



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

March 13, 2018

AGENDA

I. CALL TO ORDER – 5:30 P.M.,
CITY HALL 25 W MAIN STREET

II. INTRODUCTIONS

III. CONSENT AGENDA

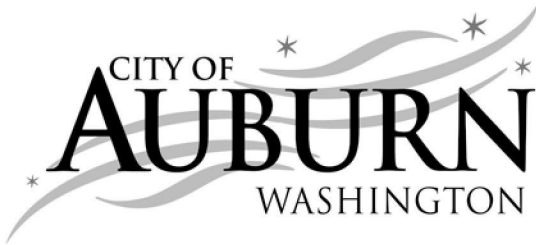
- A. APPROVAL OF MINUTES FOR THE MEETING ON SEPTEMBER 12, 2017*
- B. APPROVAL OF MINUTES FOR THE SPECIAL MEETING ON SEPTEMBER 27, 2017*

IV. DISCUSSION AND INFORMATION

- A. METRO CONNECTS LONG RANGE PLAN PRESENTATION AND DISCUSSION (Metro)*
- B. TRAFFIC SIGNAL SYSTEM OVERVIEW AND DEMONSTRATION (Nutter)
- C. 2018 TIP UPDATE – INITIAL DISCUSSION (Webb)*

V. ADJOURNMENT

*Denotes attachments included in the agenda packet.



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

September 12, 2017

DRAFT MINUTES

I. CALL TO ORDER

Chairman Jim Wilson called the meeting to order at 5:39 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 W Main Street, Auburn, Washington. Committee members present were Pamela Gunderson, Andrew Serr, Michael Harbin Jr, Dennis Moore, David Jensen, Roger Gillette, and Dennis Grad. Also present during the meeting were Assistant Director/City Engineer Ingrid Gaub, Street System Engineer Jai Carter, and Office Assistant Angie Sherwin.

II. CONSENT AGENDA

A. APPROVAL OF MINUTES

It was moved by Roger Gillette, seconded by Andrew Serr that the Committee approve the Transportation Advisory Board Consent Agenda. Motion carried.

Approved as a whole:

Minutes for the meeting on March 14, 2017
Minutes for the special meeting on March 29, 2017
Minutes for the meeting on June 13, 2017
Minutes for the special meeting on August 23, 2017

III. DISCUSSION AND INFORMATION

A. Transportation Funding and The Council Ad Hoc Committee – Ingrid Gaub

A review of the Council Ad Hoc Committee on August 7, 2017, identified several projects funded by current real estate excise tax within the City's 2017-2018 adopted budget; that could be delayed to move those funds to the Arterial Street Preservation program for 2018 to expand the 2018 program. In addition, the Finance Director and the Mayor identified \$1.3 million in reserve funds that could be used for the same purpose. These funds would be one time funds – not reoccurring. A Capital Reserved Fund was also recommended to be created for funding any capital needs as they arise for street projects in the future. This reserve fund could be for completing projects with a shortfall of funding, emergency repairs, or emerging needs.

The Council Ad Hoc Committee is also asking staff to locate addition funds for 2019 and beyond for additional preservation funding. The Committee proposed a half million for 2019 and increase that for each year (2020-2022) by a half million to a maximum of \$2 million per year to add to the existing Arterial Street Preservation Program. Additional discussion on these ideas with the full council will be needed in the budgeting process in 2018.

The Council Ad Hoc committee does not want to move forward with the \$20 car tab fee for Auburn. The Transportation Benefit District will be meeting on September 18, 2017, and will discuss the current resolution and make a final decision regarding car tabs.

The Transportation Advisory Board members discussed the General Fund (Transportation, Police and Parks) and Grant Funding and the need and priority on projects listed on the budget spreadsheet.

B. Street Preservation Update for 2018 Projects – Jai Carter

A brief overview of the street selection for the Local Street Preservation and the Arterial Preservation Program.

