



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

March 9, 2021

MEETING AGENDA

I. CALL TO ORDER – 5:30 P.M.,

II. VIRTUAL PARTICIPATION LINK:

The Auburn Transportation Advisory Board Meeting scheduled for Tuesday, March 9, 2021 at 5:30 p.m. will be held virtually and telephonically. To attend the meeting virtually please click the link or enter the meeting ID into the Zoom app or call into the meeting at the phone number listed below.

Per Governor Inslee's Emergency Proclamation 20-05 and 20-28 et. seq. and Stay Safe-Stay Healthy, the City of Auburn is prohibited from holding in-person meetings at this time.

City of Auburn Resolution No. 5581, designates City of Auburn meeting locations for all Regular, Special and Study Session Meetings of the City Council and of the Committees, Boards and Commissions of the City as Virtual Locations until Washington's Governor authorizes local governments to conduct in-person meetings.

The link to the Virtual Meeting or phone number to listen to the Transportation Advisory Board Meeting is below. Join from a PC, Mac, iPad, iPhone or Android device.

<https://zoom.us/j/97460289635>

Or iPhone one-tap :

US: +13017158592,,97460289635# or +13126266799,,97460289635#

Webinar ID: 974 6028 9635

III. ROLL CALL (Sherwin)

IV. MEETING PROTOCOLS (Malik)

- Please keep your microphones turned off
- Please keep your cameras turned on
- If you have questions or comments, or for motions, please use the raise hand feature

V. CONSENT AGENDA

A. APPROVAL OF MINUTES FOR THE MEETING ON DECEMBER 8, 2020*

VI.. DISCUSSION AND INFORMATION

- A. General Update (Malik)
Overview of ongoing transportation projects and programs.
- B. Annual Workplan and future discussion topics (Malik)*
Overview of the items which will be presented to the board in 2021.
- C. Transportation Group Overview (Malik)*
Review of the transportation programs and services.
- D. Metro Transit Updates (Metro)*
Metro update on the Services changes, the future RapidRide I Line, COVID impacts, and recovery plan.
- E. Discussion Topic: Transit (Malik)*
Discussion with TAB members related to transit. What have they heard from the community? What is working? What is not working? Any comments on the Transit Chapter of the Comprehensive Transportation Plan? A time for each TAB member to share.
- F. 2022-2027 TIP Update (Webb)*
Discussion about the proposed update to the Transportation Improvement Program (TIP) for the years 2022-2027. The full version of the 2021-2026 TIP is available here:
https://www.auburnwa.gov/UserFiles/Servers/Server_11470554/File/City%20Hall/Public%20Works/Publications%20and%20Forms/Final-TIP%202021-2026.pdf
- G. TAB Rules and Procedures (Malik)*
Discussion about the need for rules and procedures for the board, and review of draft, to be adopted at the June meeting.
- H. Other Discussion Items

VII. ADJOURNMENT



**CITY OF AUBURN
TRANSPORTATION
ADVISORY BOARD**

December 8, 2020

DRAFT MINUTES

I. CALL TO ORDER

Chairman Dennis Grad called the meeting to order at 5:30 p.m. held virtually and telephonically.

Per the Governor's Emergency Proclamation 20-28, the City of Auburn is prohibited from holding an in-person meeting at this time.

City of Auburn Resolution No. 5533, designates City of Auburn meeting locations for all Council, Board and Commission meetings as virtual. All meetings will be held virtually and telephonically until King County enters into Phase 3 of Governor Inslee's Safe Start — Washington's Phased Reopening plan.

I. ROLL CALL (Sherwin)

Committee members present were Dennis Grad, Sarah Shaw, Pamela Gunderson, Waylon Menzia, Peter Di Turi, Steve Carstens. Also present during the meeting were: Public Works Director Ingrid Gaub, Assistant Director/City Engineer Jacob Sweeting, Senior Traffic Engineer James Webb, Senior Transportation Planner, Cecile Malik, City Clerk, Shawn Campbell and Office Assistant, Angie Sherwin.

II. MEETING PROTOCOLS (Webb)

Board Meeting Protocols for Zoom

Please keep you microphones muted.

Please keep your cameras turned on.

If you have questions or comments, or for motions, please use the raise hand feature.

II. CONSENT AGENDA

A. APPROVAL OF MINUTES

It was moved by Pete Di Turi, and seconded Waylon Menzia, that the Committee approve the Transportation Advisory Board minutes for December 10, 2019. Motion carried.

III. ACTION

A. 2021 BOARD MEETING SCHEDULE (Webb)*

Proposed meeting schedule for 2021, are to continue with the same number of meeting and schedule as in prior years, with quarterly meetings typically on the second Tuesday of the month:

March 9, 2021

June 1, 2021 (Due to a scheduling conflict this meeting is scheduled for the first Tuesday in June)

September 14, 2021

December 14, 2021

It was moved by Waylon Menzia, and seconded by Steve Carstens, that the Committee approve the Transportation Advisory Board meeting schedule for 2021. Motion carried.

B. ELECTION OF NEW 2021 BOARD CHAIR AND VICE CHAIR ELECTION

An action item on the agenda will allow nominations to be made from the floor and then a vote of the board will be conducted to elect a new Board Chair and Board Co Chair for 2021-2022.

Chair Nominees: Waylon Menzia, Dennis Grad

Vice Chair Nominee: Dennis Grad, no other nominees

Waylon Menzia was voted in as Board Chair, moved by Sarah Shaw seconded by Peter Di Turi that the Committee approve the Transportation Advisory Board Chairman.

Waylon Menzia received 4 yes votes, 2 no votes.

Dennis Grad, no votes casted.

Dennis Grad was voted in as Board Vice Chair, moved by Steve Carstens seconded by Peter Di Turi that the Committee approve the Transportation Advisory Board Chairman.

IV. DISCUSSION AND INFORMATION

A. OPMA and PRA Training (Webb)

Open Government training video with the following

RCW 40.14 Records Retention and Destruction Requirements

RCW 42.56 Public Records Act

RCW 42.30 Open Public Meetings Act

Executive Sessions

Penalties personal liability for violations of the OPMA

B. COVID-19 Update on Traffic, Transit, Budget (Webb, Malik, Sweeting)

The WSDOT COVID-19 Transportation System Performance Multimodal Executive Summary show traffic volumes for King and Pierce county due to the COVID-19 Pandemic with a 15% reduction in traffic levels on I-5, HWY167, I-405 as compared to this time last year. King County mass transit and personal use vehicle has influenced these counts.

KC Metro has monitored ridership throughout the county with ridership being reduction in the beginning of COVID-19. South King County had the least reduction in ridership. Metro will focus on this area to improve transit service.

Budget Reductions have created reductions in the general fund for staffing/programs and grant funds have become more competitive with less funding available.

City Council has approved the 21-22 budget. The approved budget has reinstated programs and staffing, except for the neighborhood traffic calming program which will be reevaluated for efficiency.

C. Review the role and scope for the TAB per City Code (Webb)*

The Role of the board 2.94.060 as applied to the Transportation Advisory Board was reviewed.

D. 2020 and 2021 Annual Comprehensive Transportation Plan Updates (Malik)*

Intent for this update: Clarify language, update information, and improve maps.

Latest major update 2015

Latest minor update 2019

2020 update adopted by Council on 12/07/2020

Next major update 2024

E. 2022-2027 TIP Update (Webb)*

The changes proposed will reduce the funding programmed during the six-year period from \$181M (2020-2025) to \$78M (2021-2026). This reduction was needed to balance project programming with realistic forecast levels of funding (including realistic levels of grant funding).

Staff will work to incorporate any City Council comments provided at the Study Session into the final document. It will then be finalized for adoption based on the schedule below.

May 26, 2021: Council Study Session

June 1, 2021: Resolution to Schedule Public Hearing

June 15, 2021: Public Hearing & Resolution for Adoption

F. Transportation Grant Update (Webb)

2020 Grant applications for Federal Funding in King and Pierce counties have been submitted to the Puget Sound Regional Council (PSRC), Transportation Improvement Board (TIB) and WSDOT for multiple programs with many previously applied for grants being awarded. As of November 25th, we have been awarded funds for the following projects:

- C Street SW Preservation (PSRC – King County) \$1,118,272
- Lake Tapps/Sumner Tapps Preservation (PSRC – Pierce County) \$750,000
- 4th Street SE Physical Condition (TIB) \$1,747,572
- High Friction Surface Treatments (WSDOT City Safety) \$414,000

G. Other Discussion Items

No other items were brought forward for discussion.

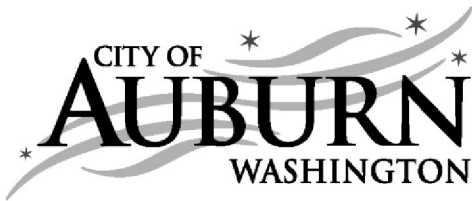
IV. ADJOURNMENT –

There being no further business to come before the Transportation Advisory Board, the meeting was adjourned at 7:13 p.m.

Approved this 9th day of March 2021.

Waylon Menzia
Chair

Angie Sherwin
Engineering Services Office Assistant



Memorandum

To: Transportation Advisory Board
From: Cecile Malik, Senior Transportation Planner
Date: March 1, 2021
Re: 2021 Annual Board Work Plan

Each year the Transportation Division will develop an annual work plan for the upcoming year that will be utilized in the Transportation Advisory Board agenda setting.

Work plans serve two important key functions for an advisory body such as the Transportation Advisory Board (Board). First, a work plan will assist the Board in ensuring that it is efficient in the conduct of its work. As a volunteer body, the Board should maximize its time together and with staff to satisfy its advisory responsibilities as specified in Chapter 2.94 of the Auburn City Code. Second, a work plan is an important communication tool to the City Council, staff and interested parties about the focuses of the Board during the upcoming calendar year.

Work plans should present enough information to provide clear guidance as to the topics on which City Staff need input from the Board. In addition, the number of work tasks should not be excessive and should be reasonably tied back to the Board and City staff's overall availability and ability to complete the tasks identified for 2021.

In developing its work plan, Staff considered the following:

- Board advisory focus areas listed in Chapter 2.94.
- Departmental Staff work priorities.
- Board members' knowledge, interest, and expertise.

