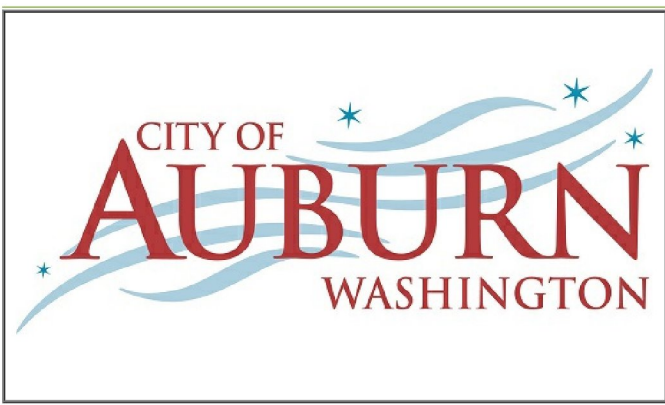


	City Council Study Session Finance and Internal Service Special Focus Area May 13, 2024 - 5:30 PM City Hall Council Chambers AGENDA Watch the meeting LIVE! Watch the meeting video Meeting videos are not available until 72 hours after the meeting has concluded.
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I. CALL TO ORDER

II. PUBLIC PARTICIPATION

A. Public Participation

The Auburn City Council Study Session Meeting scheduled for Monday, May 13, 2024 at 5:30 p.m. will be held in person and virtually.

Virtual Participation Link:

To view the meeting virtually please click the below link, or call into the meeting at the phone number listed below. The link to the Virtual Meeting is:

<https://www.youtube.com/user/watchauburn/live/?nomobile=1>

To listen to the meeting by phone or Zoom, please call the below number or click the link:

Telephone: 253 215 8782

Toll Free: 877 853 5257

Zoom: <https://us06web.zoom.us/j/83486477743>

B. Roll Call

III. AGENDA MODIFICATIONS

IV. ANNOUNCEMENTS REPORTS AND PRESENTATIONS

A. Briefing - Human Services Funding Overview (Hay/Tate) (15 Minutes)

An overview of the Human Services Program, application cycle, including outreach, and technical assistance

B. Presentation from Junior City Council (Hinman) (15 Minutes)

Presentation from Emily Helms, Patricia Amadeo, Lawand Muhsen, and Nnamdi Ometu members of the Auburn Junior City Council

V. AGENDA ITEMS FOR COUNCIL DISCUSSION

A. 2023 Photo Enforcement Report (Gaub) (20 Minutes)

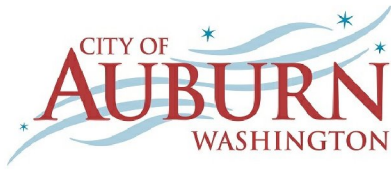
B. 2025-2030 Transportation Improvement Program and 2025 Transportation Impact Fee Update (Gaub) (20 Minutes)

C. Resolution No. 5766 (Krum) (15 Minutes)

Staff to present a draft Development Agreement between the City of Auburn and Industrial Reality Group (IRG) that pertains to the Pacific Point Site (formerly the GSA site)

VI. ADJOURNMENT

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



AGENDA BILL APPROVAL FORM

Agenda Subject:

Briefing - Human Services Funding Overview (Hay/Tate) (15 Minutes)

Date:

May 8, 2024

Department:

Human Services/Community Development

Attachments:

[Human Services Funding Overview](#)
[Presentation](#)

Budget Impact:

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

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

In the Spring of every even year, the City of Auburn in partnership with 15 other cities in the Human Services Funders Collaborative accept requests for Human Services funding using one common application. The application process for the 2025-2026 Funding Cycle opened on March 4th, 2024, and closed on April 8th, 2024. This competitive funding process was open to nonprofit agencies providing services to Auburn residents.

Reviewed by Council Committees:

Councilmember: Yolanda Trout-Manuel

Staff:

Kent Hay and Jeff Tate

Meeting Date: May 13, 2024

Item Number:



City council study session

AUBURN
VALUES

2025-2026 Human Services Funding Update

PRESENTED BY DEPARTMENT OF HUMAN
SERVICES

May 13, 2024

SERVICE
ENVIRONMENT
ECONOMY
CHARACTER
SUSTAINABILITY
WELLNESS
CELEBRATION

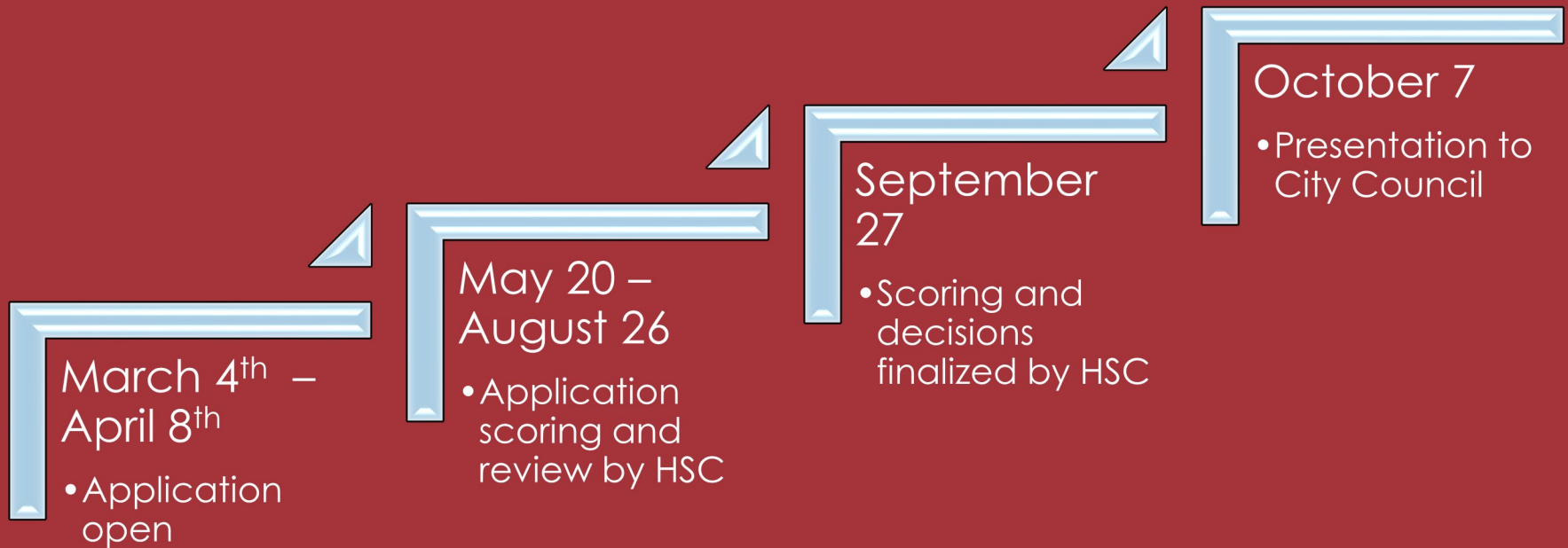
Department of Human Services

General Fund

- General Fund Human Service dollars
 - \$680,000 annually
 - Budget Line Item Approved by City Council every other year during budget process
 - Investments Guided by Human Services Funding Priorities set by Council in 2019
 - Competitive Grant funding process every other year for direct service nonprofit agencies
 - Individual Grant Awards Determined by Human Services Committee.



2025-2026 Application Review Timeline



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Background

Human Services Funding Priorities

- 2019 Human Service Funding Approach
- 2019 Community Needs Assessment
- 2020 – 2024 Consolidated Plan
- Adopted by City Council under Resolution 5461
- Identifies Funding Priority Areas (covered in different slide)
- Identifies Funding Allocations by Priority Area
- Grant Applications specify which category they are applying for
- Different categories have different levels of competitiveness

RESOLUTION NO. 5461

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AUBURN, WASHINGTON, ADOPTING THE 2020-2024 CONSOLIDATED PLAN, THE ANALYSIS OF IMPEDIMENTS TO FAIR HOUSING CHOICE, AND THE 2020 ANNUAL ACTION PLAN

WHEREAS, the U.S. Department of Housing and Urban Development (HUD) designated the City of Auburn as an entitlement community for its Community Development Block Grant (CDBG) Program;

WHEREAS, the primary objective of the Consolidated Plan and CDBG Program is the development of viable urban communities by providing decent housing, a suitable living environment, and expanding economic opportunities, principally for persons of low and moderate income;

WHEREAS, to be eligible for funding, the City of Auburn must submit a Consolidated Plan to serve as a federally required planning document to guide the City of Auburn's human service and community development efforts;

WHEREAS, the planning process to develop the Consolidated Plan involved public participation and guidance from non-profit and governmental agencies serving low income residents in the community;

WHEREAS, the City Council of the City of Auburn heard and considered public comment about the proposed 2020 – 2024 Consolidated Plan, Analysis of Impediments to Fair Housing Choice, and the 2020 Annual Action Plan;

Resolution No. XXXX
October XX, 2019
Page 1 of 2

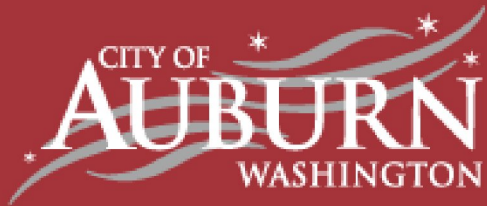


City of Auburn
Community Development Block Grant Consolidated Plan
2020 – 2024

Consolidated Plan
OMB Control No. 2506-0117 (exp. 06/30/2018)

AUBURN

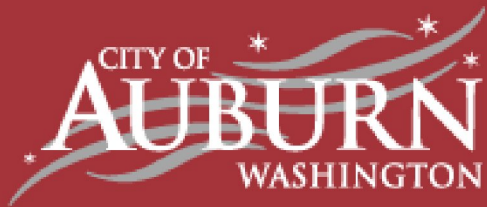
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City Of Auburn Human Services Program

- Currently manage contracts for 44 programs
 - Contract management includes:
 - Oversight of agency reports and invoicing
 - Regular monitoring of contracted agencies
 - Support for agencies to identify and overcome barriers to service provision
 - We receive approximately 100 grant applications each cycle with requests that total between \$1.5 and \$2.5 million

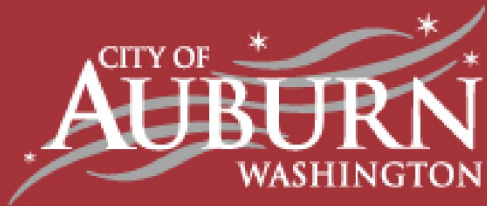
SERVICE • ENVIRONMENT • ECONOMY • CHARACTER • SUSTAINABILITY • WELLNESS • CELEBRATION



City Of Auburn Human Services Program

- Supports coordination, collaboration, and capacity building for nonprofit agencies
- Staff work closely with regional partners to better assess need and advocate for the Auburn and South King County community
- Auburn participates in Share1App, a common Human Services application process shared by 16 King County cities
- All Share1App member City Councils are currently working through this same Human Services funding process

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City Of Auburn Human Services Committee

- Auburn's Human Services Committee was established in 1975.

There is created the human services committee which is established to review the social needs of the city that should be considered when appropriating federal revenue sharing funds and general funds, and also to serve as a committee to advise the mayor and the council on allocation and application for grant funds to be used for community development projects. (Ord. 4672 § 1, 1994; Ord. 3009 § 2, 1975.)

Establishing Priority Areas

- In early 2019 Cloudburst Consulting was hired by the City to complete a Community Needs Assessment for Auburn to help guide Human Services funding priorities over the following five years.
- The Needs Assessment highlighted gaps in services and funding in the community, and opportunities for the City to better respond to identified and emerging needs.
- Final recommendations from the Consultant included both priority funding areas and proportionate allocation to each one assuming a targeted increase in Human Services funding, based on the community data they compiled.
- In November 2019, the Human Services Committee provided a formal recommendation to City Council supporting the identified priority areas and requesting an increase in the Human Services grants budget. City Council expressed support for the Assessment's findings.

2019 Direction From City Council

- Council Resolution 5479 was adopted December 2019, establishing a Human Services Work Plan and formally endorsing the priority areas identified by the Needs Assessment.
- This resolution acknowledged the historic lack of growth in Human Services grant funding and supported the Committee and staff in implementing the identified priority areas and proportionate allocations.
- City Staff and the Human Services Committee implemented the Council's recommendations in the application and review process.

