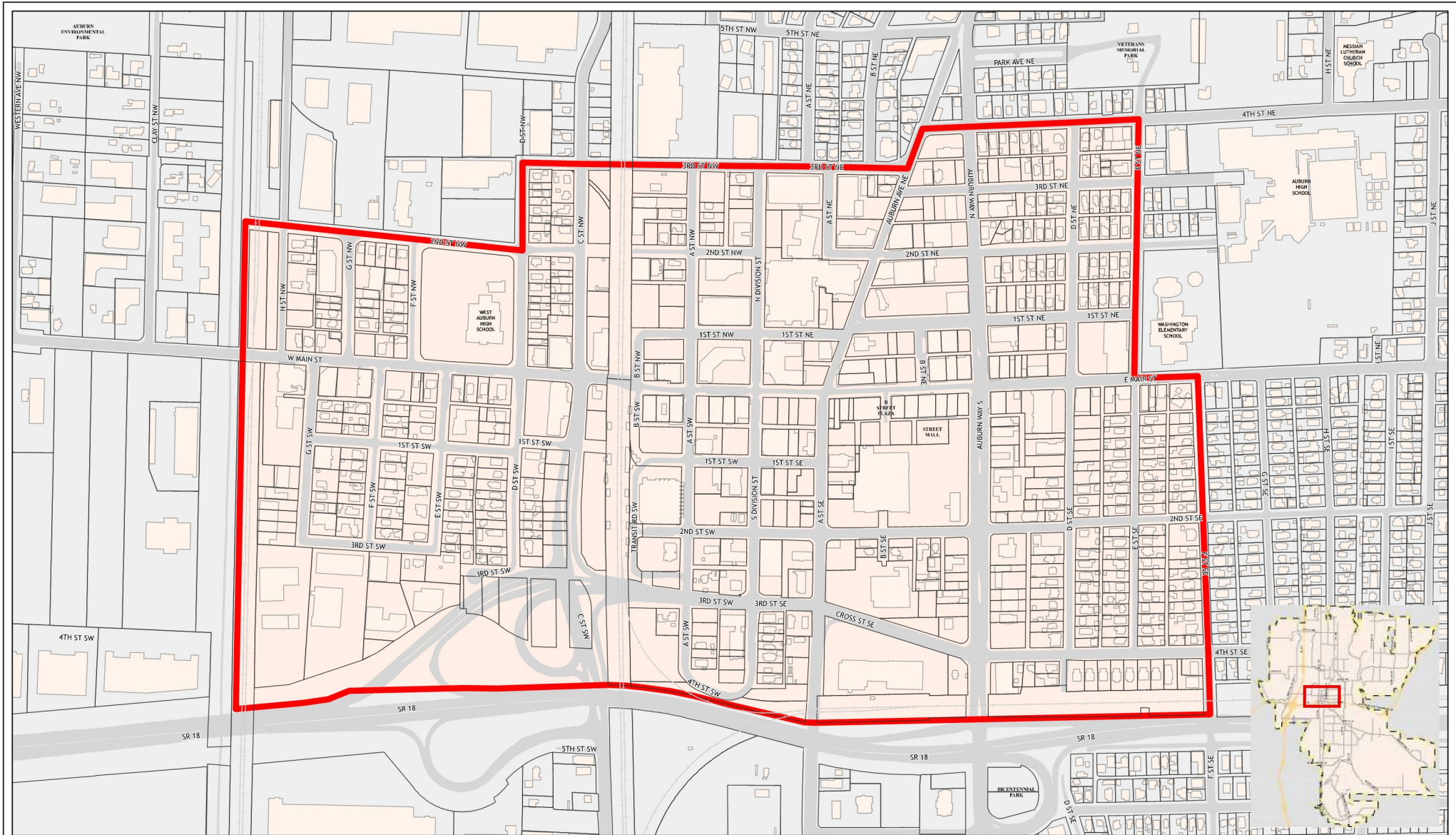
Pre-Design	-	-
Design	-	-
Right of Way	-	-
Construction	-	-
Other (Monitoring)	248,080	135,000
Total	248,080	135,000