The 2021 Annual Board Work Plan approved by the Board will be used in the end of year report to the Auburn City Council in December 2021 by the Board chairperson accompanied by the Senior Transportation Planner.

Topics to be included in the 2021 annual work plan:

1. Discussion Topics:

- Transportation issues for transit riders (include Metro recent efforts and updates) (March)
- Transportation issues for disabled residents (include ADA transition plan & ADA projects prioritization/funding overview) (TBD)
- Transportation issues for pedestrians & bicyclists (include overview of Comprehensive Transportation Plan and Maps, projects prioritization and funding, other related programs) (TBD)
- Transportation issues for elementary, middle, and high school students + college students (include overview of safe routes to school efforts, and projects prioritization and funding) (TBD)

These will include a roundtable discussion with all Board members sharing what they heard from the groups they represent, recommendations to staff, and how board members plan to share updates and new information back with their representative areas.

Results of these discussion items will be used to guide projects prioritization and policy updates.

2. Staff Presentations:

- TIP update (March & June)
- Transit Update (March)
- Comprehensive Transportation Plan Update (June & September)
- SOS program and Arterial Preservation Program, funding, projects, and prioritization (June)
- Featured Capital Project (TBD)
- Significant other projects which include community events (TBD)

3. Additional Items

- Rules of Procedure (June)
- TAB City Code update (September)
- Board Annual Report to the City Council (December)

ENGINEERING SERVICES

TRANSPORTATION GROUP & THE TAB

TRANSPORTATION ADVISORY
BOARD
MARCH 9, 2021

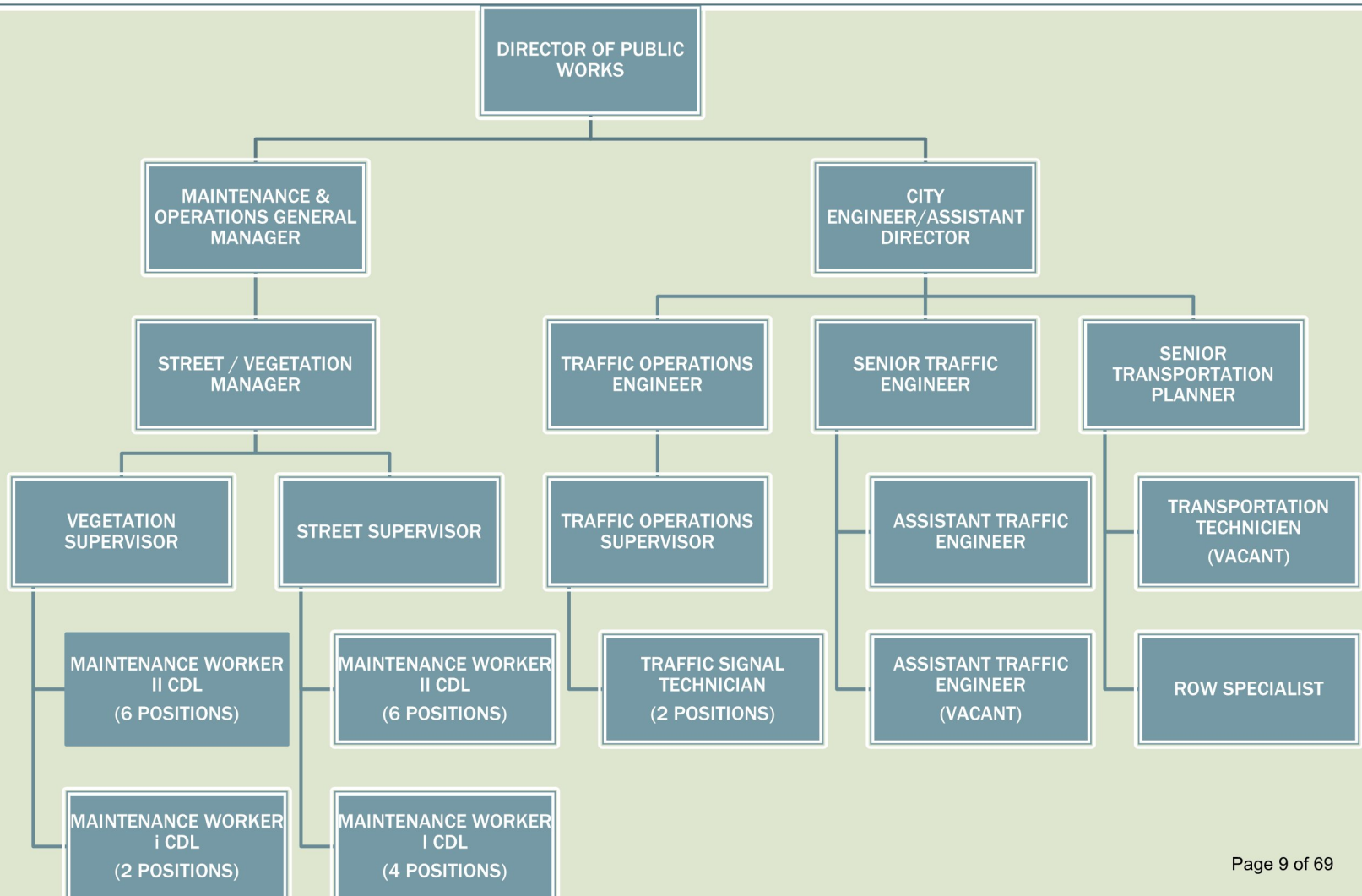
Public Works Department

Engineering Services • Airport Management • 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

WHO ARE WE?

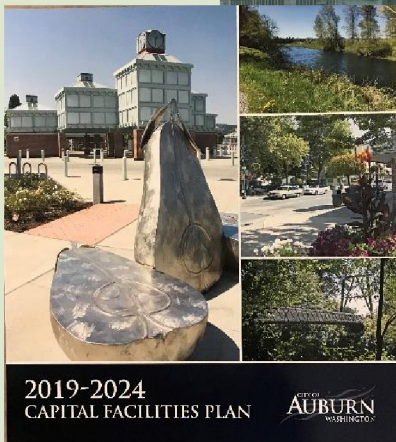
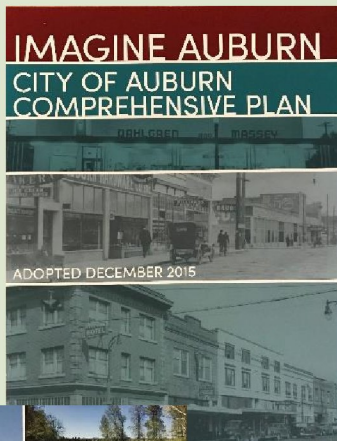


WHAT TO WE DO?

- Regional/Interagency Coordination
- **Transportation Planning**
- Traffic Engineering/Safety
- Traffic Signal Operations and Maintenance
- Neighborhood Traffic Safety Program
- Right of Way Management
- **Street Preservation**
- Capital Program Management
- Traffic Management – Events, Construction



PLANNING



System Needs, Regulations, Policies



Comprehensive Plan (20-year)



Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP)
(6 year)



Bi-Annual Budget
(2-year)