Revised Priority Areas For 25-26 Cycle

- Homelessness Interventions (75% of overall budget – suballocation of 38%)
 - *Programs that provide housing solutions or supportive services for individuals and families experiencing homelessness. Programs can include rapid re-housing, transitional housing for individuals exiting homelessness, diversion, shelter (including domestic violence shelter), rapid exit from shelter, storage, laundry, hygiene, physical or behavioral health services for individuals experiencing homelessness, outreach, and other interventions serving community members experiencing homelessness.*
- Housing Stability (75% of overall budget – suballocation of 62%)
 - *Programs that work to prevent homelessness. These can include eviction prevention and fair housing supports, utility assistance, legal assistance, behavioral health services with a housing focus, and other homelessness prevention supports.*
- Basic Needs (25% of overall budget – suballocation of 65%)
 - *Programs that meet a diverse array of non-housing related basic needs, including food access, youth programming, domestic violence advocacy, physical and behavioral health, childcare resources, immigration supports, legal assistance, etc.*
- Job Training and Education (25% of overall budget – suballocation of 35%)
 - *Programs that provide education, job training and placement, or apprenticeship opportunities with the aim of increasing economic opportunities for participants.*

Establishing Priority Areas

- We are currently in the process of updated the next needs assessment and consolidated plan that will guide funding into the future.
- The current update and current grant cycle will need to use a mix of
 - The 2019 Community Needs Assessment
 - The information we are currently gathering for this year's update
 - The 2020-2024 Consolidated Plan
 - The information we are collecting for the 2025-2029 Consolidated Plan

The Application Cycle

Human Services Funding - Eligibility

- In order to be considered for funding, agencies must:
 - Meet one or more of the City of Auburn's funding priorities
 - Have 501(c)(3) status, or have a 501(c)(3) fiscal sponsor in place by the time the application period closes
 - Have a nondiscrimination policy in place
 - Meet minimum insurance requirements
 - Be willing and able to accept reimbursement for funds based on service unit completion
 - If funded, regularly track and submit required reports regarding services and demographics, and undergo regular monitoring

Outreach

- Outreach for community groups to attend and Four virtual Drop-in session(Two Priority Area Sessions and two General Application Questions) for applicants, interested agencies, and community groups to attend.
 - March 11, 2024 – April 1, 2024
 - Auburn supplemental information for applicant agencies posted on the application website, detailing info on Technical Assistance, Auburn-specific priorities and requirements, and contact info for city staff.
- Presentations and outreach to community groups
 - South King County Forum on Homelessness

Technical Assistance And Support

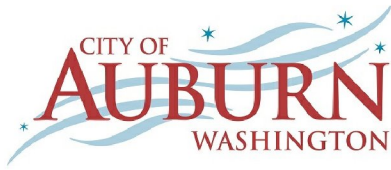
- Auburn virtual TA sessions:
 - March 11: Priority Area: Homelessness Interventions and Housing Stability: 0 attendees
 - March 18: Priority Area: Basic Needs, job Training, and Education Job Training and Education: 2 attendees
 - March 25: General Applications Questions and Support
 - April 1: General Application Questions and Support
- Our advice: **If in doubt, please reach out!**

Human Services Committee Review

- Needs Assessment used to create the framework for the review process
- Scoring and review took place over five months
- Scoring criteria:
 - 1. Program Description (25%): Illustrates community needs and program capacity
 - 2. Program Impact (35%): Demonstrates ability to measure program success
 - 3. Program Accessibility (30%): Accessible to all eligible program participants
 - 4. Budget (10%): Complete, accurate, and reasonable financial budget
- Applications were scored and discussed by Priority Area, with consideration given to each area's percentage targets
- Key considerations included:
 - Prioritizing programs which serve high numbers of Auburn residents relative to the funding request
 - Costs per service unit compared with impact
 - Utilization of best or promising practices
 - Agency staff, leadership, and board BIPOC representation
 - Likelihood that services would continue to be effective and available without Auburn Human Services funding
 - To the extent possible, fully funding requests
- The committee will make final decision in 2024

Questions?

Thank You



AGENDA BILL APPROVAL FORM

Agenda Subject:

Presentation from Junior City Council (Hinman) (15 Minutes)

Date:

May 9, 2024

Department:

Administration

Attachments:

No Attachments Available

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

The Auburn Junior City Council (AJCC) was created by Ordinance No. 6441 in 2013 with the intention of providing a youth voice to advise and inform the City Council in order to get advice and ideas from students on things like parks, recreation, entertainment, traffic, police, festivals, trails, environmental stewardship and other social issues. The AJCC provides regular updates to the City Council on their current activities and initiatives along with the Deputy Mayor and staff support.

Reviewed by Council Committees:

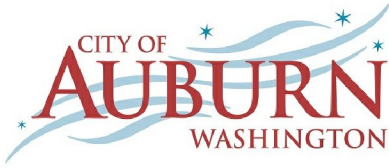
Councilmember: Larry Brown

Staff:

Dana Hinman

Meeting Date: May 13, 2024

Item Number:



AGENDA BILL APPROVAL FORM

Agenda Subject:

2023 Photo Enforcement Report (Gaub) (20 Minutes)

Department:

Public Works

Attachments:

[Presentation](#)

Date:

May 2, 2024

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

The goal of the Photo Enforcement Program is to improve safety in school speed zones. There are currently 12 cameras enforcing school speed zones throughout the City. Prior to the camera installation, nearly 30% of all cars travelling through these active school zones were significantly exceeding the 20 MPH posted speed. By the end of 2023, almost 8,000 warnings and over 14,000 citations had been issued and the rate of speeding vehicles had dropped to around 2% at the enforcement locations. Most drivers who received a citation in 2023 have not yet been issued another citation. These statistics demonstrate the cameras are effective in improving driving behavior which supports the program's safety goal. Additionally, the program's secondary goal to be at least cost-neutral is currently being met.

Reviewed by Council Committees:

Councilmember: Tracy Taylor

Staff: Ingrid Gaub

Meeting Date: May 13, 2024

Item Number:

ENGINEERING SERVICES

2023 PHOTO ENFORCEMENT SUMMARY

JACOB SWEETING
CITY COUNCIL STUDY SESSION
MAY 13, 2024

Public Works Department

Engineering Services • Airport Services • Maintenance & Operations Services

Page 25 of 111

AUBURN
VALUES

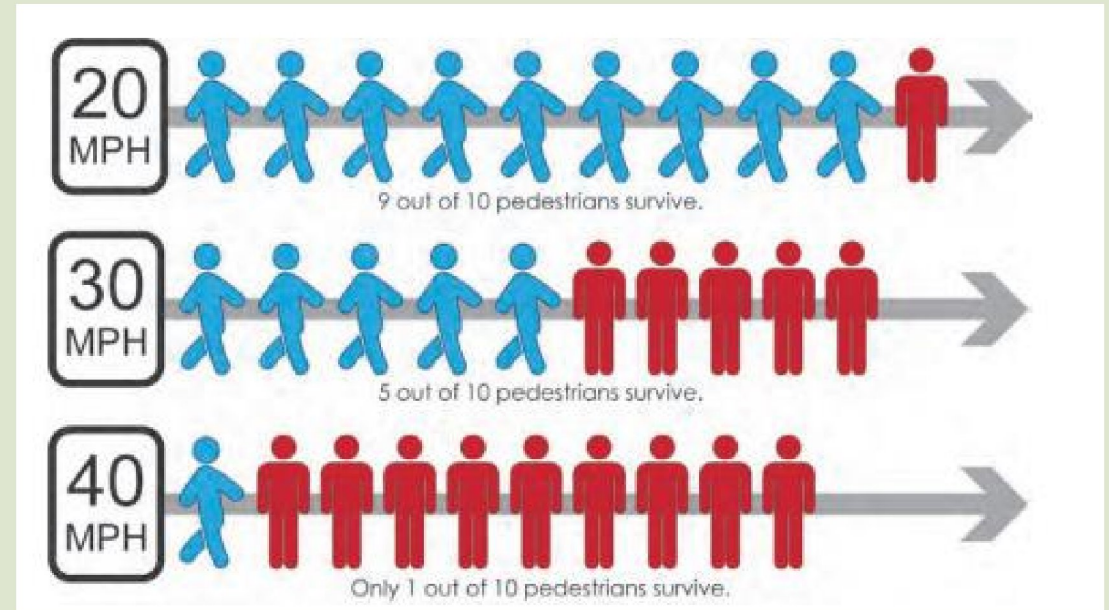
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W E L L N E S S
C E L E B R A T I O N

BACKGROUND

- **RCW 46.63.170 and ACC 10.42 allow for photo enforcement for**
 - School zones, red lights, and railroad crossings
- **2023 and 2024 Legislation Passed**
 - Allows speed enforcement in additional areas with additional conditions
- **2006 – 2014 Original Program:**
 - Red light cameras at 3 locations
 - School zone speed cameras at 6 locations
- **March 2022: Resolution 5653 Adopted for School Zone Speed Enforcement**
 - 5-year Term with option to renew or expand
 - Included 12 initial camera locations which were installed in May and September 2023

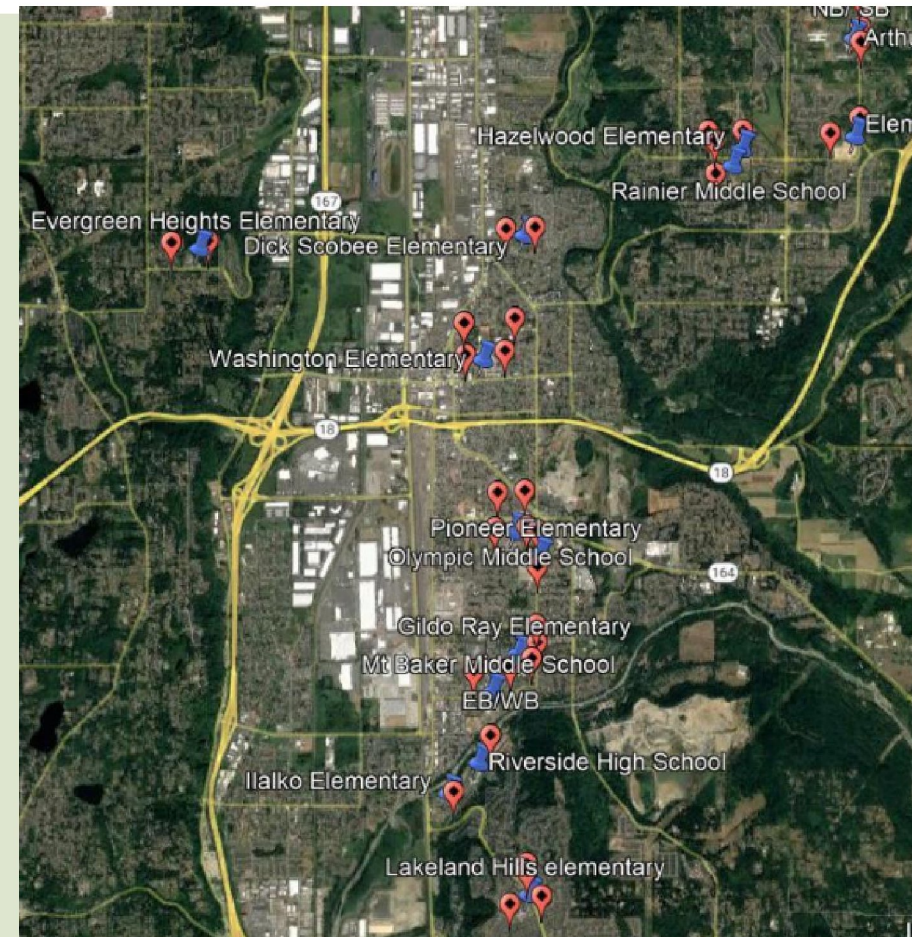
CAMERA ENFORCEMENT OBJECTIVES

- Improve school speed zone compliance to reduce crashes and reduce likelihood that those crashes cause serious injury or fatality
- Maintain at worst, a cost neutral program that does not require general fund support