Arterial Preservation Program - Some of the selected locations are not competitive for grants; they are only eligible for local funding. (See Map)

- S 277th from HWY 167- Auburn Way North
- 15th NW/NE HWY 167- Awn onto Harvey to M Street NE / 8th Street NE
- W Valley HWY Peasley Canyon westbound SR 18 (WSDOT Project)
- Auburn Way North between 277th Street and 45th NE
- South 304th - Green River Road to 124th SE at the roundabout
- R Street SE and Auburn Black Diamond - West Main Street to T Street SE
- 8th Street NE - Auburn Way North west side – 8th Harvey on eastside
- Terrace View Drive - R Street NW to W Street NW
- 29th Street SE Edge - F Street SE and M Street SE
- Lakeland Hill Way - Mill Pond Drive and 57th Drive SE – south bound lanes

Local Streets Preservation (See Map)

- South 286th Street
- 17th Street NE- NE I & Auburn Way North
- K Street NE – 12th Street NE and 14th Street NE
- 122nd Avenue South
- Lea Hill - 122nd Avenue South
- West Hill - 316th Street and 320th Street

The Transportation Advisory Board members discussed different areas in need of repair. Riverwalk, Lea Hill, 304th Street SE and other roads in need of possible rebuilding; their status and funding options.

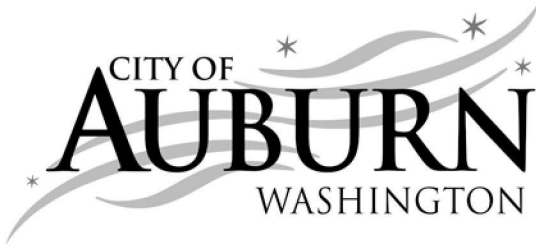
IV. ADJOURNMENT

There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at __6:54__ p.m.

Approved this _____ day of _____, 2016.

Jim Wilson
Chairman

Angie Sherwin
Engineering Services Office Assistant



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

September 27, 2017

DRAFT MINUTES

I. CALL TO ORDER

Chairman Jim Wilson called the meeting to order at 5:38 p.m. in Council Chambers, located on the first floor of Auburn City Hall, 25 W Main Street, Auburn, Washington. Committee members present were Tyler Cushing, David Jensen, Andrew Serr, Steve Carstens, and Kyle Carrier. Also present during the meeting were Community Development and Public Works Director Kevin Snyder, Assistant Director/City Engineer Ingrid Gaub, and Office Assistant Angie Sherwin. Sound Transit Chelsea Levy, and Karen Kitsis. The public audience included Jeff Oliphant, Joe Bauman, Rob Gorman, Jeff Lehrman, Ariel Davis, and Austin Neilson.

III. DISCUSSION AND INFORMATION

Introductions of the Transportation Advisory Board (TAB) Members, City Staff, the presenters from Sound Transit and Jeff Oliphant

Public Comment (Jeff Oliphant)

Jeff Oliphant provided a review of two previous letters submitted from J Lo Washington Enterprises, Inc. (Jeff Oliphant) to the City of Auburn pertaining to the Sound Transit Station Access Project. This included information about his business and its developer history within the City of Auburn. Jeff has ownership interests for the site located at 120 First Street NW (Site #1). Site # 1 has a developer requirement deadline of 2020. Jeff reviewed the different locations available for the Sound Transit Station Access Project. The projected capacity and impacts to other businesses and commuters of each location were compared to his location at 120 First Street NW (Site #1).

Question and comments from the Transportation Advisory Board Members about the timeline for site selection, the potential for other development at Site #1 and the logistics of the structure were addressed by Jeff Oliphant.