Pedestrian
and Bicycle
Plans

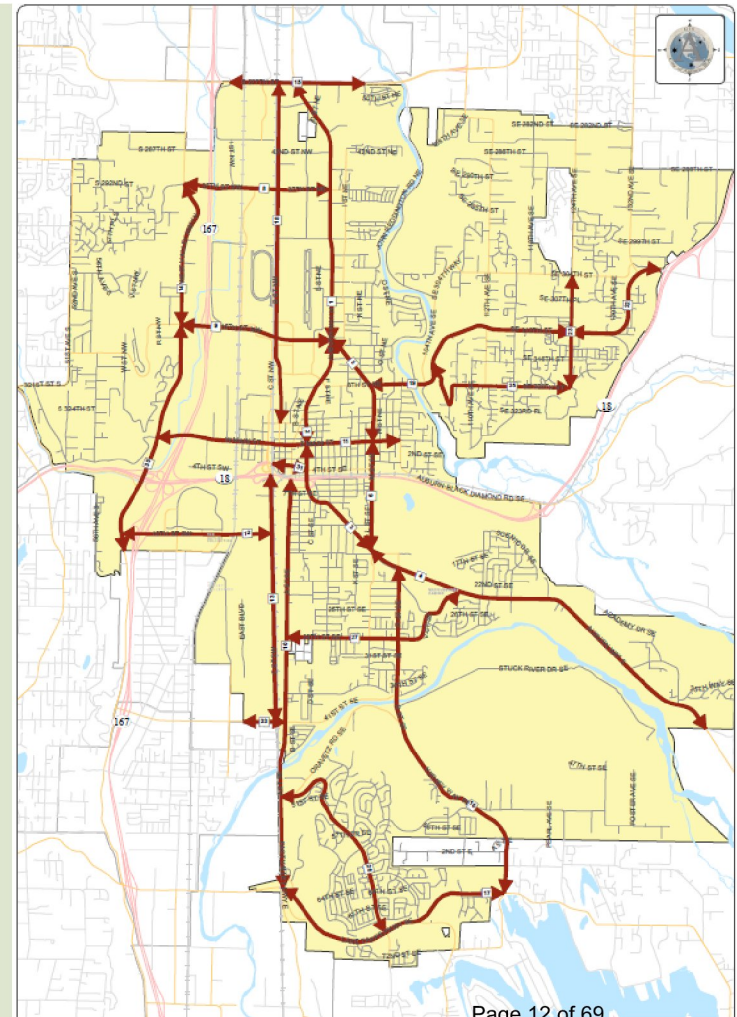
ADA
Transition
Plan

Street
Preservation
Programs

TRANSPORTATION COMPREHENSIVE PLAN

Comprehensive Plan Required by RCW 36.70A.070

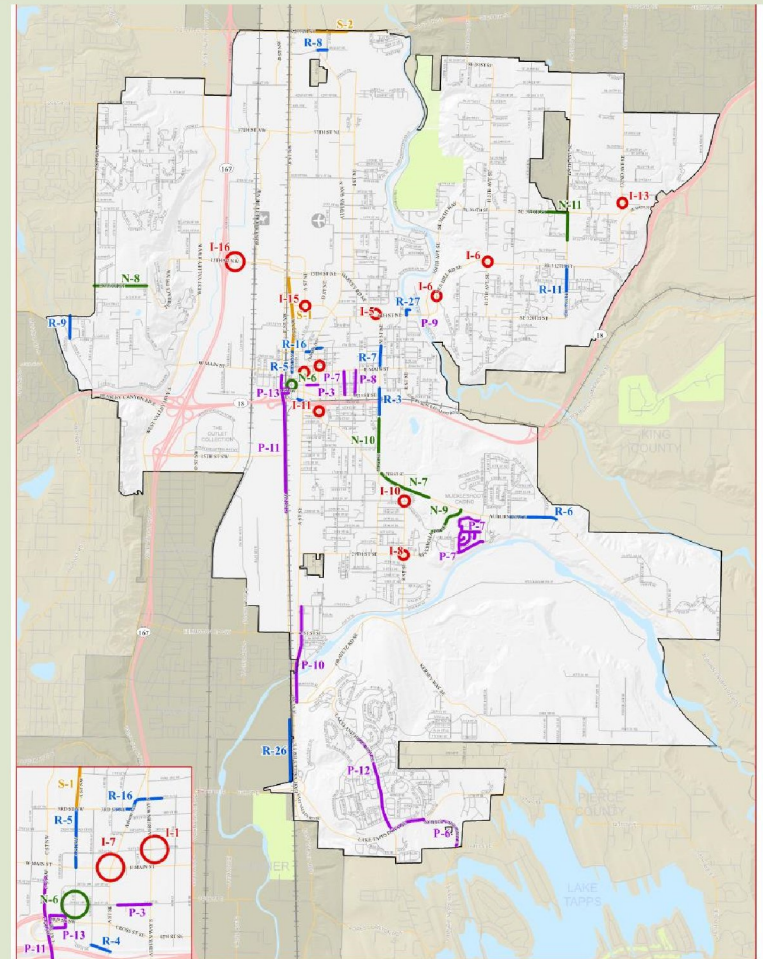
- 20 Year Planning for Growth
- Level of Service (LOS) Standards
- Concurrency
- Non-motorized Planning
- Last major update in 2015
- Next major update in 2024
- Items to Address
 - Transportation Demand Management
 - Multi-modal LOS
 - Autonomous Vehicles



2022-2027 TRANSPORTATION IMPROVEMENT PLAN UPDATE

Annual Update Required by
RCW 35.77.010

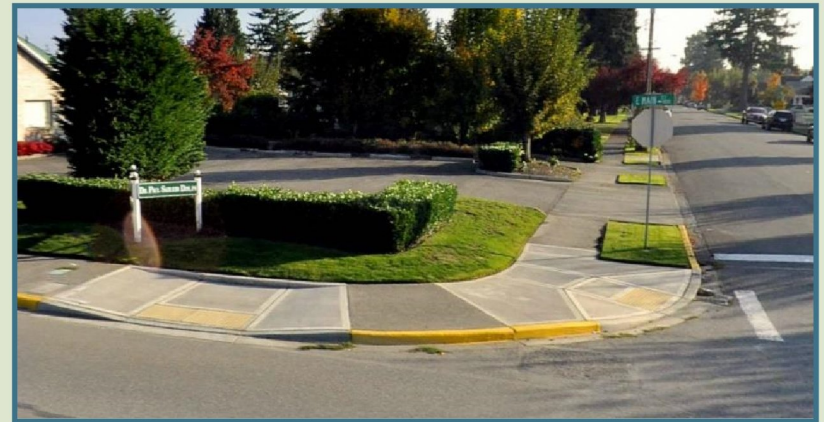
- 6-Year Planning Tool
- Required by Grant Programs
- Financially Constrained
- Used to develop Capital Facilities Plan and Budget



PUBLIC RIGHT-OF-WAY ACCESSIBILITY TRANSITION PLANNING

Americans with Disabilities Act of 1990

- Requires agencies to provide equal access to public services & programs;
 - Sidewalks
 - Traffic Signals
 - Curb ramps
- Transition Plan Elements
 - Policies
 - Inventory
 - Prioritization Process
 - Funding & Schedule
 - Public Involvement



STREET PRESERVATION

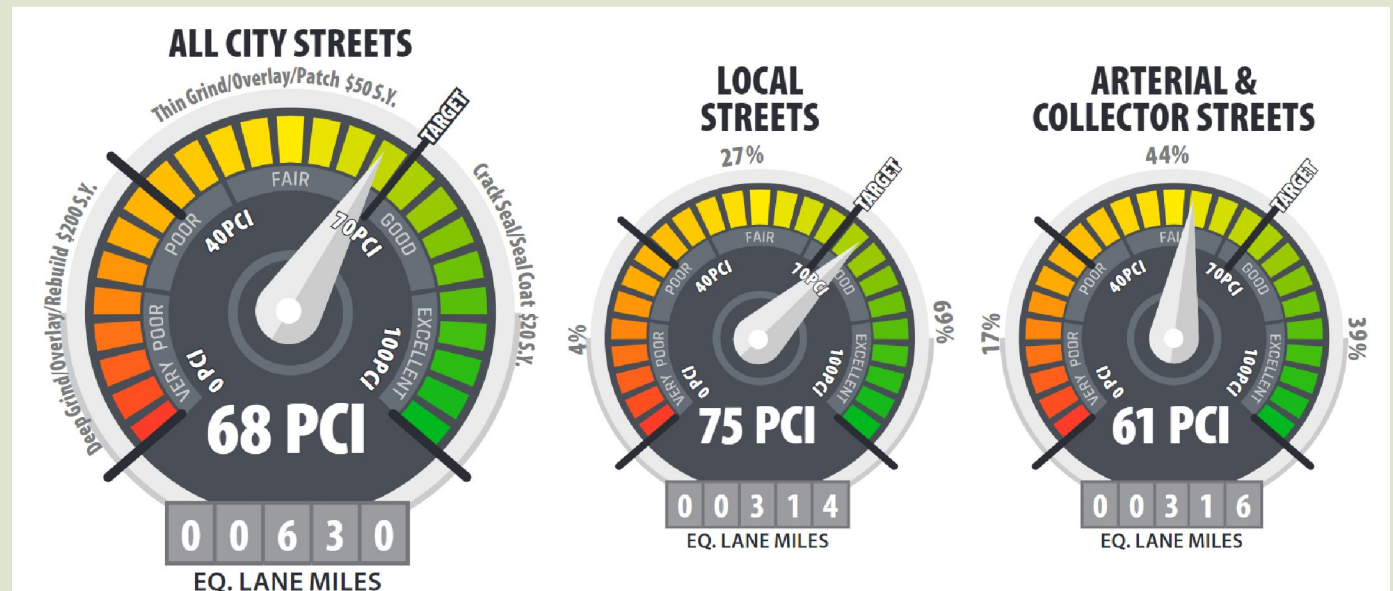
Local Street Preservation Program (103 Fund)

Arterial and Collector Streets Preservation (105 Fund)

Interactive Map on City's Website:

<https://www.auburnwa.gov/cms/One.aspx?portalId=11470638&pageId=15861698>

Pavement
Condition
Index: (2020)



■ Questions?

- Cecile Malik, Senior Transportation Planner

- cmalik@auburnwa.gov
- 253-876-1964

■ Key Links

- Transportation Main Site

- www.auburnwa.gov/transportation

- Real Time Traffic Map

- www.auburnwa.gov/realtimetraffic

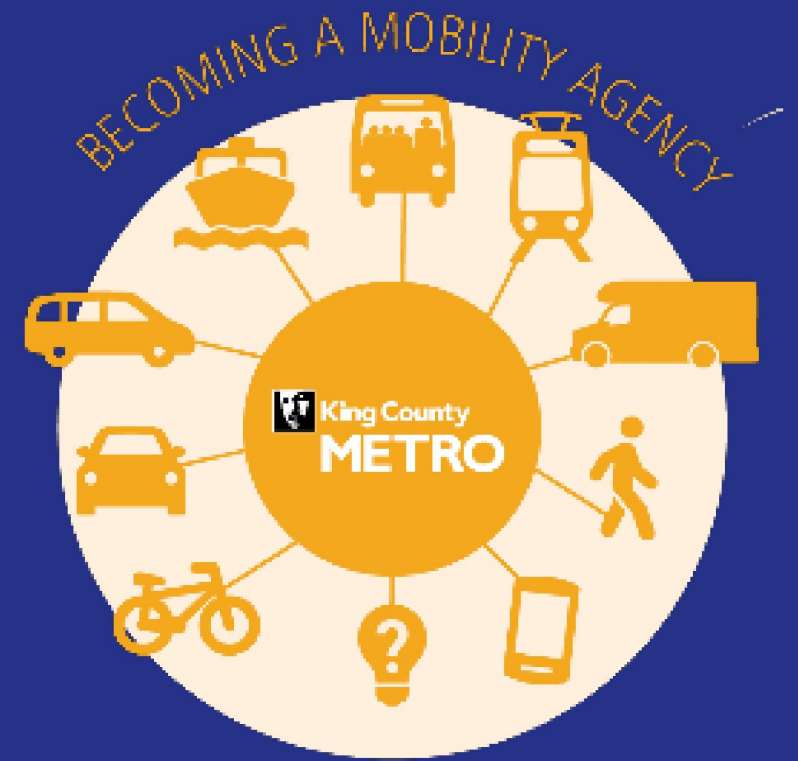
- Interactive Capital Projects Map

- https://maps.auburnwa.gov/Html5Viewer/index.html?viewer=Capital_Projects_Public_Site.Capital_Projects1