**City of Auburn
2025-2030
Transportation Improvement Program Summary**

TIP #	Project Number	Project Title	General Transportation Funds*	REET2	Traffic Impact Fees	Traffic Mitigation Fees	Transportation Benefit District	Secured Non-City Funds	Unsecured Non-City Funds	Other	Total
Intersection, Signal, and ITS Projects											
L-1	TBD	Traffic Signal Replacement Program	2,140,000	-	-	-	-	-	-	-	2,140,000
L-2	gcbd07	Annual Traffic Signal Improvement Program	-	1,200,000	-	-	-	-	-	-	1,200,000
L-3	asbd16	ITS Dynamic Message Signs	260,000	-	-	-	-	-	-	-	260,000
L-4	gcbd09	Street Lighting Improvement Program	-	300,000	-	-	-	-	-	-	300,000
L-5	CP0611	Harvey Rd NE/8th St NE Intersection Improvements	-	-	325,551	-	-	-	-	-	325,551
L-7	CP2321	Downtown Infrastructure Improvement Project	1,000,000	-	-	-	-	-	-	-	1,000,000
L-9	TBD	Lea Hill ITS Expansion	-	250,000	250,000	-	-	-	-	-	500,000
L-10	CP2308	R Street SE/21st Street SE Roundabout	-	-	200,000	-	-	1,167,000	-	-	1,367,000
L-12	CP2319	Lea Hill Road/104th Avenue SE Roundabout	-	-	477,000	-	-	-	2,138,000	-	2,615,000
L-16	TBD	SE 304th Street/116th Avenue SE Roundabout	-	-	1,662,500	-	-	-	800,000	1,262,500	3,725,000
Subtotal (Intersection, Signal, and ITS Projects)			3,400,000	1,750,000	2,915,051	-	-	1,167,000	2,938,000	1,262,500	13,432,551
Non-Motorized and Transit Projects											
N-1	gcbd01	Active Transportation - Safety, ADA, & Repair Prgm.	600,000	1,375,000	-	-	-	-	-	300,000	2,275,000
N-2	asbd08	Active Transportation Mode Shift Program	-	-	2,950,000	-	-	-	-	-	2,950,000
N-3	TBD	Downtown Bike to Transit (10th St NE/NW)	-	-	800,000	-	-	-	1,500,000	-	2,300,000
N-4	N/A	Transit Partnership Routes Program	1,200,000	-	-	-	-	-	-	-	1,200,000
N-5	TBD	1st St NE/NW & Division St Pedestrian Improvements	-	125,000	-	-	-	500,000	-	-	625,000
Subtotal (Non-Motorized and Transit Projects)			1,800,000	1,500,000	3,750,000	-	-	500,000	1,500,000	300,000	9,350,000
Preservation Projects											
P-1	spbd01	Arterial Preservation Program	1,067,000	-	-	-	11,115,000	-	5,895,000	-	18,077,000
P-3	TBD	Bridge Preservation Program	1,200,000	-	-	-	-	-	-	-	1,200,000