Sound Transit Presentation (Chelsea Levy and Karen Kitsis)

Auburn Station Access Improvement PowerPoint Presentation

- Project Goals and Objectives
- Final Site Options
- Potential Priority Non-Motorized Improvements
- Comparing Alternatives
- Follow-up: August TAB
- Questions from the Last TAB Meeting
- Mode Split for Access to the Auburn Station
- Mode Split Methodology
- Planned Puyallup and Sumner Improvements
- Parking Stalls
- Open House Summary
- Project Timeline
- Considerations for the TAB
- Next Steps

- Major Elements Included in Cost Estimates

Questions and Comment by the Transportation Advisory Board Members were addressed by Chelsea Levy and Karen Kitsis.

The Transportation Advisory Board's recommended preferred site to the Auburn City Council requested by Sound Transit was discussed among the members in attendance at the meeting and resulted in the following consensus from them to the City and Sound Transit:

- Desire that the chosen site maximize the parking to be provided.
- Desire that the chosen site minimize the traffic impacts both within the City as well as ingress/egress of the garage.
- There was not support for choosing site #3 (the existing Sound Transit surface lot west of the station) or #4 (the union hall located south of the existing Sound Transit garage)

There were three members in support of Site #1 (old Mel's lumber site on 1st NW) and one member in support for Site #2 (Auburn Lawn and Garden) the other two abstained. There was not a consensus of the members for one site.

Since a quorum for the TAB was not met for the meeting, a recommendation cannot be accepted. A group discussion and questions can move forward. This is not a vote, but a consensus. The consensus is to not make a formal recommendation to the City Council, but for the discussion notes to be presented to the City Council to reflect the conversation.

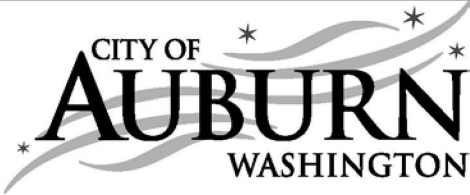
III. ADJOURNMENT

There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at 7:09 p.m.

Approved this _____ day of _____, 2017.

Jim Wilson
Chairman

Angie Sherwin
Engineering Services Office Assistant

	Memorandum
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TO: Transportation Advisory Board

FROM: Ingrid Gaub, Assistant Director of Engineering Services/City Engineer
Community Development and Public Works Department

RE: Metro Connects 25 Year Transit Plan

DATE: March 6, 2018

Purpose

At the March 13, 2018 Transportation Advisory Board meeting, staff from King County Metro will be in attendance to discuss their long range planning document titled “Metro Connects”. To provide you some background information in advance of the meeting, this memorandum is intended to briefly explain the plan.

Plan Description

Metro Connects is King County Metro Transit’s long-range vision for transit service over the next 25 years. The plan outlines a vision of more and better service, including 26 new-generation RapidRide lines, more all-day express and local bus service, and roadway improvements to make transit faster and more reliable.

The plan also envisions more choices to meet the needs of its customers, including better and safer access to Metro service, smooth transfers between bus and rail, and new innovative service options. This plan is intended to meet the transportation needs of our growing Puget Sound region.

Metro Connects envisions expanding Metro Transit service in the region by 70% over the life of the plan, which is an increase of 2.4 million service hours by 2040.