City of Auburn Transportation Advisory Board

March 9, 2021

Renton Kent Auburn Area Mobility Project



Mobility Plan

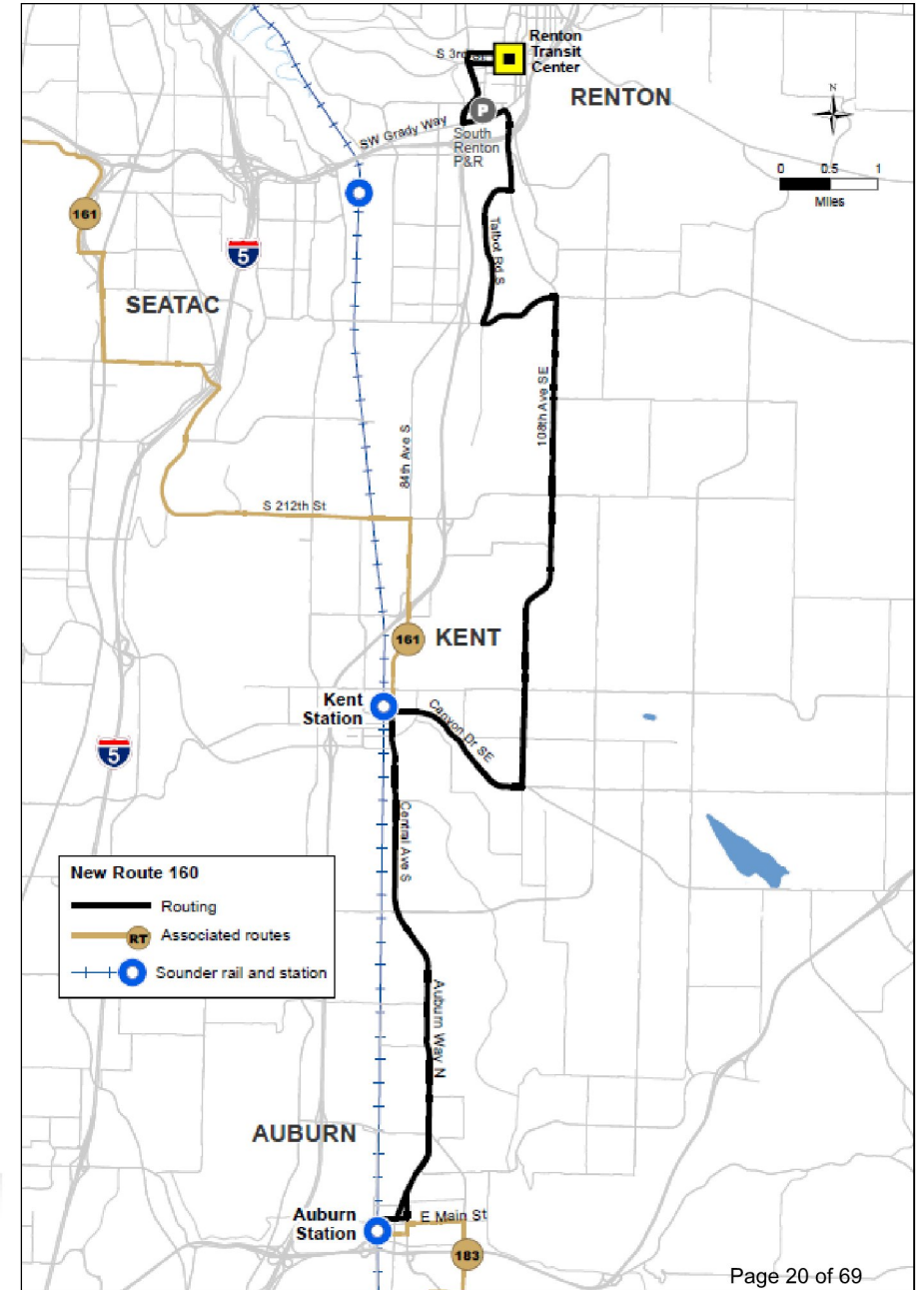
- Increase network efficiency and invest in **equity priority areas**
- Develop a **network of mobility services** to meet riders' varied needs
- Create a **single route** from Renton to Kent to Auburn to be upgraded to the **RapidRide I Line**
- **Inform, involve, and empower** historically underrepresented people and communities in project decision making



New frequent Route 160

Invested in **new frequent route**
between Renton, Kent and Auburn

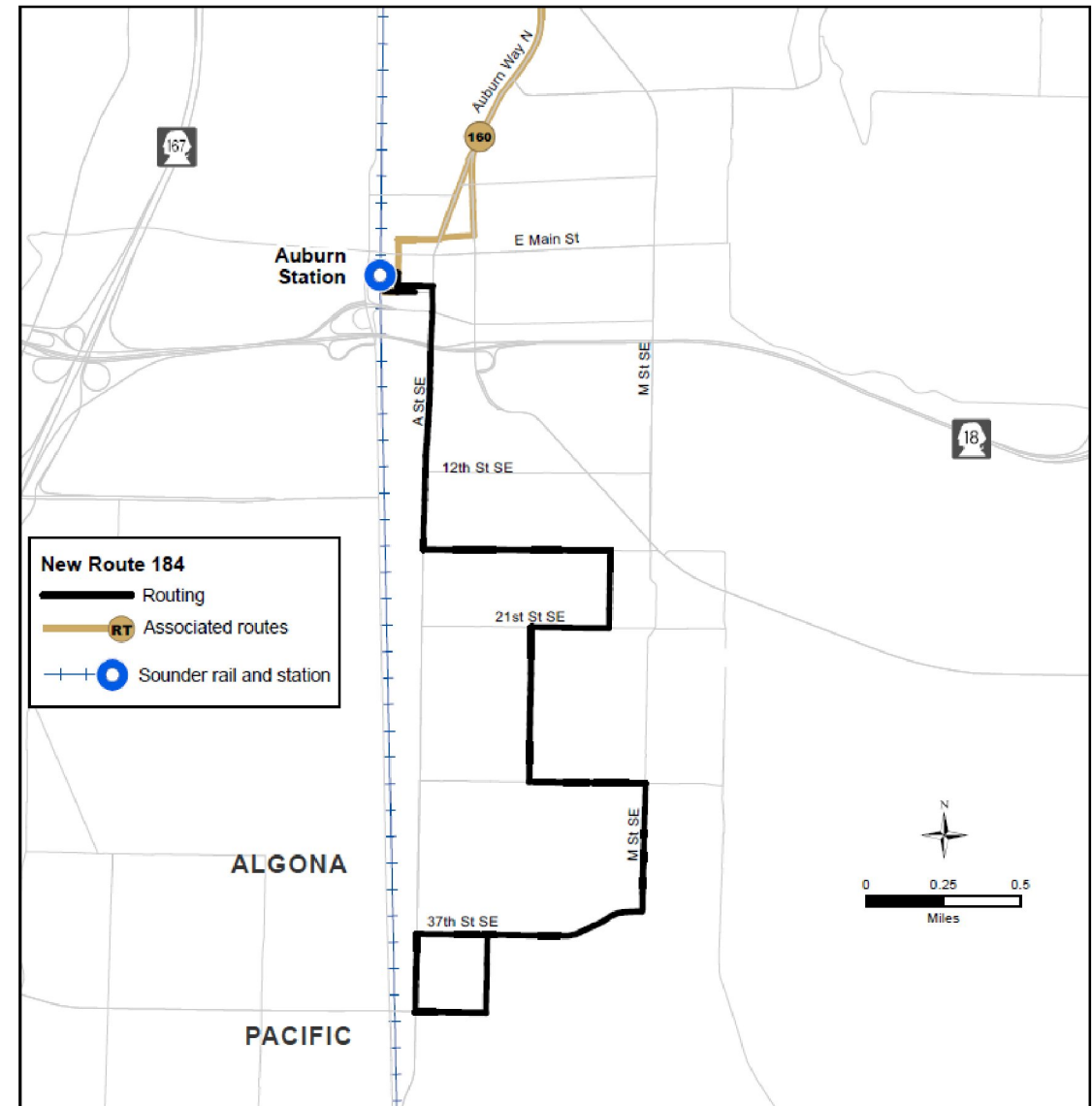
More **night and weekend** service
in Auburn



New Route 184

Maintained service from Auburn Station to South Auburn

This short route provides **more reliable service**



Other changes and service investments

- New **Sunday service** to Lea Hill and Green River College on Route 165
- **Simplified connection** between Auburn and Enumclaw by consolidating a peak-only route and a midday route to a **single, all-day route** on Route 915
- **More frequent connection** between Auburn Station and Walmart/Outlet Collection, Algona, and Pacific on Route 917

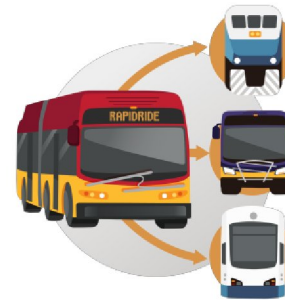
RapidRide I Line Update

What is RapidRide?

- Metro's highest level of investment
- Connects communities
- Better, safer access
- Comfortable and convenient



**Better service
for more people**



**Connections to
transit**



Better access



Easy to board



**Frequent and
reliable service**



**Bus station
upgrades**



**Speed and
reliability**

RapidRide I Line stations

- 18 RapidRide stations in Auburn



Tier 1 stations

- 150 to 350 riders per day
- 11 Tier 1 stations in Kent and Auburn



Tier 2 stations

- 50 to 149 riders per day
- 7 Tier 2 stations in Auburn



Tier 3 stations

- 25 to 49 riders per day
- 0 Tier 3 stations in Auburn



RapidRide I Line Speed and reliability projects in Auburn

- Auburn Way N at 8th & 15th St NE
- Signal Upgrades
- Bus turning movement improvements