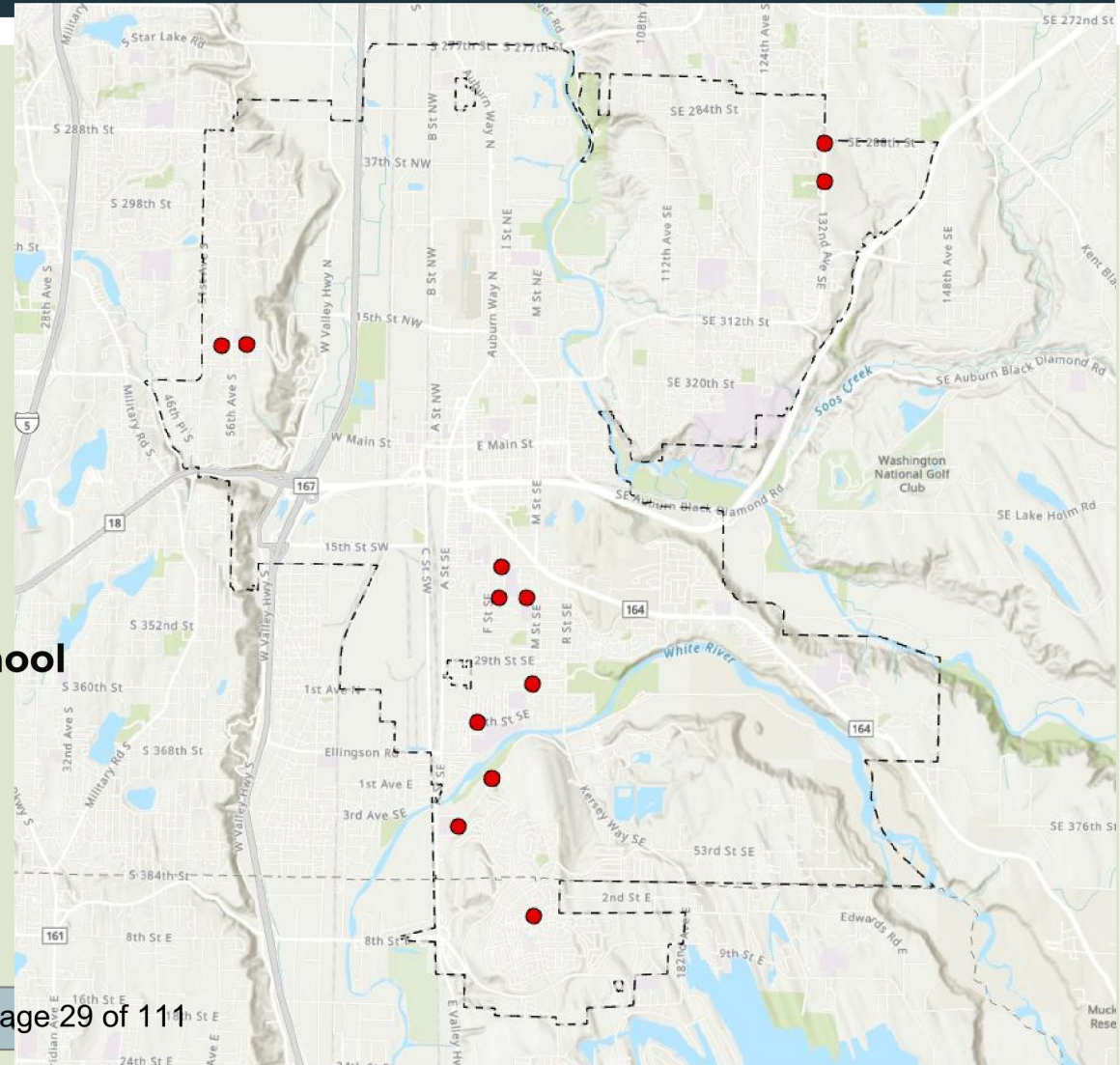
INITIAL STUDY AND CAMERA LOCATION SELECTION

- February 2022, 28 School Zones Studied
- Study collected data over 2 days, during active school zone time, with active school zone flashers.
- Percentage of vehicles traveling significantly over 20 MPH varied from 7% to 45%
- Over 5000 vehicles speeding significantly over 20 MPH during the two-day study period



CAMERA LOCATIONS

Olympic Middle School
17th St SE, Eastbound

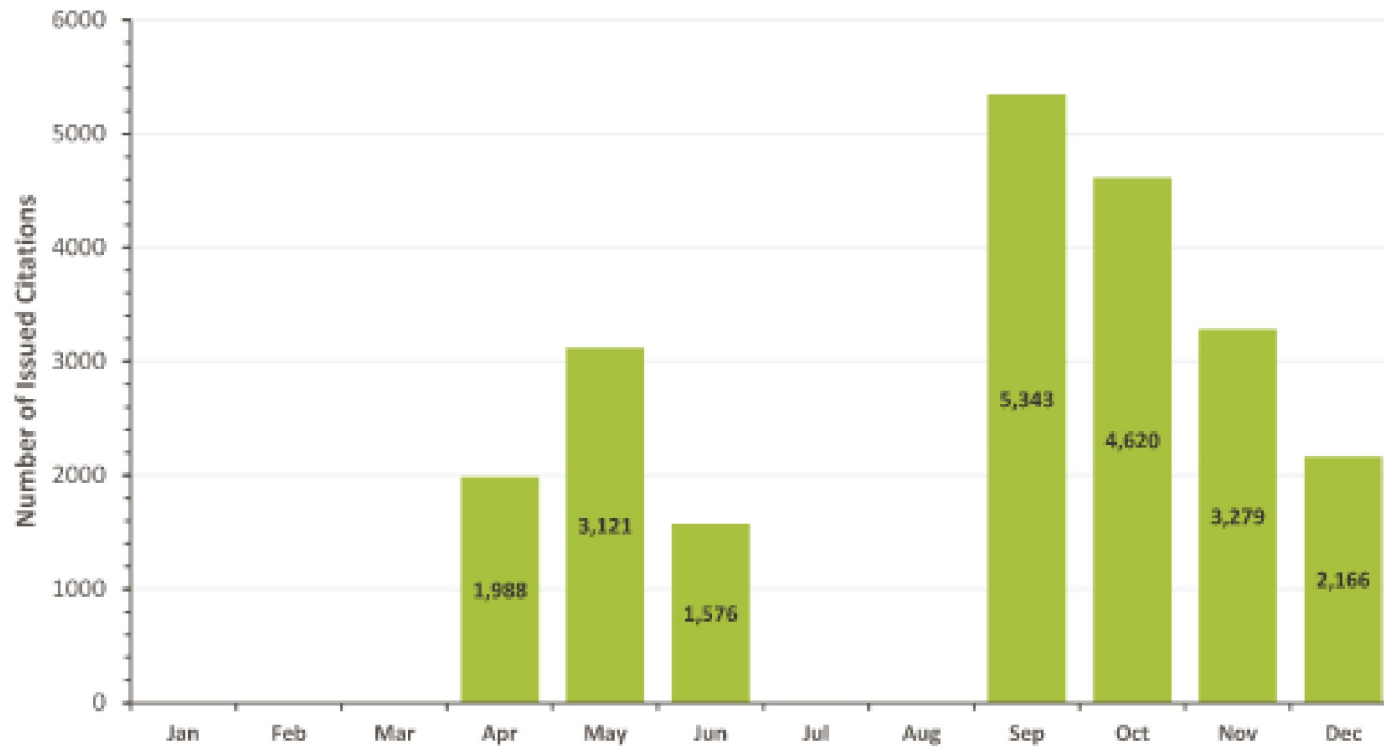


2023 PHOTO ENFORCEMENT REPORT

NUMBER OF CITATIONS/WARNINGS

Auburn, WA - Safety Camera Program

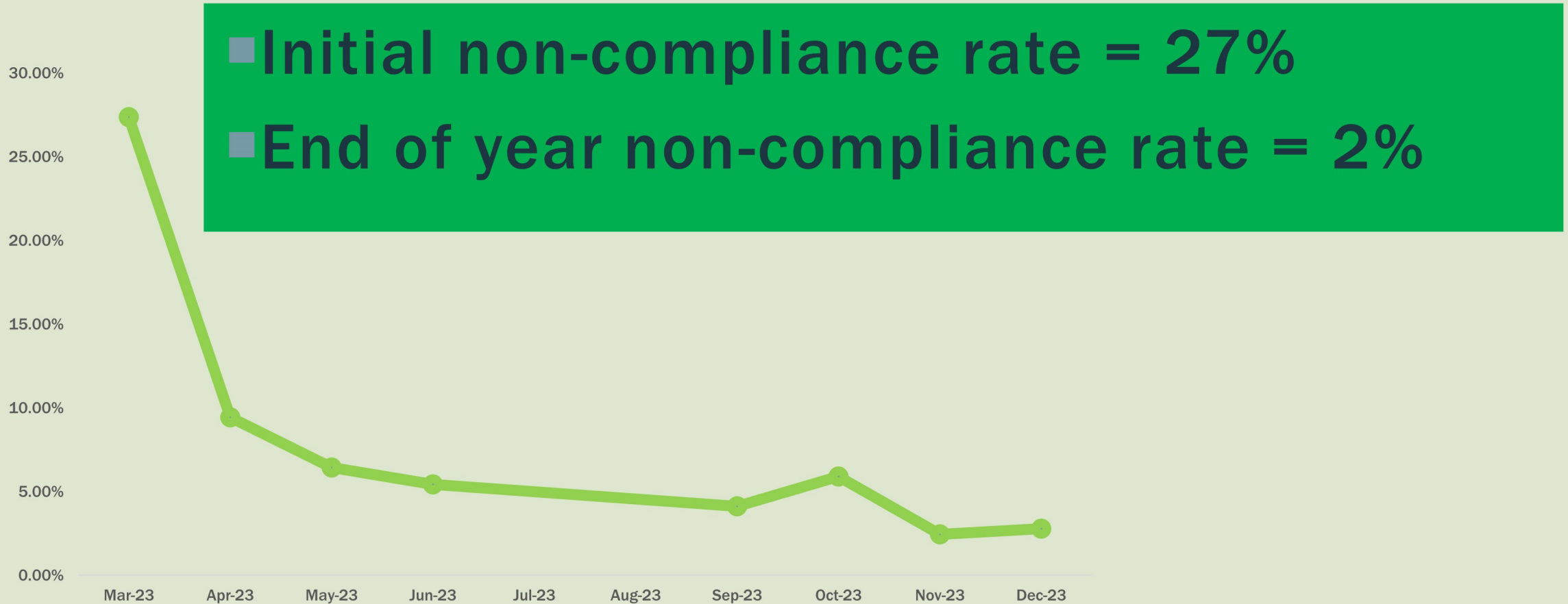
2023 Total Issued Citations by Month



- 7,801 Warnings
- 14,292 Citations
- 172 average per Day
- 20.3 Per Camera Per Day
- Average of 10 miles per hour over posted speed (for warnings and citations)