P-6	TBD	Lake Tapps Pkwy SE Preservation (Summer Tapps to 182nd)	835,000	-	-	-	-	-	750,000	-	1,585,000
P-7	TBD	C St SW Preservation (GSA Signal to Ellingson Rd)	1,063,000	-	-	-	-	865,000	-	-	1,928,000
P-8	TBD	A Street SE Preservation (17th St SE to 37th St SE)	1,435,000	-	-	-	-	-	965,000	-	2,400,000
P-10	TBD	A St SE Preservation (37th St to Lakeland Hills Way)	854,000	-	-	-	-	905,000	-	51,000	1,810,000
N/A	N/A	Arterial Preservation Program Subtotal**	6,454,000	-	-	-	11,115,000	1,770,000	7,610,000	51,000	27,000,000
P-2	sobd02	Local Street Preservation Program	8,372,550	-	-	-	-	-	-	-	8,372,550
P-9	TBD	2026 Local Street Preservation Project	2,177,450	-	-	-	-	-	-	-	2,177,450
P-17	CP2412	2025 Local Street Preservation Project	1,450,000	-	-	-	-	-	-	-	1,450,000
N/A	N/A	Local Streets Preservation Program Subtotal	12,000,000	-	-	-	-	-	-	-	12,000,000
P-4	TBD	Annual Channelization and Pavement Markings	1,200,000	-	-	-	-	-	-	-	1,200,000
Subtotal (Preservation Projects)			19,654,000	-	-	-	11,115,000	1,770,000	7,610,000	51,000	40,200,000
Roadway Projects											
R-1	gcbd06	Neighborhood Traffic Safety Program	-	1,500,000	-	-	-	-	-	-	1,500,000
R-2	TBD	Stewart Road (Lake Tapps Parkway Corridor)	-	-	-	150,000	-	-	-	-	150,000
R-3	c201a0	M Street Underpass (3rd St SE to 8th St SE)	-	-	727,404	-	-	-	-	-	727,404
R-6	CP1622	Auburn Way S Widening (Hemlock St SE to Poplar St SE)	-	-	450,000	-	-	1,546,385	-	-	1,996,385
R-7	CP2210	M St NE Widening (E Main St to 4th St NE)	850,000	400,000	700,000	-	2,000,000	-	-	-	3,950,000
R-13	CP2116	R Street SE Widening (22nd Street SE to 33rd Street SE)	1,000,000	-	7,145,000	-	-	-	-	-	8,145,000
R-26	CP2311	E Valley Highway Widening	-	-	3,135,000	-	-	-	5,465,000	-	8,600,000
Subtotal (Roadway Projects)			1,850,000	1,900,000	12,157,404	150,000	2,000,000	1,546,385	5,465,000	-	25,068,789
Preliminary Engineering and Miscellaneous Projects											
S-2	CP1821	S 277th St Corridor Improvements	-	-	135,000	-	-	-	-	-	135,000
Subtotal (Preliminary Engineering and Miscellaneous Projects)			-	-	135,000	-	-	-	-	-	135,000