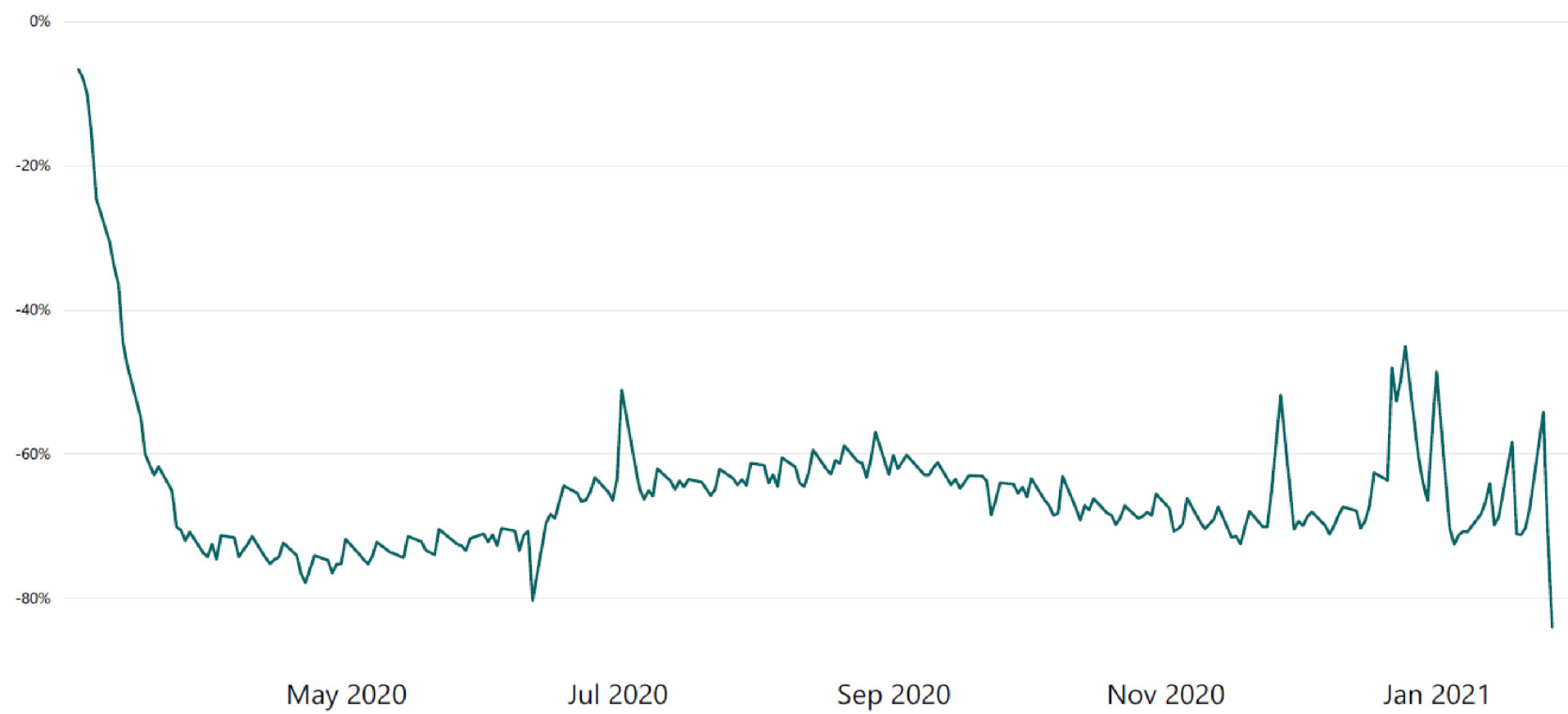
Next steps

Project timeline

- 
- A vertical timeline diagram with a yellow line and red circular markers. A red triangle points to the 'Winter 2021' marker, indicating the current stage of the project.
- Spring 2019:** Engaged the community and partners to draft concepts.
 - Summer 2019:** Conducted community engagement to inform station locations, projects to improve access, and service changes.
 - Fall 2019-Fall 2020:** Used community feedback to inform project design.
 - Winter 2021:** Gathering community input on planned design.
 - Winter-Spring 2021:** Meet with property and business owners.
 - Fall 2021:** Finalize design.
 - 2022:** Begin construction.
 - 2023:** Begin RapidRide I Line service.

Service Restoration Planning

Impact of the COVID Outbreak on Transit



Metro Response to COVID Outbreak

What Metro is doing



Daily disinfecting



Requiring masks



Safety partitions



Ready when you are.
A healthier Metro is here.

kingcounty.gov/HealthierMetro

What riders should do



Wear a mask



Maintain physical distance



Pay with ORCA card





40' buses
12 riders



60' buses
18 riders

Supporting Social Distancing on Metro
Metro is limiting passenger capacity to protect passenger and employee health.



How has Metro changed service during COVID?

Temporary changes

Temporarily suspending service



Shortening operating hours

Suspending an entire route

Reducing the frequency of route

Temporarily adding service



Adding service to a crowded route

Restoring service



Partial restoration of a route

Full restoration of a route

Permanent changes

Permanent changes to service

Permanently reducing service

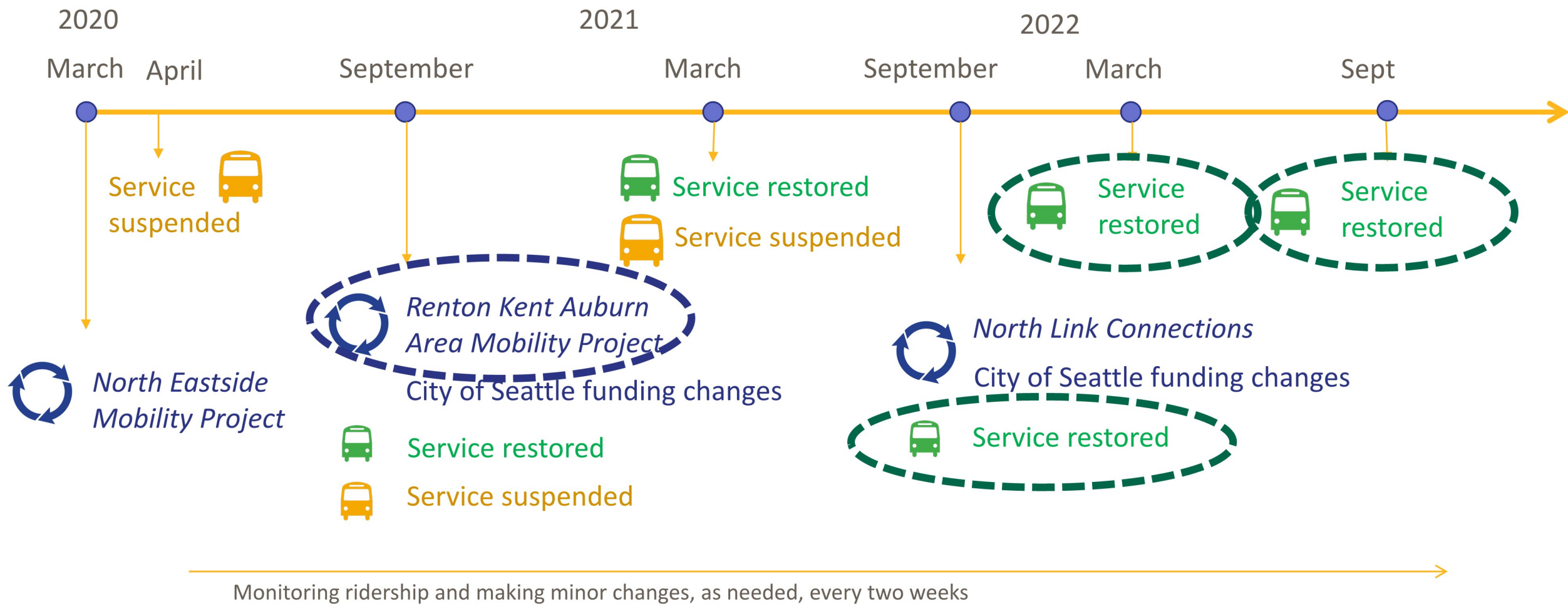
Changing the structure and pathway of a route

Consolidating routes

Permanently investing in new service



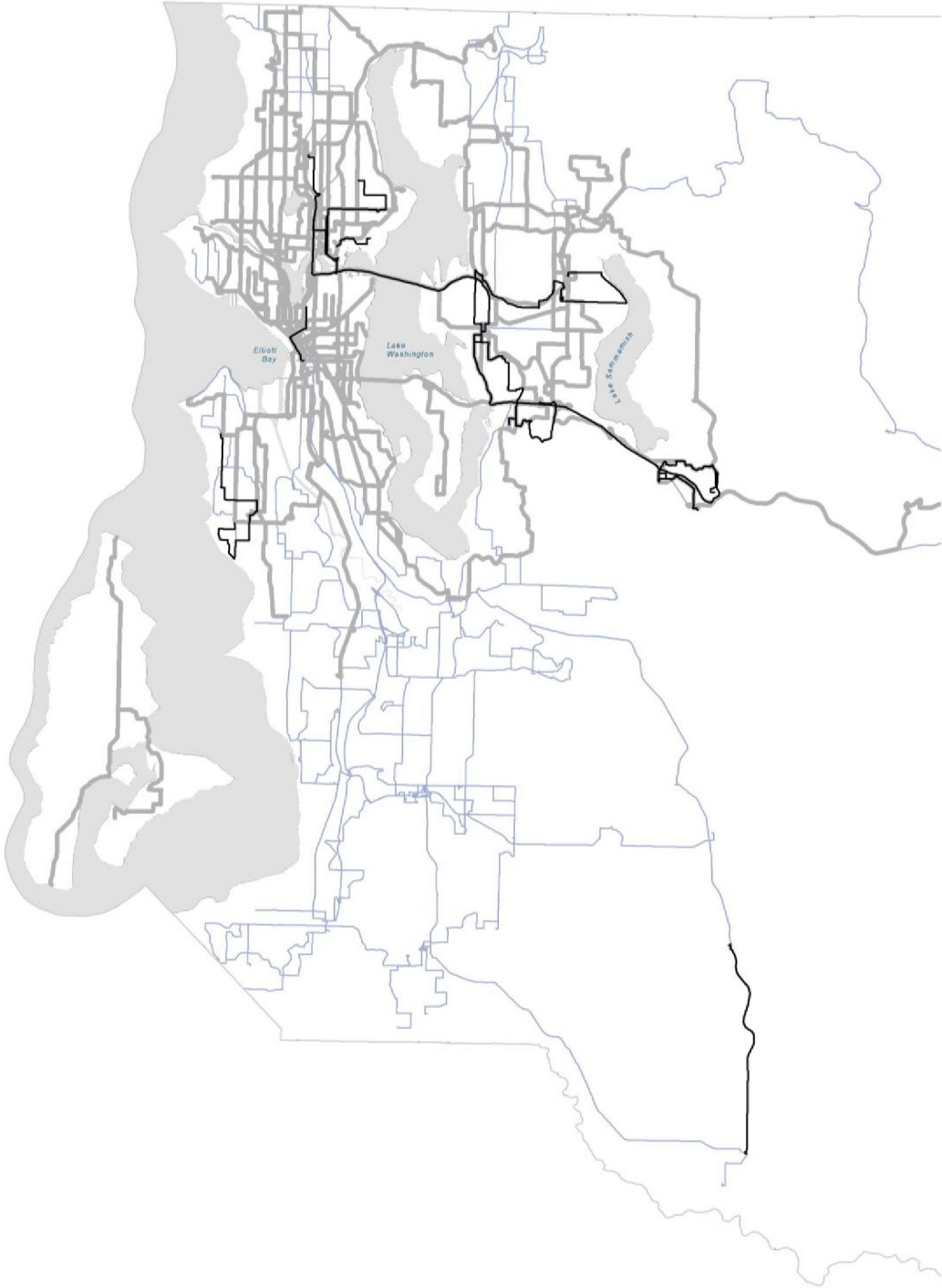
Service Changes Since COVID Outbreak



Where is all-day service is suspended?