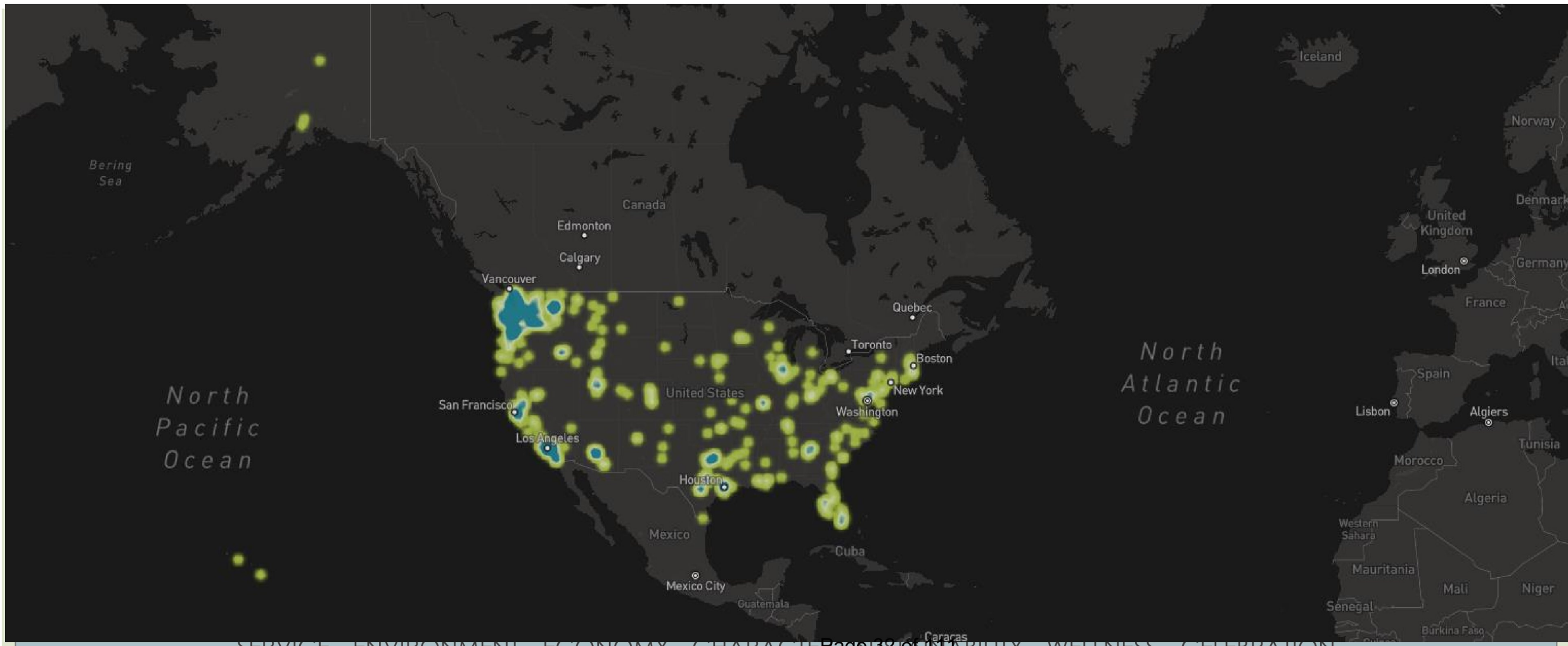
2023 PHOTO ENFORCEMENT REPORT

PROGRAM OBJECTIVES: SAFETY



2023 PHOTO ENFORCEMENT REPORT

CITATIONS - RESIDENCY

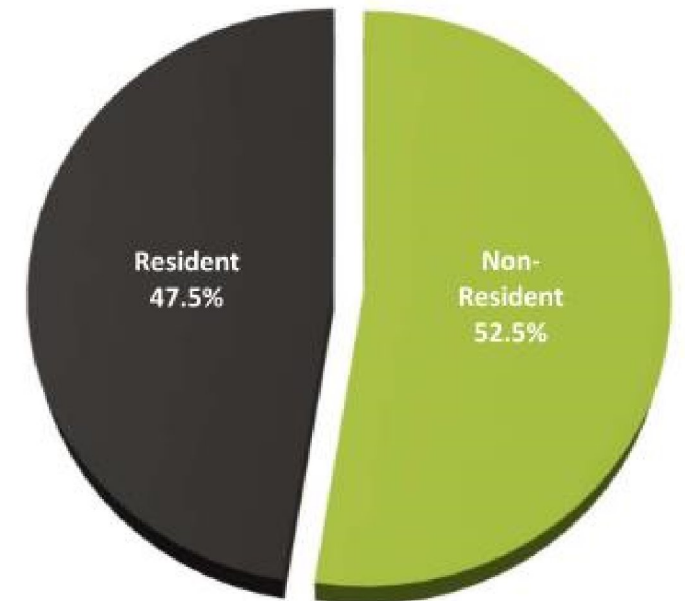
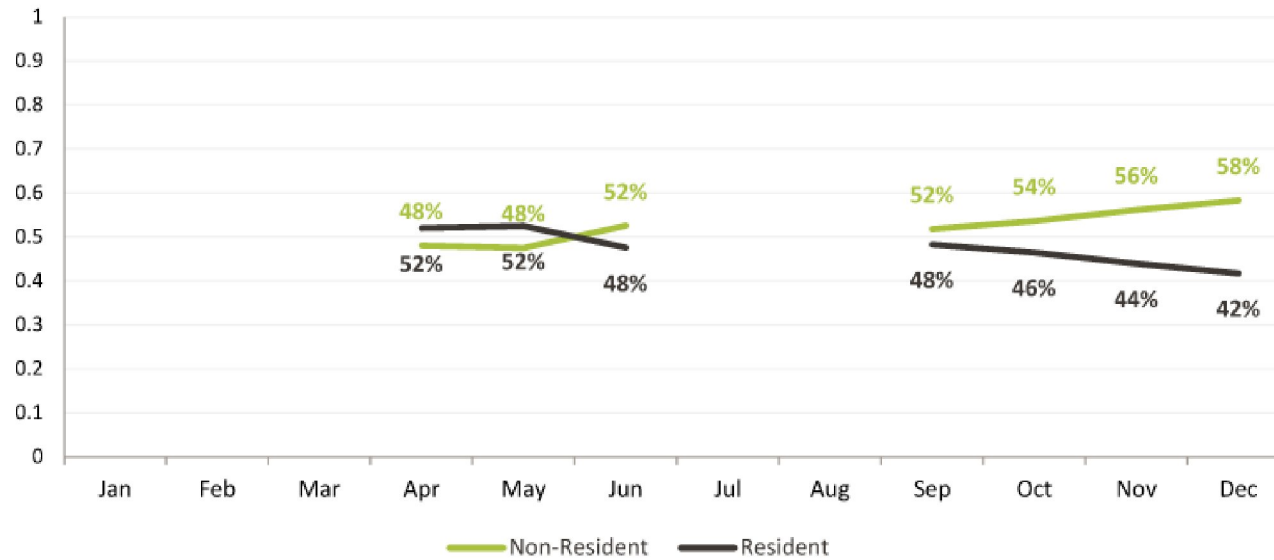


2023 PHOTO ENFORCEMENT REPORT

CITATIONS - RESIDENCY

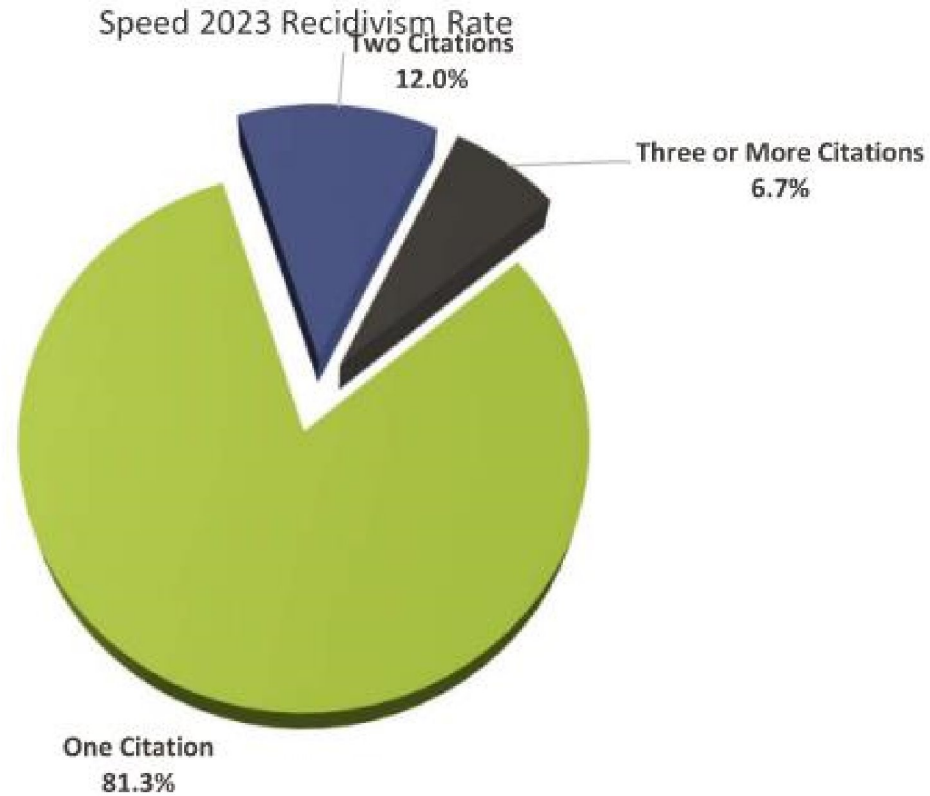
Auburn, WA - Safety Camera Program

Issued Monthly Citations by Violator City of Residence



2023 PHOTO ENFORCEMENT REPORT

CITATIONS - RECIDIVISM



2023 PHOTO ENFORCEMENT REPORT

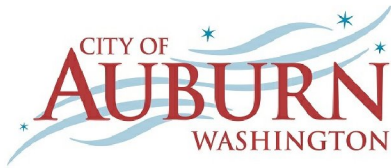
PROGRAM OBJECTIVES: AT LEAST COST NEUTRAL

- **14,292 Citations Issued** (comparison 2019 = 315)
- **Remittance Rate: 37%** (~5,311 citations)
- **Citation Revenue Collected: \$1.06M**
- **Estimated City Processing Cost @ 25%: \$266k**
- **Vendor Cost: \$160k**
- **Estimated Net: \$634k**
- **Declining citation revenue expected over time**

2023 PHOTO ENFORCEMENT REPORT

NEXT STEPS

- Web Page w/Annual Report and Information:
www.auburnwa.gov/photoenforcement
- Current program through the 2028 school year
- Additional studies and consideration of additional school zones
- Discussion and consideration of additional speed zone enforcement outside of school zones for public safety benefits
- Review recently passed legislation and its impacts
- Budget discussions regarding net revenue use



AGENDA BILL APPROVAL FORM

Agenda Subject:

2025-2030 Transportation Improvement Program and 2025
Transportation Impact Fee Update (Gaub) (20 Minutes)

Date:

May 8, 2024

Department:

Public Works

Attachments:

[Presentation](#)

[2025-2030 Draft TIP](#)

[Downtown TIF Map](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

Staff will present and discuss the proposed annual update to the City's Transportation Improvement Program (TIP). The TIP identifies projects and programs needed to address transportation needs over the next 6-year period. RCW 35.77.010 requires the City to create a TIP and update it at least once per year. Often the TIP is updated more frequently as additional transportation needs and funding is identified throughout the year. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects and programs included in the TIP.

Staff will also present and discuss the proposed 2025 update to the transportation impact fees. The proposed fees are based on the funding needs identified in the 2025-2030 TIP and anticipated development activities during the next 6-year period that necessitate additional transportation capacity. The proposed fee would be included in the fee schedule that will be brought later to the City Council for adoption:

- Increase in the base Citywide fee of 7.9% from \$5,996 to \$6,472 per trip
- Reduced fees for downtown remain in place
- Fees for Lakeland Hills Planned Unit Development (PUD) increase will be based on the Consumer Price Index for the Seattle area

Reviewed by Council Committees:

Councilmember: Tracy Taylor

Staff: Ingrid Gaub

Meeting Date: May 13, 2024

Item Number:

ENGINEERING SERVICES

2025-2030 TRANSPORTATION IMPROVEMENT PROGRAM

JAMES WEBB, SENIOR TRAFFIC ENGINEER
MAY 13, 2024

Public Works Department

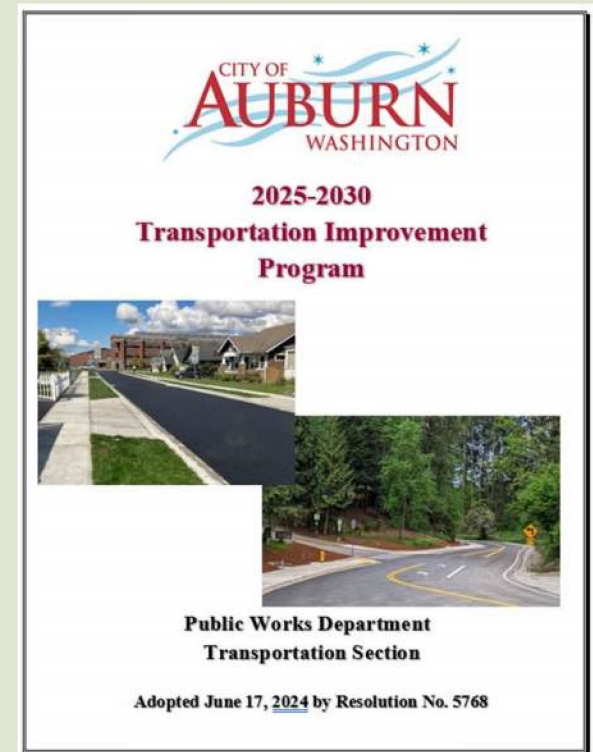
Engineering Services • Airport Services • Maintenance & Operations Services

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

TIP OVERVIEW

- RCW 35.77.010 requires the City to create a TIP
- Six-year plan for transportation facilities
- Financially Constrained
 - Reflects reasonably anticipated revenues
- Used to
 - identify priorities
 - program funds
 - required for grant applications
 - set traffic impact fees for the following year
 - coordinate with utility and development projects
 - develop the capital facilities plan and budget
 - plan and program Transportation Benefit District funds



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ANNUAL TIP UPDATE

- Required to be updated by June 30 each year
- Requires Public Hearing
- Discussed with Transportation Advisory Board for feedback
- May be modified throughout the year with public hearing, council action
- Annual Update
 - Removes projects (completed projects, changing needs/priorities)
 - Adds new projects (grant applications, emerging needs/funding)
 - Modifies projects
 - Modifications to project descriptions
 - Changes to anticipated funding/costs
 - Modification to project costs
 - Modification to project timing

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NEW TIP, NEW APPROACH

- Proposing a simplified approach to the TIP sheets
- Unrestricted Transportation Funds are shown as “General Transportation” funds
- TIP will focus on overall funding needs for individual projects
- TIP will focus on overall program funding for the six-year period covered by the TIP
- Financial information and programming by year will be included in the CFP and the budget

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:		
General Transportation	-	2,140,000
REET2	-	-
Traffic Impact Fees	-	-
Traffic Mitigation Fees	-	-
Transportation Benefit District	-	-
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.