26,704,000	5,150,000	18,957,455	150,000	13,115,000	4,983,385	17,513,000	1,613,500	88,186,340
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*Photo Enforcement Funds	\$4,200,000
** Arterial Preservation Program Funds	\$3,000,000



CITY OF AUBURN WASHINGTON



INFORMATION SHOWN IS FOR GENERAL REFERENCE PURPOSES ONLY AND DOES NOT NECESSARILY REPRESENT EXACT GEOGRAPHIC OR CARTOGRAPHIC DATA AS MAPPED. THE CITY OF AUBURN MAKES NO WARRANTY AS TO ITS ACCURACY.

Auburn Downtown Map Figure 1

1 INCH = 400 FEET

Printed On: 08/16/2010

Map ID : 1271

-  Urban Center Boundary (231.34 Acres)
-  Auburn City Limits

ENGINEERING SERVICES

**2024 COMPREHENSIVE
TRANSPORTATION PLAN
OVERVIEW AND UPDATE**

**JACOB SWEETING, CITY ENGINEER
TRANSPORTATION ADVISORY BOARD
MAY 14, 2024**

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

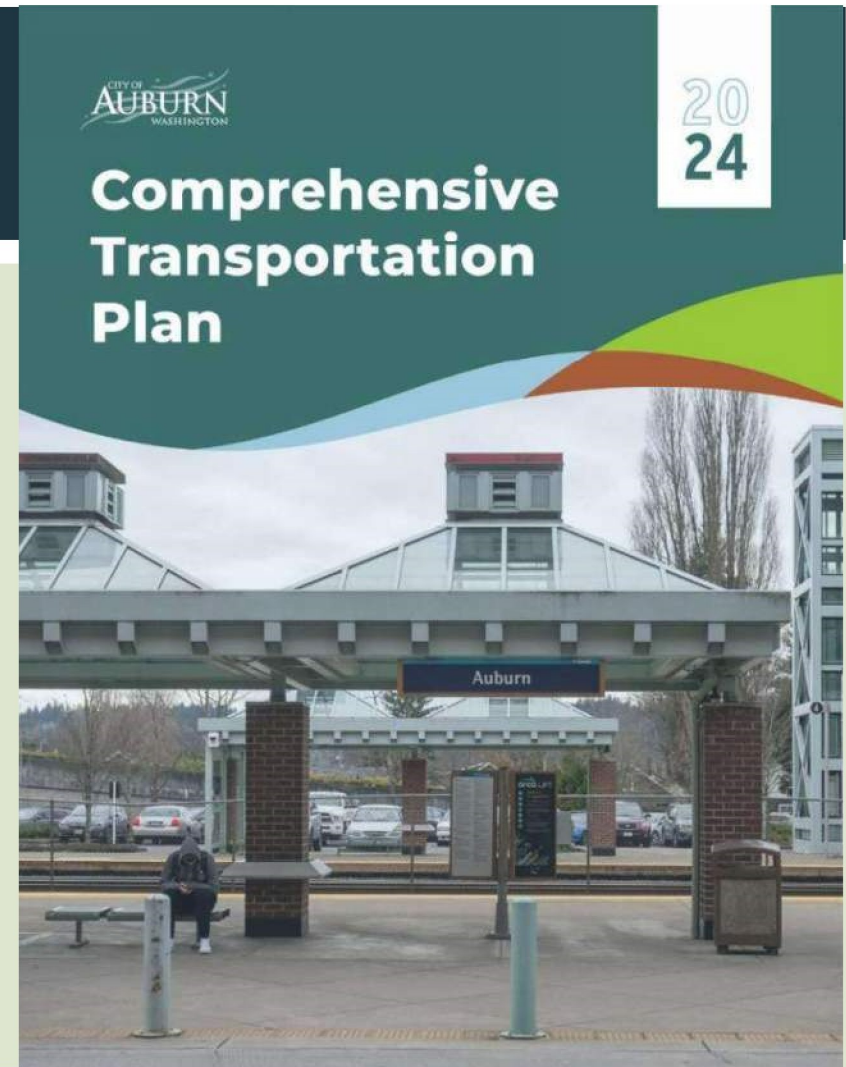
AUBURN
VALUES

S E R V I C E
E N V I R O N M E N T
E C O N O M Y
C H A R A C T E R
S U S T A I N A B I L I T Y
W E L L N E S S
C E L E B R A T I O N

WHAT IS INCLUDED?

- Chapter 1: Introduction
- Chapter 2: Multimodal Network and Standards
- Chapter 3: Safety
- Chapter 4: Policies
- Chapter 5: Management, Maintenance & Operations
- Chapter 6: Funding
- Chapter 7: Monitoring & Evaluation
- Maps and Appendices

SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION



PLAN OVERVIEW

- **Chapter 1: Introduction**
- Chapter 2: Multimodal Network and Standards
- Chapter 3: Safety
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- Chapter 5: Management, Maintenance & Operations
- Chapter 6: Funding
- Chapter 7: Monitoring & Evaluation
- Maps and Appendices



IN THIS CHAPTER

Plan Purpose, Goals, Policies, and Actions

Public Involvement

Regulatory Compliance

Agency Coordination

Land Use/Transportation Relationship



SERVICE • EN

PLAN OVERVIEW

- Chapter 1: Introduction
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IN THIS CHAPTER

[Multimodal Level of Service Standards](#)

[Streets System](#)

[Active Transportation](#)

[Transit](#)

[Freight](#)

[Airport](#)



Motorized vehicles moving people on streets



Pedestrians and bicyclists



Buses and trains moving people



Trucks and trains moving goods

SERVICE • ENVIRONMENT • EQUITY

PLAN OVERVIEW

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Goals

- Broad statements indicating a general aim or purpose to be achieved.

Policies

- Topic-specific statement providing guidelines for current and future decision-making.