ALL-DAY ROUTE NETWORK

- Suspended all-day routes
- Reduced all-day routes
- Other operating all-day routes

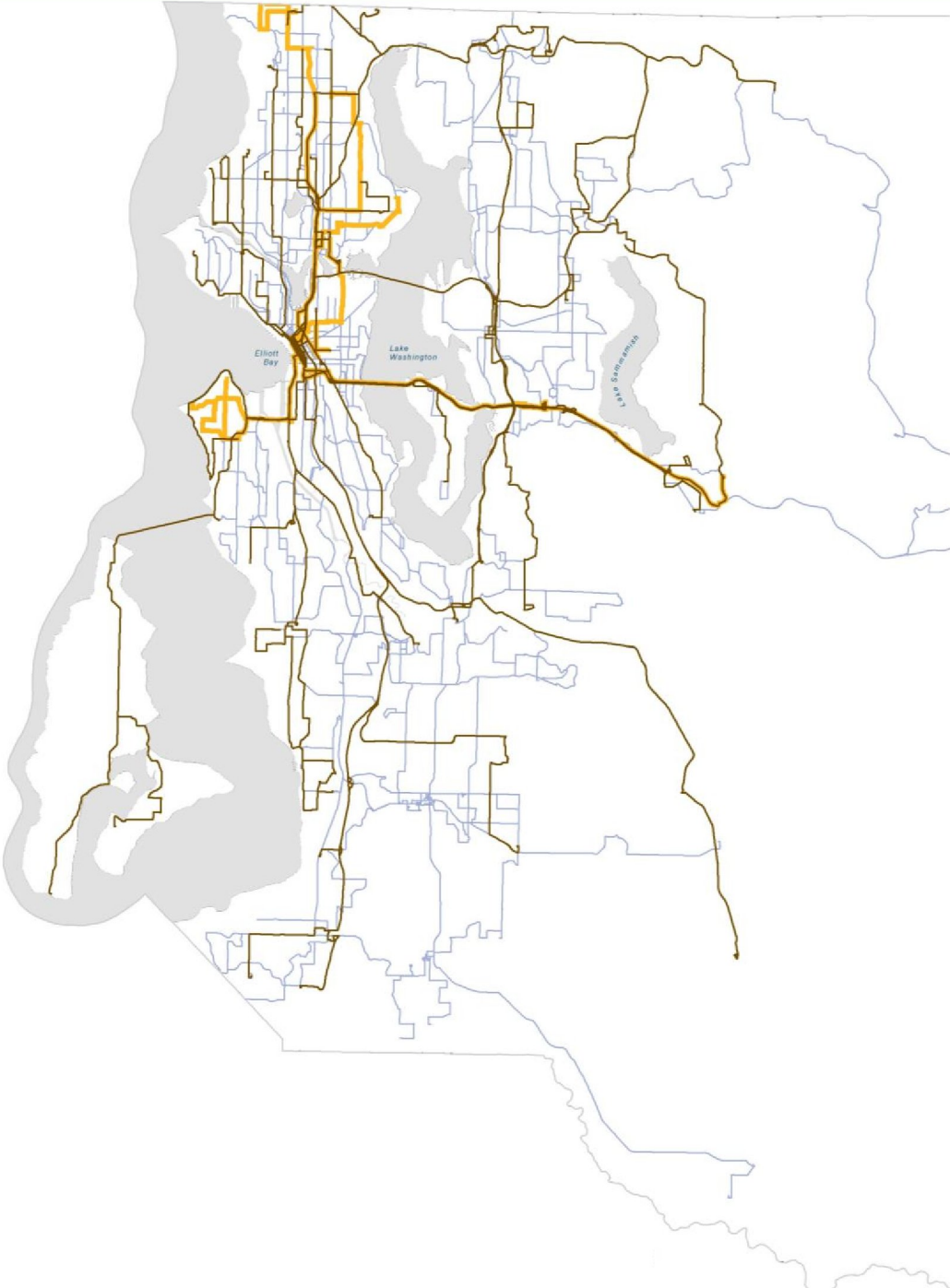


Where is peak service suspended?

PEAK-ONLY ROUTE NETWORK

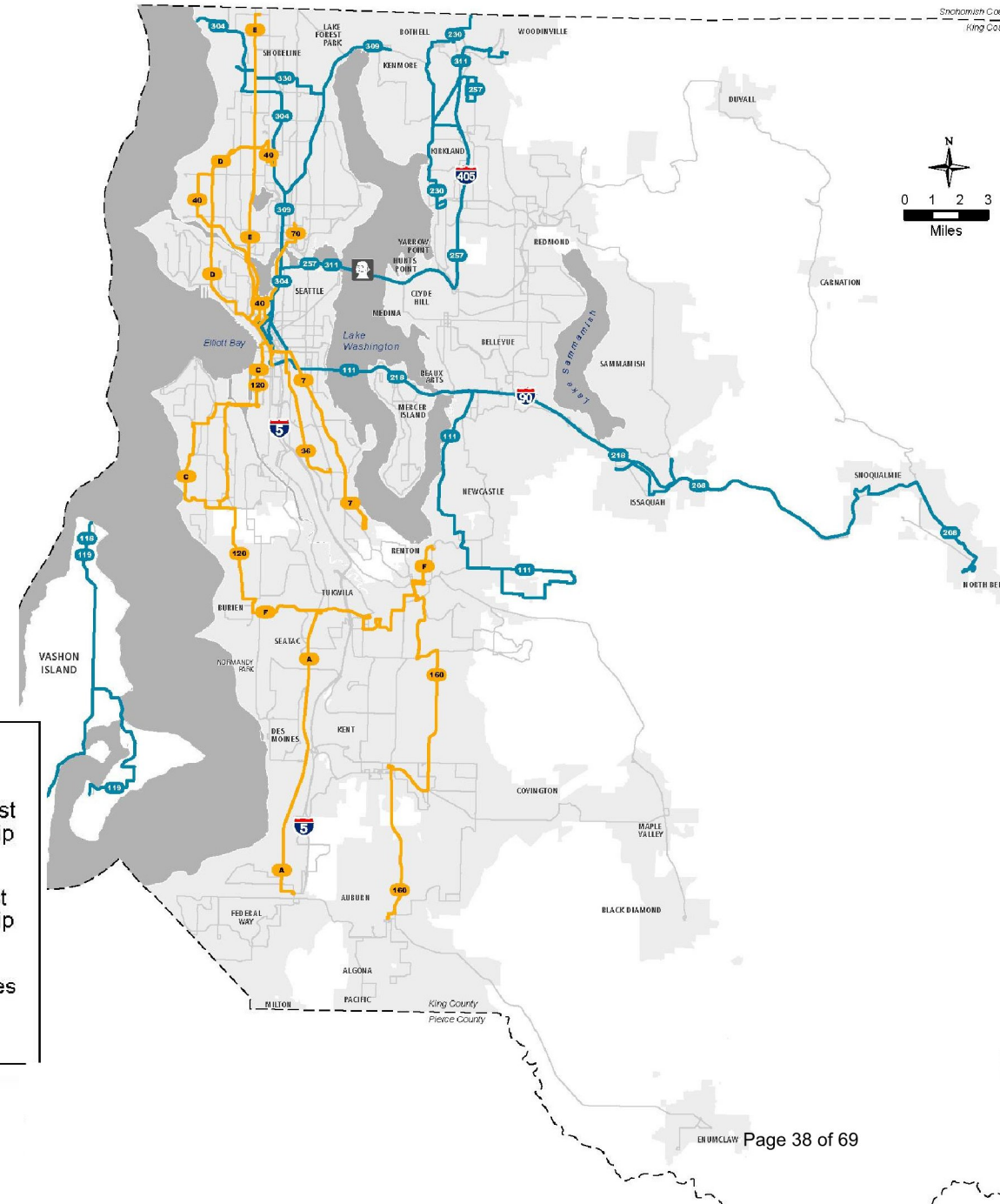
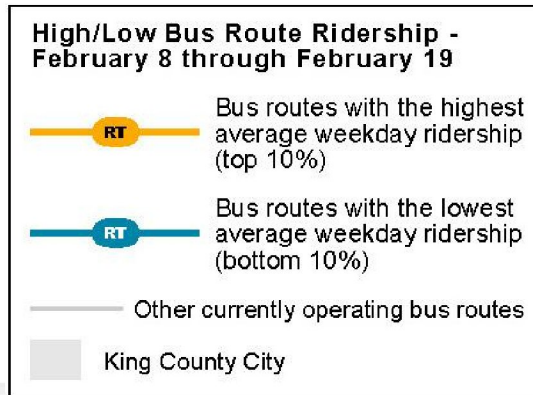
-  Suspended peak-only route
-  Reduced peak-only routes
-  Other operating routes*