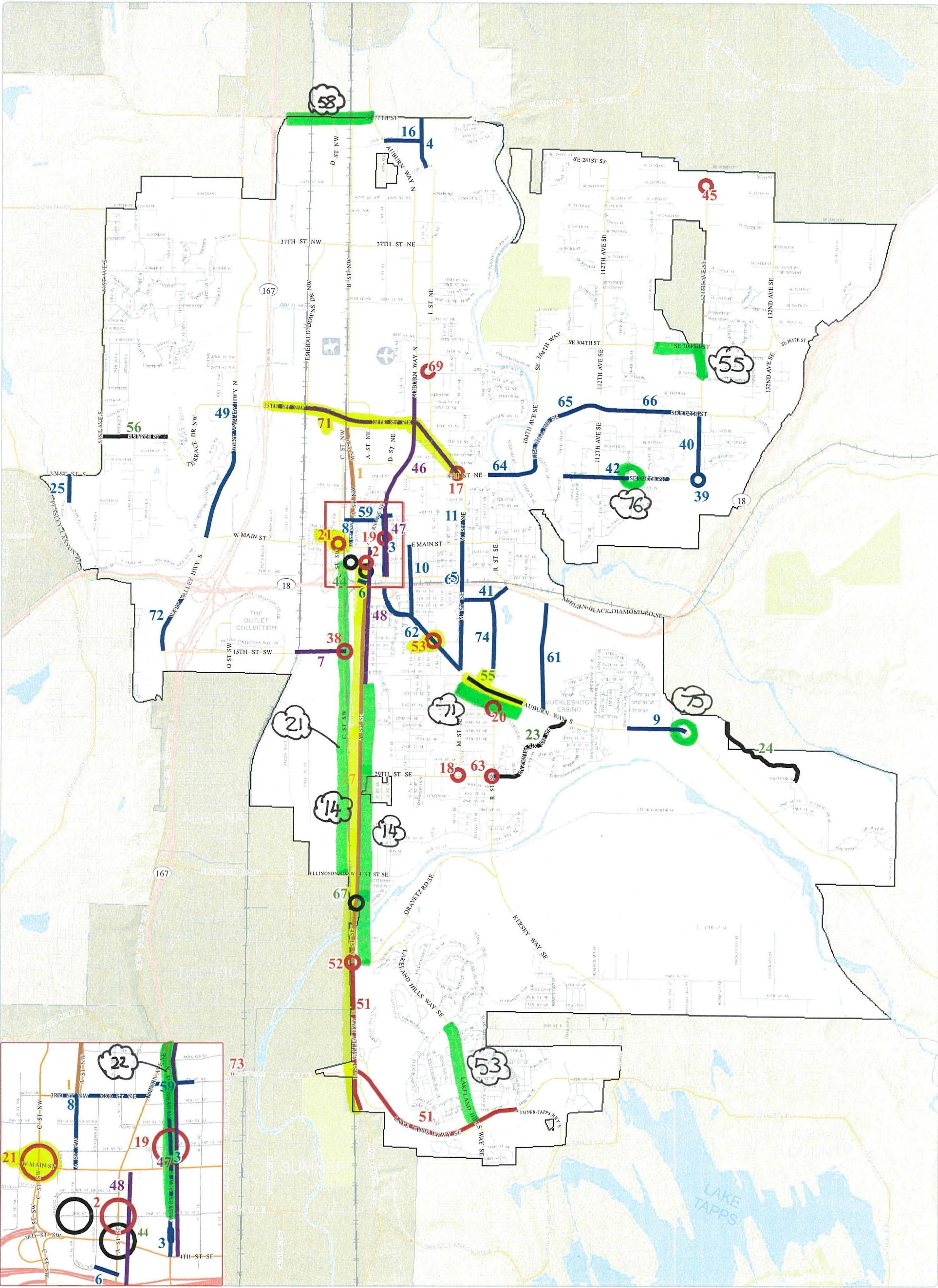
The full plan is available on the online: <http://www.kcmetrovision.org/view-plan/>

Metro Connects in Auburn

Two new RapidRide routes are proposed in Auburn:

- Connecting Auburn to Kent and Renton by 2022,
- Connecting Green River College and Auburn to Federal Way by 2026 (this will connect to Sound Transits Link Light Rail in Federal Way (which is anticipated to be in operation by 2024).

City of Auburn 2018 - 2023 Transportation Improvement Program (TIP)



Intersection and ITS Improvements

Non-Motorized/Transit Improvements

Prelim Eng and Misc Improvements

Preservation

Roadway Improvements

City of Auburn

Parks

Water Features

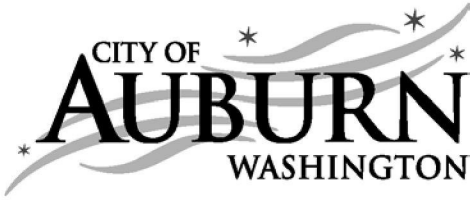
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FEET

Appendix B

Printed On: 06/01/17
Map ID: 4574

Information shown is for general reference purposes only and does not necessarily represent exact geographic or cartographic data as mapped. The City of Auburn makes no warranty as to its accuracy.