Actions

- Initiatives, projects, or programs to put policy into motion.

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Goals

Policies

Actions

GOAL 1



Planning: Plan, expand, and improve the transportation system.

GOAL 2



Equity: Plan and implement the City's transportation system to support system wide equity.

GOAL 3



Safety: Significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

GOAL 4



Environmental: Comply with environmental laws and regulations.

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Goals

Policies

Actions

GOAL 5



Multimodal Accessible Network: Ensure Auburn's transportation system is designed to be comprehensive, integrated, accessible for all.

GOAL 6



Multimodal Level of Service: Establish multimodal level of service (MMLOS) for all City streets, active transportation facilities, and access to transit.

GOAL 7



Multimodal Concurrency: Ensure transportation systems and facilities are adequate to serve development.

GOAL 8



Demand & System Management: Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies.

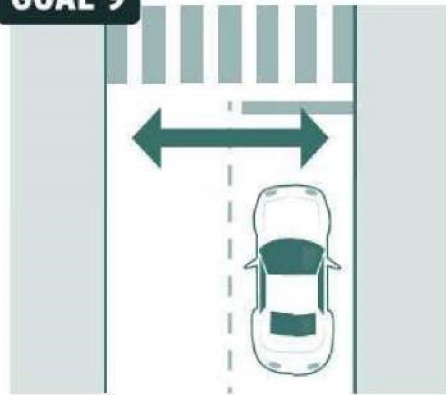
SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION

Goals

Policies

Actions

GOAL 9



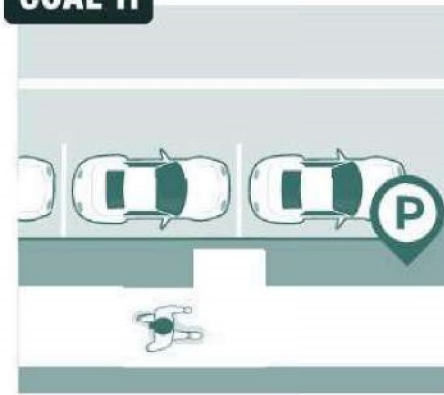
Right-of-Way: Retain and preserve existing Right-of-Way (ROW) and identify and acquire new ROW as needed.

GOAL 10



Asset Management: Design, construct, preserve, and maintain the City's transportation system in the most cost-effective manner.

GOAL 11



Parking: Ensure a balance between on-street and off-street parking.

SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION

PLAN OVERVIEW

- Chapter 1: Introduction
- Chapter 2: Multimodal Network and Standards
- Chapter 3: Safety
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- Chapter 5: Management, Maintenance & Operations
- Chapter 6: Funding
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- Maps and Appendices



IN THIS CHAPTER

- Staffing
- Equipment/Fleet
- Facilities
- Asset Management



SERVICE • ENVIRONMENT • ECONOMY

PLAN OVERVIEW



IN THIS CHAPTER

- ▮ [Financial Summary](#)
- ▮ [Financial Planning & Programming](#)
- ▮ [Funding Sources](#)
- ▮ [Revenue Shortfall Contingency](#)
- ▮ [Funding Strategies, Project Prioritization](#)

- ▮ Chapter 1: Introduction
- ▮ Chapter 2: Multimodal Network and Standards
- ▮ Chapter 3: Safety
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- ▮ Chapter 5: Management, Maintenance & Operations
- ▮ **Chapter 6: Funding**
- ▮ Chapter 7: Monitoring & Evaluation
- ▮ Maps and Appendices

	Operations	Capital	Total
20-yr Cost	\$357 million	\$319 million	\$676 million
20-yr Revenue	\$357 million	\$1 million	\$677 million
Remainder/Shortfal	\$0	\$1 million	\$1 million

DRAFT

PLAN OVERVIEW

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IN THIS CHAPTER

[Annual Updates](#)

[Multi-Year Updates](#)

[Accomplishments Since the Last Plan Update \(2019\)](#)