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PROJECTS TO BE REMOVED/ADDED

- 28 Project will be removed
 - 19 project will be complete by the end of 2024
 - 7 projects reprioritized based on funding availability/revised prioritized
 - 2 projects combined into 1
 - 1 Project removed for additional coordination with King County
- 5 new projects will be added

NEW PROJECT#1

■ I-16: SE 304th Street/116th Avenue SE Roundabout

- The project will construct a single-lane roundabout
- Needed to address an existing LOS deficiency during the AM peak
- Design in 2025, ROW in 2026, construction in 2027



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NEW PROJECT #2

- **P-4: Annual Channelization and Pavement Markings**
 - Annual program
 - Refresh paint, thermoplastic, and reflective pavement markers



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NEW PROJECT #3

■ P-6: Lake Tapps Pkwy SE Preservation

- The project will grind and overlay Lake Tapps Pkwy E between Sumner-Tapps Hwy and 182nd Avenue E
- Replaces curb ramps as needed
- 2024 Pierce County Grant application for 2027/2028 construction funding



NEW PROJECT #4

■ P-9: 2026 Local Street Preservation Project

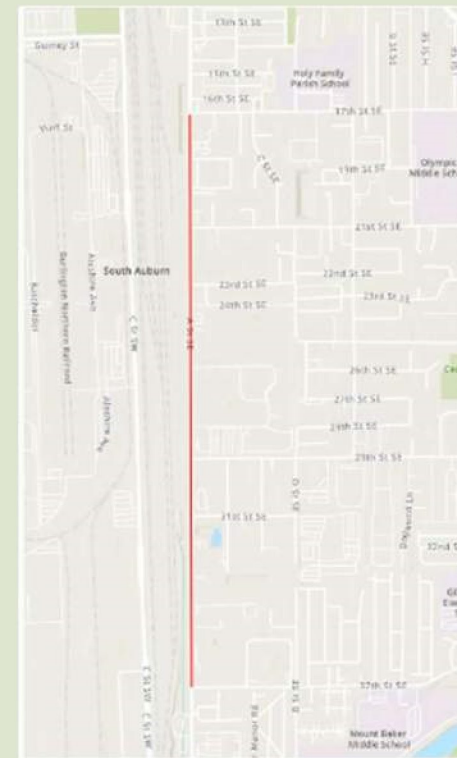
- The project includes two locations originally included in the 2025 project:
 - 8th Street SW west of C Street SW, and
 - 4th Street SE and S street SE
- J Street SE between Auburn Way S and 17th Street SE has been added.
- Existing traffic calming will be replaced



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NEW PROJECT #5

- **P-13: A Street SE Preservation (Phase 3)**
 - The project will grind and overlay A Street SE between 17th Street SE and 37th Street SE
 - Replaces curb ramps as needed
 - 2024 King County Grant application for 2027/2028 construction funding

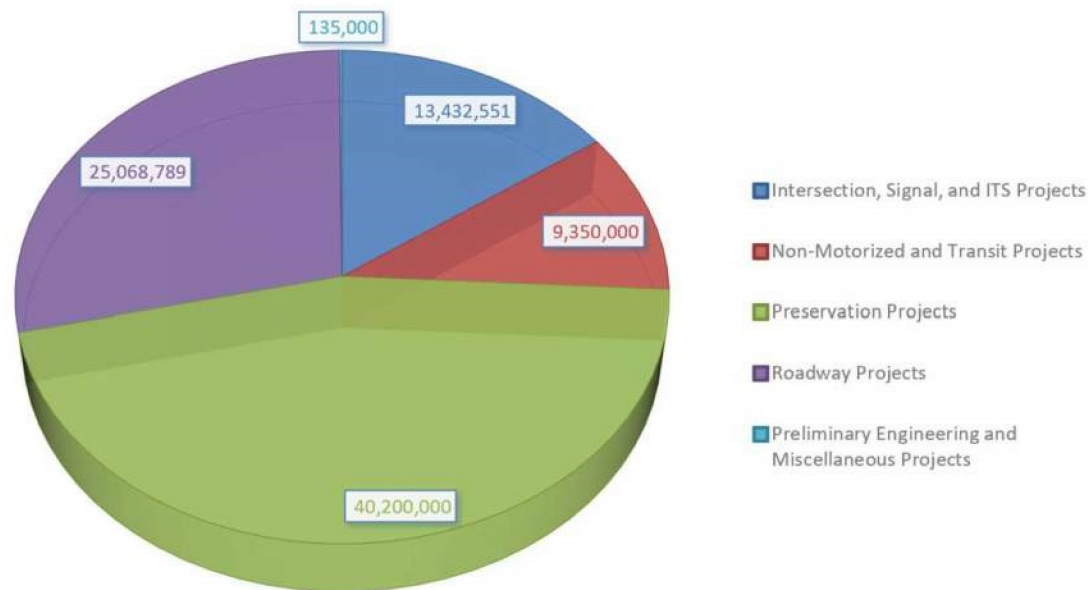


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OTHER CHANGES

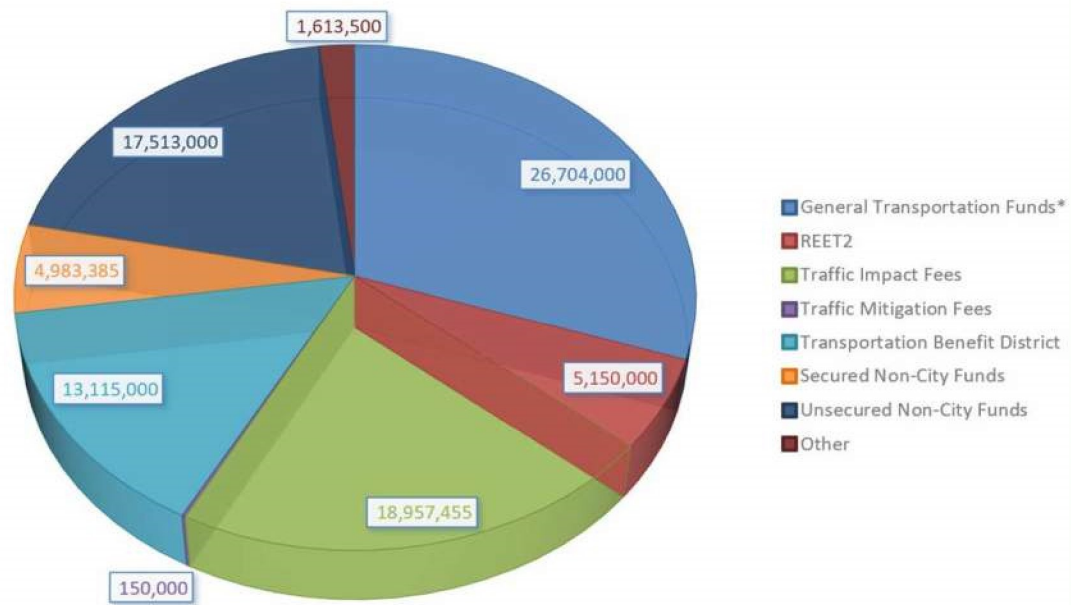
- I-8 – Traffic Signal Replacement Project → I-1 – Traffic Signal Replacement Program
- N-1 – Non-Motorized Safety Program → I-1 – Active Transportation – Safety, ADA, Repair Program
- N-2 – Sidewalk Repair and Accessibility Program → N-2 – Active Transportation Mode Shift Program
- P-3 – 10th Street NE Preservation → N-3 – Downtown Bike to Transit (10th St NE/NW)
- P-4 – Bridge Deck Preservation Program and P-5 – Bridge Structure Preservation Program combined into P-3 – Bridge Preservation Program
- R-1 – Neighborhood Traffic Calming Program → R-1 Neighborhood Traffic Safety Program
- TIP Dashboard -
(<https://auburn.maps.arcgis.com/apps/dashboards/0886cfc13e0748de94f8a7964c936aa6>)

FUNDING BY PROJECT TYPE



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FUNDING BY SOURCE



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

TRANSPORTATION BENEFIT DISTRICT

- **Funded by 0.1% sales tax increase effective Jan 1, 2023**
- **Provides funds for transportation improvements**
- **Programmed for arterial preservation (needed to meet 70 PCI target):**
 - **P-1 - Arterial preservation program**
 - **R-7 - M Street NE Widening (E Main Street to 4th Street NE)**
 - **R-13 – R Street SE Widening (22nd Street SE to 33rd Street SE)**
- **Additional revenue can be collected through enactment of a car tab fee**
- **Will be needed if unsecured non-city funding (grant) need is not met**

2025 TRAFFIC IMPACT FEE

- **2025 Traffic impact fees**
 - Fee per trip = \$6,472 (8% increase from 2024)
- The change for 2025 is based on the funding need for the 2025-2030 period,
- Financially constraining the fund, and
- The anticipated number of growth trips for the 2025-2030 period, based on the new forecasts developed with the updated 2024-2044 Comprehensive Transportation Plan

NEXT STEPS

- May 14th – Second TAB Discussion
 - June 3rd – Consent to set the Public Hearing
 - June 10th – Second Discussion with City Council (if needed)
 - June 17th – Public Hearing and Adoption via Resolution
-
- 2025 Traffic Impact Fee to be adopted with the 2025 Fee Schedule in Fall 2024

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	-	-
<i>Design</i>	-	321,000
<i>Right of Way</i>	-	-
<i>Construction</i>	-	-
<i>Other</i>	-	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:	gcbsd07	
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	TIP# I-4
Project No:	gcbsd09	
Project Type:	Operations, Safety	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:			
General Transportation		-	-
REET2		-	-
Traffic Impact Fees		1,481,648	325,551
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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	1,000,000

Capital Expenditures:

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

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:

<i>Pre-Design</i>		-	-
<i>Design</i>		100,000	-
<i>Right of Way</i>		-	-
<i>Construction</i>		-	500,000
<i>Other</i>		-	-
Total	600,000	100,000	500,000

Project Title:	R Street SE/21st Street SE Roundabout	TIP# I-10
Project No:	CP2308	
Project Type:	Capacity, Safety	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:			
General Transportation		-	-
REET2		-	-
Traffic Impact Fees		-	200,000
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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	1,367,000

Project Title:	Lea Hill Road/104th Avenue SE Roundabout	TIP# I-12
Project No:	CP2319	
Project Type:	Capacity, Safety, Active Transp.	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:			
General Transportation		-	-
REET2		-	-
Traffic Impact Fees		434,000	477,000
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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	TIP# I-16
Project No:	TBD	
Project Type:	Capacity	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:			
General Transportation		-	-
REET2		-	-
Traffic Impact Fees		-	1,662,500
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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:	gc bd01	
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:			
General Transportation		-	-
REET2		-	-
Traffic Impact Fees		-	800,000
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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:			
General Transportation		-	
REET2		-	125,000
Traffic Impact Fees		-	-
Traffic Mitigation Fees		-	-
Transportation Benefit District		-	-
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**
 Project No: **spbd01**
 Project Type: **Asset Management**

TIP# P-1

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**

TIP# P-2

Project No: **sobd02**

Project Type: **Asset Management**

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:		
<i>General Transportation</i>	-	8,372,550
<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	-	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	TIP# P-4
Project No:	TBD	
Project Type:	Asset Management, Safety	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:

<i>Pre-Design</i>	-	-
<i>Design</i>	-	198,000
<i>Right of Way</i>	-	-
<i>Construction</i>	-	1,730,000
<i>Other</i>	-	-
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		-	-
<i>Design</i>		-	440,000
<i>Right of Way</i>		-	30,000
<i>Construction</i>		-	1,930,000
<i>Other</i>		-	-
Total	2,400,000	-	2,400,000

Project Title:	2026 Local Street Preservation Project	TIP# P-9
Project No:	TBD	
Project Type:	Asset Management	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	521,000	2,177,450
Capital Expenditures:			
Pre-Design		-	-
Design		521,000	-
Right of Way		-	-
Construction		-	2,177,450
Other		-	-
Total	2,698,450	521,000	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:

<i>Pre-Design</i>	-	-
<i>Design</i>	197,000	-
<i>Right of Way</i>	27,000	-
<i>Construction</i>	-	1,810,000
<i>Other</i>	-	-
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	350,000	1,450,000

Capital Expenditures:

Pre-Design	-	-
Design	350,000	-
Right of Way	-	-
Construction	-	1,450,000
Other	-	-
Total	350,000	1,450,000

Project Title: **Neighborhood Traffic Safety Program**
 Project No: **gcbd06**
 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>	-	-
<i>Secured Non-City</i>	-	-
<i>Unsecured Non-City</i>	-	-
<i>Other</i>	-	-
Total	-	1,500,000
Capital Expenditures:		
<i>Pre-Design</i>	-	-
<i>Design</i>	-	225,000
<i>Right of Way</i>	-	-
<i>Construction</i>	-	1,275,000
<i>Other</i>	-	-
Total	-	1,500,000

* Prior amounts not shown for on-going programs.