*this includes all-day routes as they also run during peak periods

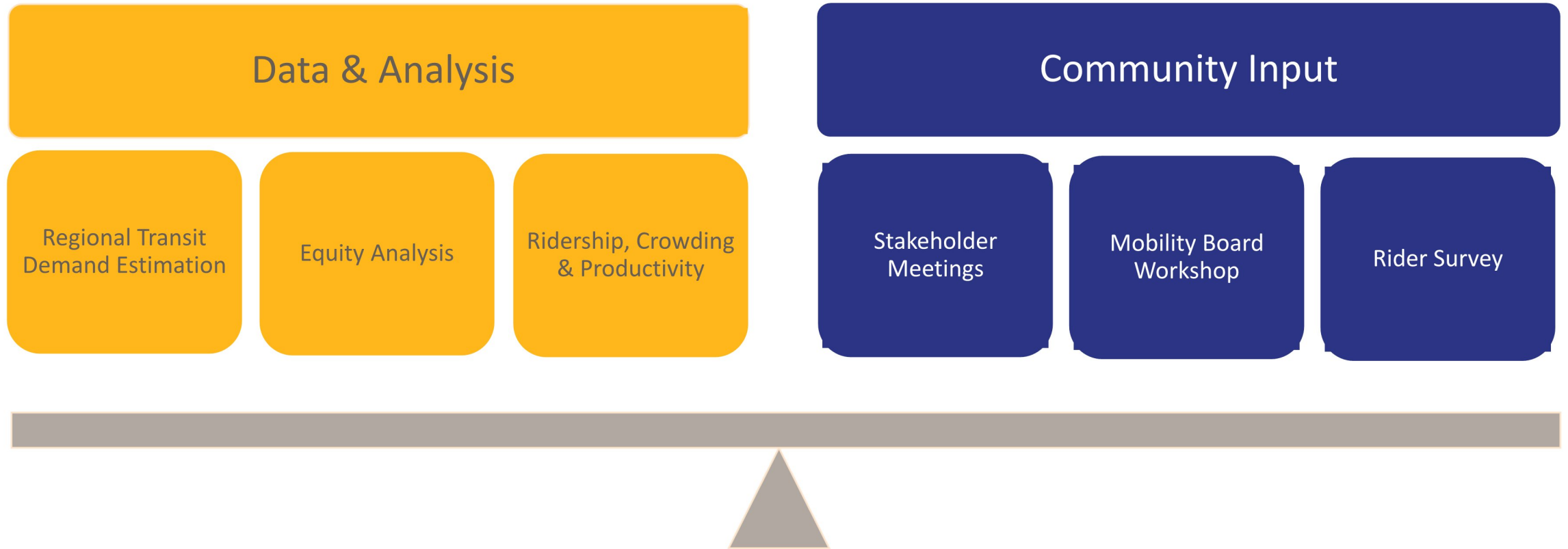


Service during COVID

- Metro is operating 85% of pre-Covid service levels as of early 2021
- RapidRide A line, F Line and Route 160 (future I Line) are in the top 10% for ridership
- Added service on Route 160 beginning February 6th



How will we make decisions for September 2021?



Inputs: Community Engagement Feedback

Questions

How should we prioritize service restorations?

How have service suspensions impacted your ability to travel?

Engagement Activities

- Mobility Board workshop
- Partner agency groups
- Community advisory groups
- Rider survey (February 8 – March 8)
- Outreach through social media, radio, bus stop signs, rider alerts

CHAPTER 4 – TRANSIT



Auburn Station

Transit service is a key component of Auburn’s transportation system, providing mobility within the City and access to and from the City. Unlike the street and non-motorized systems, Auburn does not directly administer transit service. Rather, the City works with local transit agencies to coordinate service in Auburn. The transit agencies are publicly funded and are responsible for providing transit service within their service boundaries.

Today, Auburn is served by local and regional bus, as well as a commuter rail line that runs between Seattle and Tacoma/Lakewood.

4.1 NEEDS ASSESSMENT

EXISTING TRANSIT SERVICES

The following section provides a brief summary of the public transportation services offered in Auburn. Existing transit service for the Auburn area is identified in Map 4-1 at the end of this section.

Due to the 2020 COVID-19 pandemic, all transit agencies saw a reduction in ridership and implemented service reductions, which may continue into 2021. The service levels outlined in this section are for normal operation.

KING COUNTY METRO TRANSIT

Bus Service

Metro Transit provides local bus services linking destinations within the community and providing regional connections to the Auburn Station. With the deletion of Routes 910 and 952 and Route 160 alignment on Auburn Way, Metro will no longer serve the 15th Street NW Park and Ride in September 2020. However, the lot will continue to be served by ST Route 566. Metro Transit offers a network of bus service in Auburn, connecting the city to the region. Metro adopted and implemented changes to its network in September 2020, via the Renton-Kent-Auburn Area Mobility Plan (RKAAMP), and some of the routes were affected. These changes were in part to accommodate the planned RapidRide I Line, which would replace a portion of route 180, and provide frequent, reliable, and extended (early mornings to late night) service from Auburn Station, along the Auburn Way N corridor, connecting Auburn, Kent, and Renton transit stations.

Route 160 replaces the portion of former route 180 from Auburn Station to Kent, with minor changes in its alignment. This route provides 15 minute service during peak hours, and 30 minute service during off-peak, and operates from 4 am to 3 am on week days, and from 5 am to 3 am on weekends. This route will become the RapidRide I Line in 2023, and will provide service every 10 to 15 minutes.

Route 165 replaces route 164 and provides regional service between Kent, Auburn and the Green River College. It connects with the Route 181 at Green River College. This route is not changed within the city limits.

Route 181 provides daily service between the Twin Lakes Park-and-Ride, Sea-Tac Mall, Federal Way Transit Center, the Outlet Collection, Auburn Station, and Green River College.

Route 184 replaces the portion of route 180 from Auburn Station to south Auburn, and provides 20 to 30 minute service during the day, and 30-60 minute service during nights and weekend, and operates from 5 am to 1 am on weekdays, and 5:30 am to midnight on weekends.

Route 186 was combined in 2020 with Route 915 to have one route number only. **Route 910** was discontinued in 2020.

Route 915 absorbed route 186, and provides weekday and weekend service between the Auburn Station and Enumclaw via Auburn Way South. The route also includes a small portion of Demand Area Responsive Transit (DART) service with limited, variable routing in response to rider requests.

Route 917 provides weekday and Saturday service between A Street SE, 41st Street SE, Algona, the Outlet Collection, and the Auburn Station. The route offers DART service (limited variable route) in portions of Pacific. As of September 2020, service is more frequent at 30 to 40 minutes

on weekdays, and Sunday service is added, with 60 minute service on weekends. The route was shortened to begin in Pacific and will no longer serve the A Street/ 41st St SE area of Auburn. The peak-hour deviation to serve the Social Security Administration and the General Services Administration, which are in the process of relocation, was deleted due to low ridership and an off-peak deviation to directly serve the Wal-Mart was added to maintain access lost with the deletion of Route 910.

Route 952 was discontinued in 2020.

ACCESS

ACCESS Transportation is a King County Metro paratransit service, providing door-to-door, shared-ride van transportation within most of King County. The Americans with Disabilities Act (ADA) requires curb-to-curb paratransit service for persons whose disabilities prevent use of accessible non-commuter, fixed route bus service. This service is intended to offer a comparable level of service to that provided by regular bus service.

Vanpool Services

Metro Transit sponsors vanpool services that serve residents and employees in Auburn. Vanpool is a shared-ride service that provides group transport for commuters with proximate origins and destinations. Vanpool is a popular and flexible service that provides commuters with an alternative to driving alone and fixed-route transit service. Vanpool will continue to be an important strategy for mitigating peak period congestion throughout Auburn and the region.

Metro Transit Facilities

Metro Transit owns and operates the Auburn 15th Street NW Park-and-Ride with 244 surface parking stalls. Metro also operates into the Auburn Station managed by Sound Transit. Additionally, Metro maintains approximately 177 bus stops in Auburn, 42 of which contain passenger shelters.

Commute Trip Reduction (CTR)

Under state law, the City is required to administer a Commute Trip Reduction program for all employers in Auburn with at least 100 employees arriving during the peak morning commute hours. The City of Auburn contracts with Metro Transit to provide CTR support services for the CTR affected local employers. Currently, there are 10 CTR employers in Auburn with a total of 5,500 employees. Metro Transit assists employers in complying with state law by providing rideshare support and a host of other incentives aimed at reducing single occupant vehicle travel.

PIERCE TRANSIT

Route 497 is operated by Pierce Transit in partnership with the City of Auburn, and King County Metro Transit. It operates peak hour weekday service between Lakeland Hills and the Auburn Station. As a morning and evening service meeting Sounder trains, the 497 is a commuter - oriented route, but is open to all riders. In the future, the City hopes to expand the Route 497 to serve all peak hour Sounder trips. Because Route 497 primarily serves Sounder passengers, and because it significantly reduces the demand for commuter parking at the Auburn Station parking garage managed by Sound Transit, the city is seeking financial participation from Sound Transit in operating this route and making this a permanent route.

Vanpool Services are provided by Pierce Transit similar to those offered by King County Metro Transit.

Future RapidRide I Line: The new route 160 will become the RapidRide I Line in September 2023; the first to serve the City of Auburn. City staff collaborate with Metro on this project, to offer support, review, information, and help. King County Metro is applying for a grant to the Federal Transit Administration (FTA) and Auburn supplied a support letter for the project and grant application. When the new service begins, Auburn will be served with frequent (10 to 15 minutes) and reliable service, connecting Auburn to Kent and Renton nearly 24 hours a day.

SOUND TRANSIT

Sound Transit is the regional transit provider for Puget Sound. It provides limited stop, transit services linking Auburn to major regional destinations in King and Pierce Counties. The agency offers Sounder commuter rail and regional express bus services in Auburn.

Sounder Commuter Rail

Sound Transit operates the Sounder commuter rail service on the Lakewood-Tacoma – Seattle route via the BNSF Railway. Sound Transit provides weekday peak hour trips northbound to Seattle in the morning and southbound from Seattle to Tacoma -Lakewood in the afternoon. Reverse direction trips are also provided in each peak hour with limited mid-day service. Some connections are available between south line Sounder trains, which terminate in Seattle, and north line Sounder trains from Everett to Seattle. Additional special event service to and from Seattle for Mariners, Seahawks, Storm, and Sounders games on some weekends.

Currently, nine trains operate northbound to Seattle in the morning peak, with an additional train during the mid-morning, and ten trains return southbound during the PM peak. Three trains operate southbound to Tacoma/Lakewood in the morning and northbound to Seattle in the early evening.