Memorandum

To: Transportation Advisory Board
From: James Webb, Traffic Engineer, PE, PTOE
Date: March 13, 2018
Re: 2019-2024 Transportation Improvement Program – Annual Update

Background Summary

The Six-Year Transportation Improvement Program (TIP) is required to be amended annually as required by RCW 35.77.010 by June 30. The primary importance of the TIP is that, in most instances, projects must be included on the TIP to be eligible for state and federal grant programs. The TIP identifies secured or reasonably expected revenues and expenditures for each of the projects included in the TIP. Typically, projects listed in the first three years of the document are shown as having secured funding while projects in years 4, 5, and 6 can be partially or completely un-funded.

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

SUMMARY OF PROPOSED AMENDMENTS TO THE TIP

Deletions: The following projects are planned to be removed from the updated TIP (these are highlighted in yellow on the attached map):

- TIP 14: A Street SE Signal Safety and Traffic Operations (\$0.46M) – Will be completed in 2018
- TIP 21: W Main St & C St NW Traffic Signal Upgrade (\$0.49M) - Will be completed in 2018
- TIP 53: Auburn Way S & 12th St SE Intersection Improvements (\$0.20M) – Will be completed in 2018
- TIP 55: Auburn Way S Sidewalk Improvements (\$0.67M) - Will be completed in 2018
- TIP 71: 15th St NE/NW Preservation (SR-167 to 8th St NE) (\$1.64M) - Will be completed in 2018

Additions: The following projects are proposed to be added to the updated TIP (these are shown in green on the map):

- TIP 14 – A Street SE Preservation Phase 2 (17th Street SE to Lakeland Hills Way) (TBD)
- TIP 21 – C Street SW Preservation (W Main St to Ellingson Rd SW) (TBD)
- TIP 22 - Auburn Way N/S Sidewalk Improvements (\$0.35M) - ADA upgrades, fill sidewalk gaps and install an RRFB. The City received Grant funding in 2017 for this project.
- TIP 53 – Lakeland Hills Way Preservation (TBD)
- TIP 55 – Lea Hill Safe Routes to Schools (TBD)
- TIP 58 – S 277th Street Preservation (AWN to SR-167) (\$1.32M) – grind and overlay the existing pavement and upgrade ADA facilities. The City received Grant funding in 2017 for this project.
- TIP 71 – Auburn Way S Sidewalk (17th Street SE to MIT Plaza south side) (TBD)
- TIP 75 – Auburn Way S at Poplar Street Safety Improvements (TBD)
- TIP 76 – SE 320th Street and 116th Avenue SE Roundabout (TBD)

Other Modifications:

Other changes proposed to be made as part of the annual update are to revise certain project descriptions, cost estimates, and anticipated funding sources to be more representative of project scopes and available funding sources. The development of a new numbering system for the projects is also being considered to make the document more user friendly.

CURRENT STATUS AND NEXT STEPS:

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

- **MARCH 13, 2018:** FIRST TRANSPORTATION ADVISORY BOARD DISCUSSION
- **MAY 14, 2018:** FIRST COUNCIL STUDY SESSION
- **JUNE 4, 2018:** RESOLUTION TO SCHEDULE PUBLIC HEARING
- **JUNE 11, 2018:** SECOND COUNCIL STUDY SESSION
- **JUNE 12, 2018:** SECOND TRANSPORTATION ADVISORY BOARD DISCUSSION
- **JUNE 18, 2018:** PUBLIC HEARING & RESOLUTION FOR ADOPTION