Project Title:	Stewart Road (Lake Tapps Parkway Corridor)	TIP# R-2
Project No:	TBD	
Project Type:	Capacity	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:

<i>Pre-Design</i>	-	-
<i>Design</i>	-	-
<i>Right of Way</i>	-	-
<i>Construction</i>	-	150,000
<i>Other</i>	-	-
Total	-	150,000

Project Title:	M Street Underpass (3rd St SE to 8th St SE)	TIP# R-3
Project No:	c201a0	
Project Type:	Capacity, Safety	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 (PWTFL) 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 (PWTFL 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)	TIP# R-6
Project No:	CP1622	
Project Type:	Capacity, Safety	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 (PWTFL)	3,000,000	
Total	12,322,555	10,326,170

Capital Expenditures:

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

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:

<i>Pre-Design</i>		-	-
<i>Design</i>		512,340	-
<i>Right of Way</i>		75,000	-
<i>Construction</i>		702,869	3,950,000
<i>Other</i>		-	-
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:

<i>Pre-Design</i>		-	-
<i>Design</i>		598,218	85,000
<i>Right of Way</i>		271,782	610,000
<i>Construction</i>		-	7,450,000
<i>Other</i>		-	-
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:

<i>Pre-Design</i>	-	-
<i>Design</i>	1,400,000	700,000
<i>Right of Way</i>	-	500,000
<i>Construction</i>	-	7,400,000
<i>Other</i>	-	-
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>	-	-
<i>Secured Non-City</i>	-	-
<i>Unsecured Non-City</i>	-	-
<i>Other (Wetland Mitigation Fee)</i>	73,000	-
Total	248,080	135,000

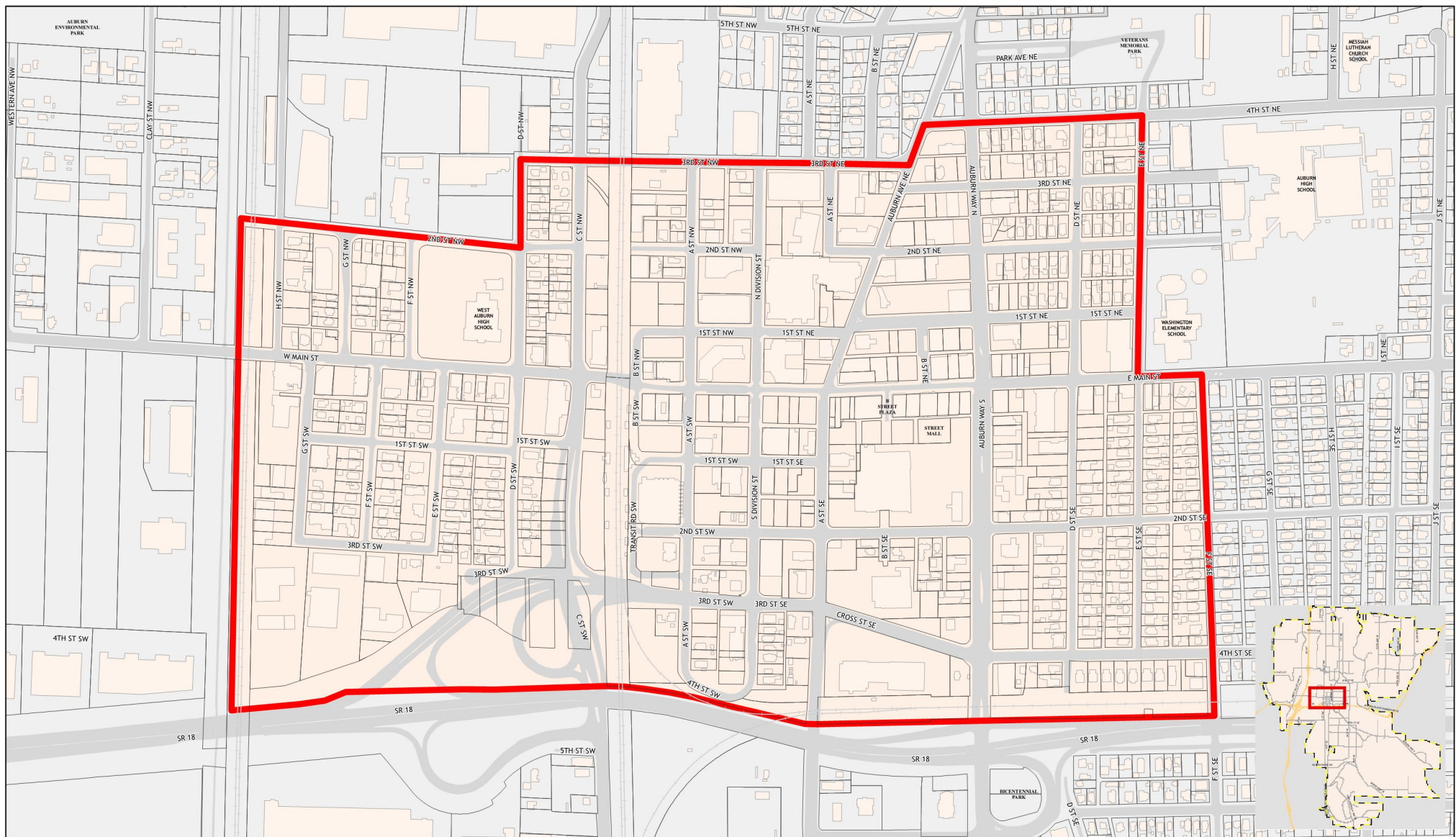
Capital Expenditures:

<i>Pre-Design</i>	-	-
<i>Design</i>	-	-
<i>Right of Way</i>	-	-
<i>Construction</i>	-	-
<i>Other (Monitoring)</i>	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 (Sumner 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

*Photo Enforcement Funds	\$4,200,000
** Arterial Preservation Program Funds	\$3,000,000

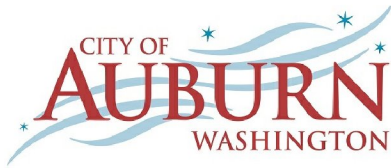


Auburn Downtown Map
Figure 1

1 INCH = 400 FEET

Printed On: 08/16/2010

Map ID : 1271



AGENDA BILL APPROVAL FORM

Agenda Subject:

Resolution No. 5766 (Krum) (15 Minutes)

Date:

May 8, 2024

Department:

Community Development

Attachments:

[Draft Development Agreement](#)

[DA Powerpoint Presentation](#)

Budget Impact:

Current Budget: \$0

Proposed Revision: \$0

Revised Budget: \$0

Administrative Recommendation:

For discussion only.

Background for Motion:**Background Summary:**

A Development Agreement is an agreement between a property owner and a City that articulates modified development standards for a specific site. It is a tool allowed under RCW 36.70B.170 and 36.70B.210. Generally speaking, Development Agreements offer an opportunity for a property owner to have more customized regulations that govern their property in exchange for the City or community to receive added benefit. They are generally used for sites that are large and/or have special circumstances that make application of the general "recipe" style development articulated in the adopted zoning code difficult or that results in loss of opportunity.

In this particular draft agreement the property owner is seeking to have more flexibility in the uses allowed on the site in exchange for a \$4 million contribution for the City's downtown Theater rebuild project. The property is currently zoned C-3 Heavy Commercial. It was previously zoned M-1 Light Industrial. The owner seeks to establish a mix of C-3 and M-1 uses on the site. Staff will explain how this mix of uses is consistent with the Comprehensive Plan, prior SEPA environmental review evaluations, and our communications during the auction process when the federal government marketed the property.

Reviewed by Council Committees:

Councilmember: Tracy Taylor

Staff:

Jason Krum

Meeting Date: May 13, 2024

Item Number:

DEVELOPMENT AGREEMENT

This Development Agreement (“Agreement”) is entered into this ____ day of _____, 2024 (“Effective Date”), by and between the City of Auburn (“City”), a Washington municipal corporation, and Auburn 18 Business Park, LLC (“Owner”), a Delaware limited liability company. The City and Owner are referred to collectively as the Parties and individually as a Party.

RECITALS

A. RCW 36.70B.170 through 36.70B.210 authorize cities to enter into development agreements with property owners to govern future development of real property. Under RCW 36.70B.170, development agreements must “set forth the development standards and other provisions that shall apply and govern and vest the development, use, and mitigation of the development of the real property for the duration specified in the agreement.”

B. Owner is the owner of the property generally known as the Auburn 18 Business Park (“Property”), located at King County Parcel #2421049004 in the City, legally described on Exhibit A and depicted on Exhibit B. The Property is zoned C-3 Heavy Commercial under the Auburn City Code (“ACC” or “City Code”). Owner may redevelop all or part of the Property and seeks confirmation of the use and development standards that would apply to such future redevelopment.

C. The City owns the Auburn Avenue Theater (“Theater”) located at 10 Auburn Avenue in the City. The Theater has been closed since 2021 due to damage caused by fire at an adjacent apartment building. The City plans to develop a new theater building to replace the Theater (“New Auburn Theater”).

D. This Agreement will provide mutual benefit to the Parties and to the residents and businesses of the City. The Agreement will further the City’s goals and policies as described in the Comprehensive Plan and is consistent with applicable development regulations.

E. A development agreement must be approved by ordinance or resolution after a public hearing. A public hearing was held on _____, 2024, and the City Council approved this Agreement by Resolution _____ on _____, 2024. The approval of this Agreement constitutes a land use decision under RCW Ch. 36.70C.

F. Now therefore, in consideration of the mutual promises set forth in this Agreement and the benefit to both the Owner and City, the Parties agree as follows:

AGREEMENTS

1. Development. The Owner may redevelop the Property after the Effective Date of this Agreement with new buildings, outdoor storage, parking, and other site improvements (“Development”). No project has been proposed or applications submitted. The future Development will require building and other construction permits from the City, which shall be governed by the ACC and this Agreement.

2. Development Standards. Prior to the Development of the Property, the Owner may lease all or parts of the Property and the currently existing buildings and improvements and may make tenant improvements (“Pre-Development Use”). Pre-Development Use of the Property and Development of the Property occurring subsequent to the Effective Date shall be governed by Sections 2.a-o, Section 3 and Section 6 of this Agreement and, except as provided in those Sections, the provisions of the City Code identified in Section 2 of this Agreement in effect on the Effective Date (“Vested City Code”), except as otherwise provided in Section 2.p of this Agreement.

a. Use. “Building contractor, heavy”; “Manufacturing, assembling and packaging – Medium intensity,” as those terms are defined in ACC Sections 18.04.194 and 18.04.616; and “Warehouse and distribution” uses including the uses described in the 2022 North American Industry Classification Code System (“NAICS”) Codes 4841, 4842, 4882, 4885, 4889 and 4931, including all uses within these categories, shall be permitted uses on the Property, in addition to uses otherwise permitted in the C3 zone under the Vested City Code.

b. Public Improvements. For the purpose of determining required half-street improvements per ACC 12.64A and the Engineering Design Standards (“EDS”) Section 10.03.03, the existing Property frontages along C Street SW and 15th Street SW shall be considered fully improved and removal, replacement, upgrading of those existing frontages is not required for Development of the Property in accordance with this Agreement except as needed to accommodate new or modified accesses to/from the Property as reasonably determined by the City based on a traffic impact analysis (“TIA”).

c. Undergrounding of existing overhead wires per ACC 13.32A on, and along the Property frontages, shall not be required for Development of the Property in accordance with this agreement.

d. Right-of-way dedication per ACC 12.64A shall not be required for Development of the Property in accordance with this Agreement except that sufficient property to accommodate a 40-foot corner curb radius in accordance with the EDS at the southwest corner of the intersection of C Street SW and 15th Street SW shall be required. Owner may be required to construct improvements at this intersection to mitigate the impacts of increased traffic resulting from Development of the Property, as reasonably determined by the City based on a TIA. Additional right-of-way dedication may be required to provide for public improvements associated with any modified or new access to the Property from public rights-of-way, to the extent such public improvements are required to mitigate impacts of Development of the Property as reasonably determined by the City based on a TIA.

e. Access. Development of the Property in accordance with this agreement shall be exempt from that portion of EDS Section 10.08.01 that limits projects to a single driveway access to a City street. All other Engineering Design Standards related to driveways (except for Section 10.08.01’s single driveway access limitation) shall apply.

f. 15th Street SW Railroad Crossing. The Owner shall be responsible for any improvements to the existing railroad crossing on 15th Street SW that serves the Property

(“Crossing Improvements”) that may be required by the Washington Utilities and Transportation Commission (UTC) due to any new or increased rail service to/from the Property associated with Development of the Property under this Agreement. Improvements may include, but are not limited to, crossing gates, flashing lights, interconnect conduit and cabling, additional street lighting, signage, and pavement markings. Nothing in this Agreement relieves the City or others of responsibility (if any) for completion of Crossing Improvements that may be required for reasons not related to the Owner’s uses or Development of the Property under this Agreement.

g. This agreement does not waive EDS Section 10.01.01’s requirements, including requirements for a transportation impact analysis (TIA), impact identification, and mitigation of impacts, among others.