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PLAN OVERVIEW

- Chapter 1: Introduction
- Chapter 2: Multimodal Network and Standards
- Chapter 3: Safety
- Chapter 4: Policies
- Chapter 5: Management, Maintenance & Operations
- Chapter 6: Funding
- Chapter 7: Monitoring & Evaluation
- Maps and Appendices

Map 3. 2024 Existing Bike Facilities



Map 4. 2024 Existing Sidewalks

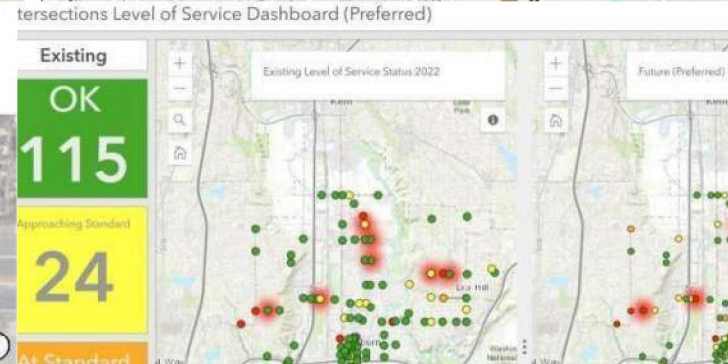


Map 5. 2024 Transit Bus Routes/Stops



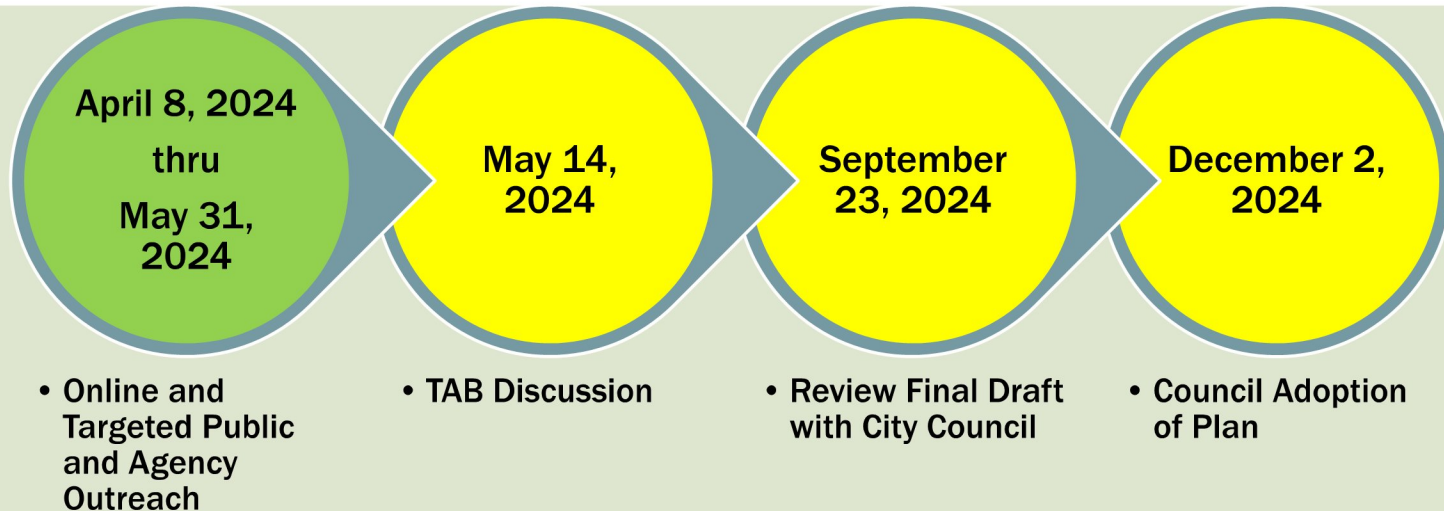
ROW Acquisition - ROW will be acquired to accommodate the widening on the east side of the intersection and to accommodate ADA improvements.

all approaches will provide accessibility to all users.



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NEXT STEPS



Please provide feedback online:
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