h. Outdoor storage. Outdoor storage shall be allowed on up to 50% of the Property.

i. Parking. Based on the reduced parking demand anticipated for Development, a minimum onsite parking ratio of 1 space: 2700 square foot (“SF”) of floor area shall be required for all uses on the Property.

j. Screening, Fencing and Landscaping. Screening shall not be required except that fencing and landscaping adjacent to 15th Street SW and landscaping adjacent to C Street SW shall be provided as required by the City Code in existence as of the Effective Date. Fencing with a maximum height of 8 feet, including barbed wire, shall be allowed on the Property. Opacity requirements of the City Code in existence as of the Effective date shall not apply to fences located on the western, eastern or southern sides of the Property, provided that landscaping along C Street SW shall be provided as required by the City Code in existence as of the Effective Date.

k. On-Site Lighting. Light poles with a maximum height of 40 feet shall be allowed on the Property.

l. Loading. Loading and unloading docks may be visible from the street without the provision of an additional 10-foot width of landscaping along the abutting street, provided that landscaping along C Street shall be provided as required by the City Code in existence as of the Effective Date.

m. On-Site Trees. Existing trees on private property may be removed to accommodate development of the Property.

n. Stormwater. Development of the Property shall comply with the applicable City of Auburn Surface Water Management Manual (“SWMM”) that is in effect at the time of submittal of any complete building or site development permit application except that Development of the Property in accordance with this agreement may utilize storm pump systems, subject to all design requirements for pump systems in Section III-D.6, City Supplement, to the SWMM. Subject to City confirmation of conformance with such design requirements, any deviation that may otherwise have been required for a pump system is deemed approved.

o. Impact Fees. Owner shall pay and City shall collect impact fees under Title 19 of the City Code as a condition of Development approvals, subject to the provisions of this Section 2(o). For Development permits issued within 12 months of the Effective Date, Owner shall pay transportation impact fees calculated under the provisions of Ch. 19.04 and associated impact fee rate schedules of the City Code in effect as of the Effective Date. For Development permits issued after 12 months following the Effective Date, transportation impact fees shall be imposed and paid by Owner per the then-current ACC Ch. 19.04 as it may be amended from time to time. If an existing building on the Property is demolished, the Owner shall be entitled to a credit against transportation impact fees (“TIF”) for subsequent Development on the Property, calculated and applied as follows. The Owner may utilize the TIF credit for Development on any portion of the Property regardless of any future division of the Property. TIF credits that are awarded must be used within 5 years of the date of issuance of a demolition permit for the building generating the credit. A TIF credit is “used” when a building permit has been issued. The amount of traffic impact fee (“TIF”) credit generated by the demolition of Buildings 7, 8, 11 and 12, as depicted on Exhibit B, shall be calculated as shown on Exhibit C. The amount of TIF credit generated by demolition of any other building on the Property shall be based on the TIF calculation methodology in the applicable TIF rate schedule, as defined in this Section 2(o), using the square footage and land use of the building existing at the time of issuance of a demolition permit.

p. Vesting.

i. *Vested City Code*. The Vested City Code shall consist of the following Sections and Chapters of ACC Titles 16, 17 and 18 in effect on the Effective Date of this Agreement:

Section 16.06.130 Substantive authority

Chapter 17.24 Binding Site Plans

Section 18.02.120 Permitted land uses established

Chapter 18.04 Definitions (as the defined terms are used in the Vested City Code)

Chapter 18.23 Commercial and Industrial Zones

Section 18.31.030 Height limitations - Exceptions

Section 18.31.040 Lots

Section 18.31.070 Setbacks

Section 18.31.180 Performance standards

Chapter 18.41A Temporary Uses

Chapter 18.47 Electric Vehicle Infrastructure

Chapter 18.50 Landscaping and Screening

Chapter 18.52 Off-Street Parking and Loading

Chapter 18.53 Master Plans

Chapter 18.55 Outdoor Lighting

Chapter 18.56 Signs

Chapter 18.57 Standards for Specific Land Uses

Except as expressly stated in this Agreement, any amendments to or additions to the Vested City Code made during the term of this Agreement shall not apply to or affect the conditions of Development approvals or the standards set out in Section 2.a-o and Section 3 of this Agreement. A complete copy of the Vested City Code is included as Exhibit C, which shall not be included in the recorded copy of this Agreement but shall be available on file at the Auburn Department of Community Development.

ii. *Exemptions.* Amendments, additions, increases or other changes to the following plans, policies, laws, ordinances, regulations, fees and monetary charges, adopted by the City following the Effective Date, are exempt from the vesting provided in Section 2.p(i) of this Agreement:

(a) Permit application, permit review, and inspection fees applicable to any application for Development;

(b) Water, sewer and stormwater connection charges, general facility charges, and monthly service charges, as the Council may from time to time adopt and/or amend; and

(c) The Washington State Building Code, including without limitation the International Building Code and such other International or other Uniform Codes adopted by the Washington State Building Code Council and/or the City from time to time, including electrical, building, plumbing, fire and other ancillary uniform or international construction codes adopted pursuant to Chs. 19.27 or 19.27A RCW;

(d) Impact fees imposed under Title 16 of the ACC, except as otherwise specifically provided in this Agreement;

(e) City of Auburn Engineering Design Standards, except as otherwise specifically provided in this Agreement;

(f) The City's authority to require additional SEPA review and/or mitigation under Ch. 43.21C and Ch. 197-11 WAC in connection with applications for Development Approvals; provided however that the Project shall be vested to the City's substantive SEPA policies and regulations in effect on the Effective Date;

(g) Any law, ordinance, rule, regulation or policy adopted by the City pursuant to RCW 36.70B.170(4), following written notice to Owner and an opportunity to be heard, that the City deems necessary to address a serious threat to public health and safety;

(h) Procedural ordinances or regulations of the City which are not substantive, relating to hearing bodies, notices, applications, findings, records, hearings, reports, recommendations and appeals and any other matter of procedure; provided, however, that the Project is vested to the requirements and processes for Binding Site Plans in Ch. 17.24 ACC and any BSP-related provisions of this Agreement in effect on the Effective Date;

(i) Any plans, policies, ordinances, regulations or Vested City Code that the City must change by direction of, or the City reasonably determines to be necessary to change to

comply with, the requirements of any state or federal law or the directive of any state or federal agency or court, in order to avoid being in violation of state or federal law or to preserve the City's eligibility to receive shared revenues, grants or other funding, but only to the extent necessary to comply with such state or federal law. To the extent that the City can comply with such state or federal law or directive by adopting changes to plans, policies, ordinances or regulations that apply prospectively, this exemption shall not apply to permit retroactive changes to the terms, conditions or Vested City Code provisions to which the Project is vested under this Agreement;

(j) Taxes of any nature of general applicability throughout the City; and

iii. *Subsequent Code Amendments.* If mutually agreed by Owner and City, the Owner may develop the Property in accordance with one or more amendments to the Vested City Code adopted after the Effective Date, without the obligation to comply with other subsequently adopted City Code provisions. The City's decision whether to agree to application of such amendments to the Vested City Code may be made administratively by the City's Community Development Director. Any such agreement must relate to the entirety of an amended City Code section or chapter, as applicable, and will apply to all future Development during the term of this Agreement.

3. Phasing. It is recognized that site wide improvements such as landscaping are not efficiently accomplished in conjunction with each building and/or each tenant improvement so it is therefore appropriate to identify mutually agreed upon site areas that trigger phased site improvements. Exhibit B depicts generalized areas of phased development that guide the timing of design and construction of site improvements. Phases are intended to correlate more to area of land rather than timeframe which means that build out of different phases may occur at the same time. The phases depicted in Exhibit B are general and not intended to be exact. At the Owner's option, phases shown in Exhibit B may be broken into separate sub-phases or combined provided the decision to split or combine is focused on adding clarity to when phased site improvements are triggered. Across the entirety of the site, and within all phases, the following principles shall apply:

- a. Lighting fixtures shall be uniform throughout the site. This applies to parking lot lights, wayfinding lights, lighting for signage, security lighting, and fixtures used on buildings.
- b. Wayfinding signage and campus monument signs shall use a consistent design approach where color, font, and lighting technique match.
- c. Landscape species shall be consistent across all phases. This applies to perimeter landscaping, parking lot islands, and landscaping associated with individual buildings.
- d. Screening techniques shall be uniform across the site. This includes landscaping, fencing, and walls used to screen storage areas and laydown yards.

e. Bushes and hedges installed in early phases shall be maintained to an agreed upon height until landscaping growth installed in later phases has the ability to match early growth.

f. Striping for parking, ADA paths, fire lanes, and similar features shall be installed in conjunction with each phases.

g. Utilities serving one phase may extend into another phase if necessary to meet technical standards for provision of utility service.

4. Theater. In consideration for the mutual promises of and certainty provided by this Agreement, Owner agrees to voluntarily contribute \$4 million dollars to the City for the design, permitting and construction of the New Auburn Theater, subject to the following terms and conditions:

a. The payment shall be made within six months of the Effective Date of this Agreement; provided, that if this Agreement is appealed, then the payment shall not be due until the validity of the Agreement is upheld by the highest appeal body with jurisdiction to hear the appeal.

b. The payment shall be held in a reserve account and may only be expended to fund the design, permitting or construction of the New Auburn Theater; provided that if the City decides not to proceed with development of the New Auburn Theater, the City may use the payment for another development project determined by the City to have equivalent public benefit. Subject to the foregoing, the City may expend the payment at any time during the Term of this Agreement or any extension thereof, and the Owner waives and releases, for itself and any and all successors, heirs or assigns, any claim for refund under RCW 82.02.020 or .080.

5. Term. This Agreement shall remain in effect for 50 years from the Effective Date (“Term”) provided that the site improvements identified in Paragraph 3 shall be completed within 15 years of the Effective Date.

6. Conforming structures, improvements and uses. Amendments to the City Code during the Term of this Agreement shall not be deemed to create nonconforming structures, improvements, or uses. Structures, improvements and uses that are consistent with this Agreement shall be considered conforming, and such uses may continue and such structures and improvements may be maintained, repaired, remodeled and replaced, consistent with the standards in Section 2, for the Term of this Agreement.

7. Amendments. The Owner may apply for amendments to this Agreement. “Minor Amendments” are those that do not increase the gross floor area of potential Development by more than 10% or do not significantly increase the environmental impacts of development on the Property, unless those impacts are mitigated to a level that is less than significant. Minor Amendments may include, but are not limited to, development standard deviations in addition to those provided in Section 2. Minor Amendments relating to zoning and land use shall be approved administratively by the City’s Community Development Director and Minor Amendments related to the EDS or other engineering standards by the City’s Public Works

Director. All other amendments are Major Amendments and shall be approved using the approval process required for this Agreement.

8. Default and Remedies.

a. Default. Any failure by a Party to perform any material action required under this Agreement shall constitute a default, unless such failure is compelled by order of a court, subject to the notice and opportunity to cure provided in Section 7.b.

b. Notice and Opportunity to Cure. Except as expressly provided otherwise in this Agreement, no party shall be in default under this Agreement unless it has failed to perform as required under this Agreement for a period of thirty (30) days after written notice of default from the other Party. Each notice of default shall specify the nature of the alleged default and the manner in which the default may be cured satisfactorily. If the nature of the alleged default is such that it cannot be reasonably cured within the thirty (30) day period, then commencement of the cure within such time period and the diligent prosecution to completion of the cure shall be deemed a cure.

c. Rights of Non-Defaulting Party. Except as set forth herein, a party not in default under this Agreement shall have all rights and remedies provided by law or equity, including without limitation damages, specific performance, or writs to compel performance or require action consistent with this Agreement.

d. Attorneys' Fees. In any action to enforce or determine a party's rights under, this Agreement, the prevailing party shall be entitled to attorney's fees and costs.

9. Notices. All notices required to be given under this Agreement shall be given in writing and shall be deemed delivered on the date of hand delivery of the notice or the date that is three days after mailing of the notice by certified or registered mail, return receipt, postage prepaid, to the parties at the addresses set forth below:

If to Owner: _____

If to City: _____

The Parties, by notice given, may designate any further or different address to which subsequent notices are to be sent.

10. Governing Law. This Agreement shall be governed by the laws of the State of Washington.

11. Third Party Beneficiaries. There are no third-party beneficiaries of this Agreement and no party other than the Owner and the City shall be entitled to enforce this Agreement.

12. Mutual Drafting. Both the City and Owner have participated fully in the drafting of this Agreement, and the rule of construction of ambiguities against the drafter shall not apply to either Party.

13. Covenant Running with the Land. The provisions of this Agreement shall run with the land and shall be binding upon and inure to the benefit of the Parties, their successors and assigns.

14. Recording. This Agreement shall be recorded with the Office of the King County Recorder.

15. Entire Agreement. This Agreement represents the entire agreement of the Parties with respect to the subject matter of this Agreement. There are no other agreements, oral or written, except as expressly set forth in this Agreement. This Agreement supersedes all previous agreements, oral or written, except as expressly set forth in this Agreement. This Agreement may be modified only by a written instrument duly executed by the Parties following the amendment process described in Paragraph 6 of this Agreement.

17. Authority. The obligations to dedicate property, implement mitigation measures, make impact fee or other payments, or to fund or to provide services, infrastructure, or other facilities agreed to by Owner in this Agreement are made pursuant to, authorized by and/or are consistent with applicable law, including without limitation RCW 43.21C.060, WAC 197-11-350, RCW 36.70B.170(4), RCW 82.02.020 and the Washington State and United States Constitutions. Each Party represents and warrants that it has the power and authority, and is duly authorized, to enter into this Agreement on the terms and conditions herein stated, and to deliver and perform its obligations under this Agreement.

18. Counterparts. This Agreement may be executed in counterparts, with each Party sending a .pdf of its signature to the other Party by electronic mail transmission. This Agreement, when fully executed and signature pages exchanged as provided herein shall be effective as the original document.

19. Exhibits. This Agreement includes the following Exhibits, which are incorporated by reference:

- a. Exhibit A: Legal description of Property.
- b. Exhibit B: Depiction of Property and Phasing Plan.
- c. Exhibit C: TIF credit calculations.

20. Indemnification. Owner releases and agrees to defend, indemnify and hold harmless the City and all of its elected and appointed officials and its employees from all liability, claims, causes of action, fees (including reasonable attorneys' and expert fees), penalties, appeals and

costs, including but not limited to the costs of defense of any claim or appeal brought by a third party, arising in connection with the approval of or otherwise relating to this Agreement or any Development under this Agreement, except to the extent resulting from the sole negligence of the City or its officers, agents or employees in performance of this Agreement, and except in connection with any action by either Party to enforce this Agreement or in connection with any other matter in which the Owner and City are adverse.

21. Interpretation. The parties intend this Agreement to be interpreted to the full extent authorized by law as an exercise of the City's authority to enter into development agreements pursuant to RCW 36.70B.170 – .210, except that this Agreement shall be construed to exclude from the scope of this Agreement and to reserve to the City that police power authority granted to the City by the Washington State constitution or by general law and which is prohibited by law from being subject to a mutual agreement with consideration.

Executed as of the date written above:

AUBURN 18 BUSINESS PARK, LLC,
a Delaware limited liability company

By: IRG Value Fund Manager, LLC,
 a Delaware limited liability company,
 its Manager

By: _____
 Richard Klein
 Chief Financial Officer

CITY OF AUBURN,
a Washington municipal corporation

By: _____
Its: _____

EXHIBIT A

Legal Description of Property

EXHIBIT B

Depiction of Property and Phasing Plan

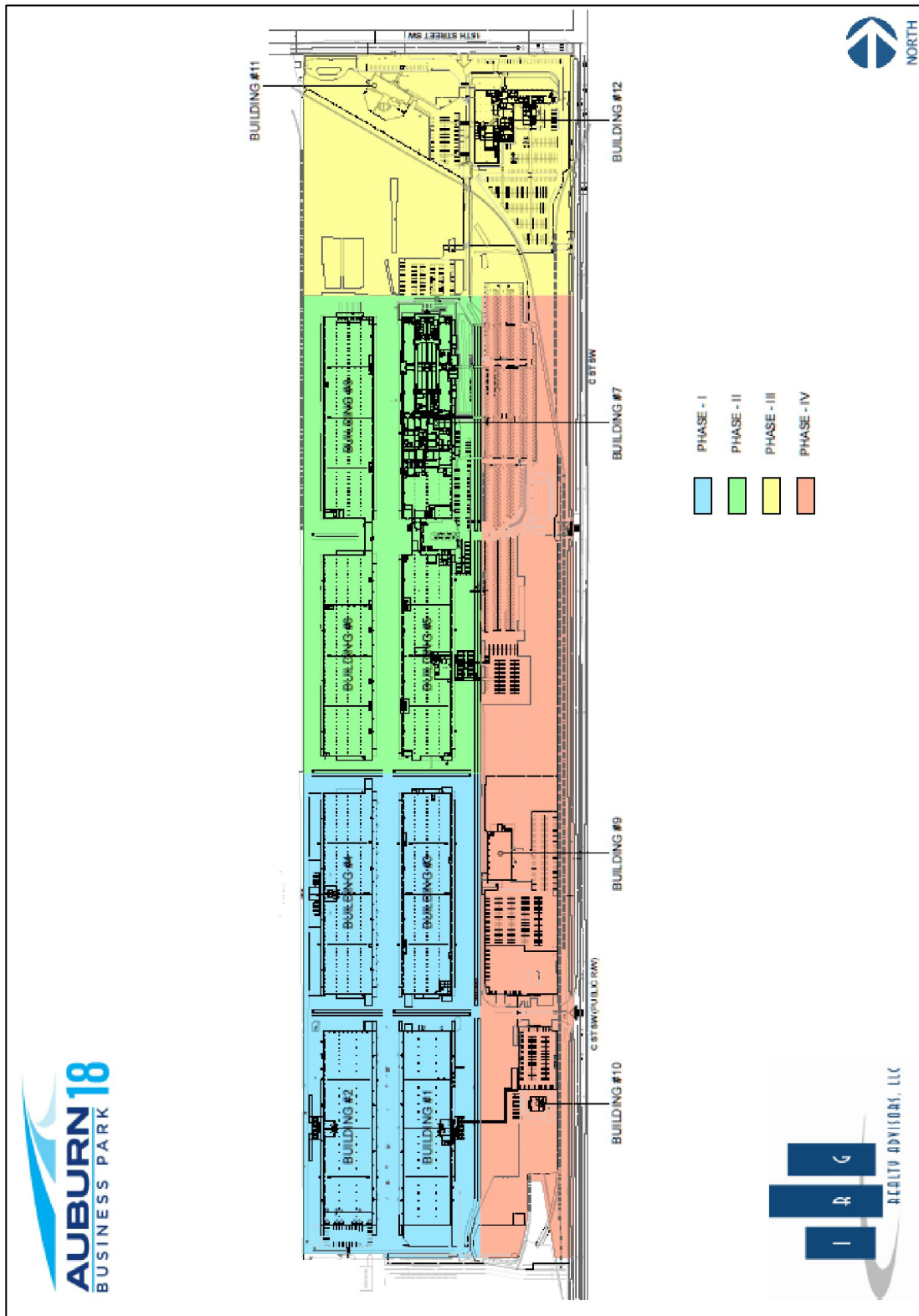


EXHIBIT C

Traffic Impact Fee Credit Calculations Buildings 7, 8, 11, 12

Building	Existing Land Use	Building Area (SF)	Impact Fee Rate (2024)	Impact Fee
7	Office	181,903	\$13.21	\$2,402,939
7	Warehouse	28,307	\$3.56	\$100,773
				\$2,503,712
8	Warehouse	182,571	\$3.56	\$649,953
11	Daycare	8,065	\$44.45	\$358,489
12	Office	105,771	\$13.21	\$1,397,235
TOTAL CREDIT =				\$4,909,388

CITY COUNCIL STUDY SESSION

IRG DEVELOPMENT AGREEMENT

PRESENTED BY DEPARTMENT OF
COMMUNITY DEVELOPMENT

JEFF TATE

MAY 13, 2024

Department of Community Development

Planning • Building • Development Engineering • Permit Center
Economic Development • Code Enforcement

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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

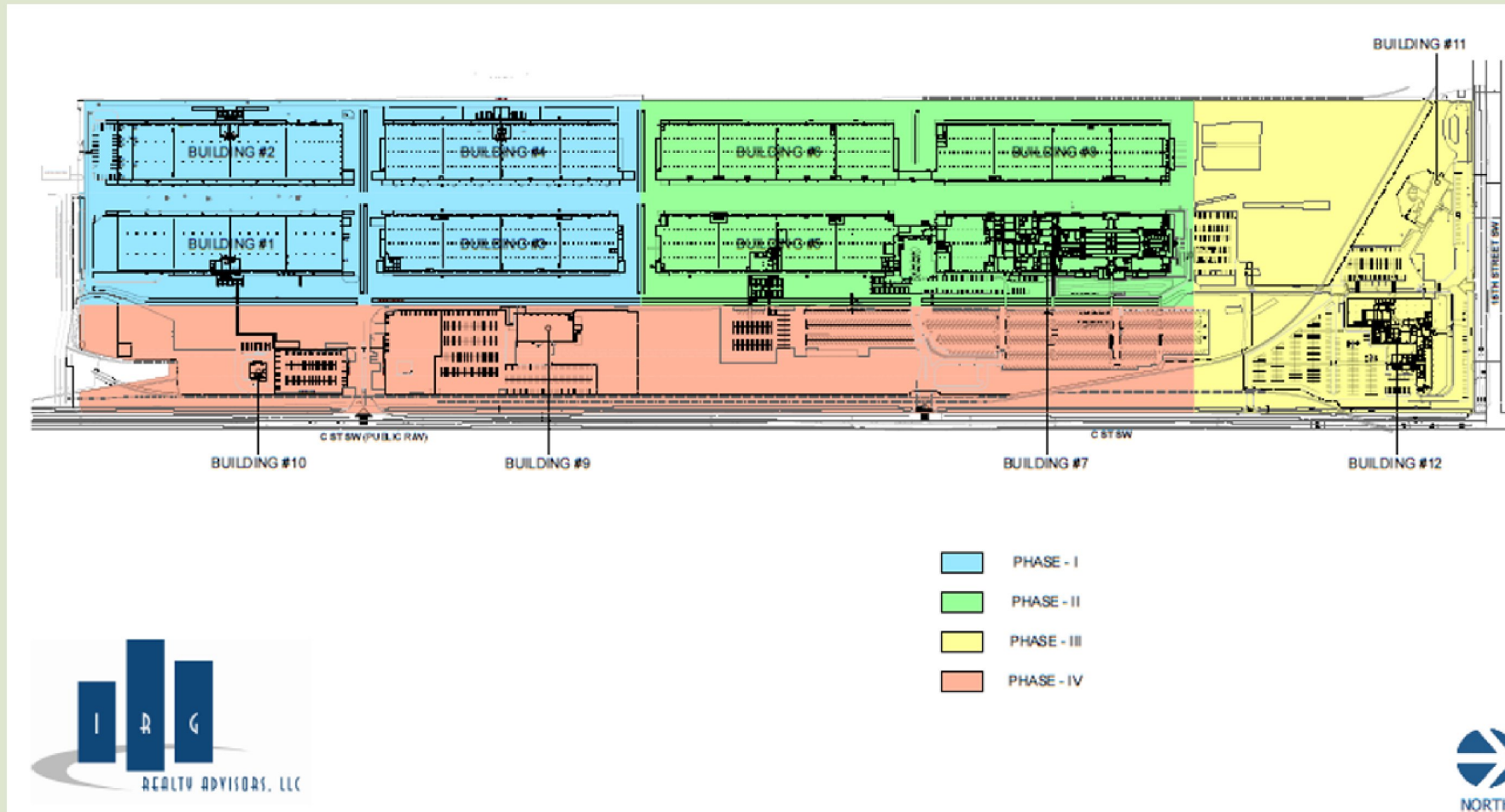
DEVELOPMENT AGREEMENTS DEFINED

A Development Agreement is an agreement between a property owner and a city that articulates modified development standards for a specific site. It is a tool allowed under RCW 36.70B.170 and 36.70B.210. Generally speaking, Development Agreements offer an opportunity for a property owner to have more customized regulations that govern their property in exchange for the City or community to receive added benefit. They are generally used for sites that are large and/or have special circumstances that make application of the general “recipe” style development articulated in the adopted zoning code difficult or that results in loss of opportunity.

DEVELOPMENT AGREEMENT – AERIAL OVERVIEW



DEVELOPMENT AGREEMENT – SITE ORIENTATION



DEVELOPMENT AGREEMENT – PROCESS

- Developer and City Staff Negotiate a Proposal
- City Attorney Reviews Proposal
- **Presentation to City Council**
- Public Notice Posted and Advertised
- City Council to Conduct a Public Hearing
(5/20/24)
- City Council to Act on Resolution (5/20/24)

COMPREHENSIVE PLAN – LAND USE AND HOUSING

Major Concept Overview:

- Does not approve any ground disturbing activity or construction.
- Grants flexibility for allowed uses. Mixes C-3 uses and M-1 uses.
- Establishes phasing concepts for a large site.
- Allows for consideration of certain site improvements
- City receives \$4 million for reconstruction of downtown theater.

Questions?

Department of Community Development

Planning • Building • Development Engineering • Permit Center
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AUBURN
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W E L L N E S S
C E L E B R A T I O N