Regional Express Bus Service

Route 566/567 offers daily weekday, limited stop service between the Auburn Station the Kent Station, the Renton Transit Center, the Bellevue Transit Center, and the Overlake Transit Center.

Route 577/578 offers daily limited stop service between Puyallup, Sumner, Auburn, Federal Way and Seattle. The 577 provides service between the Federal Way Transit Center and Seattle during the peak periods when the Sounder trains is in operation. The 578 provides service between Puyallup and Seattle during the off-peak hours when train service is not currently provided.

Transit Facilities

Sound Transit owns and operates the Auburn Station located in downtown Auburn. This full service multi-modal facility provides parking for a total of 633 vehicles in a 6-story parking garage and a surface parking lot. A new parking garage is expected to be available for transit users in September 2023, offering an additional 525 parking stalls. A number of parking stalls are reserved for carpool/vanpool, and a number of stalls are reserved for paying single occupant vehicles.

The facility currently handles approximately 470 daily bus trips. Approximately 3,000 passengers ride bus service to/from the station on a daily basis. Boardings at Auburn on Sounder commuter rail are approximately 1,300 per day. The facility draws numerous transit riders from outside Auburn including from outside the Sound Transit taxing District, the geographic area where residents contribute tax revenue to fund Sound Transit.

MIT TRANSIT

The Muckleshoot Tribe runs two publicly available Transit routes along State Road 164.

The Reservation Route runs through the Tribe community, and stops southeast of Les Gove Park. It runs every 30 minutes starting at 7:00am. The Auburn Route Express runs from the Tribe through the City of Auburn, making stops along the way. It runs every hour starting at 7:00am.

4.2 TRANSIT USER NEEDS

DEMOGRAPHICS

People use public transportation for two reasons: because they have to ride or because they choose to ride. Carrying the choice rider, such as commuters, often has the greatest positive impact on the transportation system by helping control peak hour traffic demand. But providing a “safety net” of adequate transportation to those who absolutely depend on it is, arguably, public transportation’s most important role.

There are a number of ways to identify “transit dependency”, but the most effective way is to identify locations with high concentrations of residents who have no vehicle available in their household. An examination of the most recent year 2000 Census data available from the Bureau of the Census shows that some areas of Auburn have a high number of households with no vehicle available. This remains the most recent information available with the level of detail necessary to identify needs on a block level. As a comparison baseline, 9 percent of Auburn households have no vehicle available; this percentage is consistent with that of King County (9 percent) and slightly higher than that of Pierce County (8 percent). For the purpose of this analysis, block groups with significant concentrations of residential development in which over 12 percent of households have no vehicle available are considered transit dependent areas. There are eleven census block groups in Auburn in which over 12 percent of households have no vehicle available, nine of which have significant concentrations of residential development and are therefore identified as transit dependent areas. It is also notable that four of the nine block groups with large concentrations of residential development have at least 20 percent of households with no vehicle available. The nine block groups comprising the transit dependent areas had a total of 3,698 households in 2000, 771 (21 percent) of which had no vehicle available. Map 4-2 shows the transit dependent areas and overlays the existing transit service in order to identify if adequate transit service is available to these highly transit dependent neighborhoods.

Comparing the neighborhoods in question to the transit route structure, it is apparent that the vast majority of Auburn’s most transit dependent population lives within ¼ miles of a fixed route bus – the distance standard most often identified by the transit industry as a reasonable walking distance to transit. An exception to that rule is the area near Dogwood Street SE north of Auburn Way South where many of the transit dependent residents are located more than ¼ mile from fixed route bus service.

In the future, it will be critical to ensure these areas continue to be well served by transit service, both in terms of route and schedule coverage.

SERVICE COVERAGE

Generally speaking, local transit service coverage in Auburn is well planned and well operated. Even though, there are some areas of the community that do not have adequate local service coverage, as well as some important regional bus links and commuter rail services that have yet to be fully developed.

Local Bus Service

Some of Auburn’s most populated neighborhoods are deficient in local bus service, including the West Hill, Lakeland Hills during the non-peak hours, and parts of east and north Auburn. The least served residential area of Auburn is West Hill, an area with approximately 5,000 residents with no transit service. Lakeland Hills, a planned residential community with approximately 3,800 homes has peak hour service to downtown Auburn, but lacks all day

service. Lea Hill, a predominantly residential community on Auburn's east hill, has two transit routes, which predominantly serve Green River College, leaving a large portion of the residents unable to walk to a transit route. In 2014, a license plate survey of the Auburn Station garage indicated that a substantial number of Lea Hill residents utilize transit service at Auburn Station. This suggests that a commuter oriented shuttle serving Lea Hill, similar to the Route 497 shuttle implemented in Lakeland Hills, could be successful.

Additionally, residential areas of east Auburn, east of M Street NE and south of 8th Street NE, and parts of northeast Auburn, east of I Street NE, are also located more than ¼ mile from fixed route bus service. It is difficult for these areas to access transit, both for local and regional trips.

The design of King County Metro's local bus routes in Auburn should be reviewed in relation to future changes in Sound Transit's Sounder commuter rail and regional express bus services to identify opportunities and priorities for productive improvements to transit coverage, frequency, and hours of operation.

Regional Bus Service

The most important unmet regional transit need is for all day, express bus and commuter rail service between Auburn, Tacoma/Lakewood, and Seattle. While the original *Sound Transit Regional Express Bus Service Plan* contained a direct link between Auburn and Tacoma/Lakewood, the connection was discontinued in Sound Transit's later service plans.

Sounder Commuter Rail

Sounder Commuter Rail, a highly popular and attractive service, operates bi-directionally in the peak periods. Most of the trips are operated in the peak direction; northbound during the weekday AM peak and southbound during the weekday PM peak. No midday, evening, or weekend regular service is currently provided, except for the special events times. These services are needed as is additional capacity on some of the currently most popular runs.

Intercity Passenger Rail

Auburn is an ideal location for a future stop on the Pacific Northwest Rail Corridor, which runs from Vancouver, BC to Eugene, OR. A former Intercity passenger rail stop and Amtrak city, Auburn is centrally located in South King County at the intersection of SR-18 and SR-167 and is a 10 minute drive from I-5. The Auburn Station is the only facility in King or Pierce County with direct freeway access and currently serves over 3,000 bus passengers and 1,300 commuter rail passengers and is centrally located within 10 miles of 500,000 people. Amtrak should implement more intercity rail stations in the high density and traffic congested areas of Puget Sound such as at Auburn Station. A new Auburn stop would have great ridership benefits since it is at a station with available overnight parking and is in close proximity to hundreds of thousands of potential new customers. Furthermore the projected schedule impacts of a stop in Auburn could be largely absorbed in the overall route schedule.

TRANSIT SCHEDULING

The scheduling of transit service is often as important as route alignment and coverage in determining the success of the service.

Scheduling to Successfully Serve Employers

One of the most overlooked aspects of transit system design is scheduled transit arrival times versus major employer shift times. While a transit system can physically serve the front door of a business, its actual scheduled arrival times will often determine if anyone rides the system. It is not the intention of this effort to conduct an exhaustive employer shift time analysis of the community. However, an example of the challenge can be found in examining one of Auburn's major employers, the Boeing Company with over 6,000 employees. The company's primary morning shift time arrival occurs at 6 AM, the earliest southbound Sounder train from Seattle, arrives in Auburn at 6:32 AM. The first run of the day for the Metro Route 181 from Federal Way and Lea Hill arrive near Boeing at approximately 6 AM, making it difficult for employees to meet the shift time. The first runs of the Route 917 which serve the nearby GSA and SSA offices arrive after the Boeing shift time as well. None of the existing bus routes stop close enough to the Boeing facility to allow employees to walk to the facility. This shows how it is beneficial to continue to coordinate with major employers to offer alternate transit options that can meet various shift times such as dedicated Vanpools or Vanshares.

The lack of transit schedule synchronization with key employers in a community can also negatively impact other opportunities. The City of Auburn in partnership with Metro Transit was the first agency in Puget Sound to create the concept of 'Van Share', a specialized transit service in which vanpools carry employees to their employer's front door from regional transit centers. Where the schedules work, such as in providing a direct link between Boeing's Renton facilities and the Tukwila Station, the concept has been highly successful. On the other end of the trip, the Van Share concept can be successfully implemented to transport employees between their homes and the Transit Station, saving capacity on the roadway and at the Auburn Station parking facilities.

Due to the fact that Auburn's major employer shift times sometimes don't match Sounder and regional bus transit arrival times, Van Share has not yet achieved its full potential in Auburn. However, as Sounder and bus service to the Auburn Station increase, this option may become more viable for major employers in Auburn.

To maximize the investment in public transit service in Auburn, it is recommended that both Sound Transit and Metro Transit conduct an evaluation of their schedules with a focus on improving service to major employers in the Auburn area.

Transit Capacity

A second consideration in scheduling service is ensuring that enough service is available to meet the demand.

Sounder Commuter Rail has also been immensely popular, indicating that increased service is supported by the ridership demand. Daily Sounder boardings at south end stations total around 6,000 riders, the equivalent of a lane of traffic on SR 167 or I 5, emphasizing the importance of expanding Sounder service.

The Auburn Station is a highly successful component of the Sounder service. Total rail boardings at the Auburn Station today average over 1,300 riders per day making Auburn one of the busiest stations on the Sounder route.

URBAN DESIGN

The design of the build environment has direct implications on the quality and availability of transit service. Urban design can either encourage or inhibit the provision of local transit service. Some inhibitors to providing neighborhood service include inadequate street geometry and construction, lack of a satisfactory location for a terminal at the end of the route, absence of a street grid that could be used to turn around a bus, and the absence of a connected sidewalk network. Ideally, new residential developments should be laid out with future transit route alignments in mind and supporting transit facilities. Likewise, retrofits of the existing street network should accommodate transit design considerations

IMPROVING LOCAL SERVICE

Preserving the Route 910

Since 2010 Auburn and Metro Transit have partnered through the Transit Now initiative to implement community shuttle circulator service. The Route 910 shuttle serves Northeast Auburn commercial and activity areas. The service has become steadily more popular, doubling in productivity since its inception. This partnership route between, Auburn and King County Metro has now been extended until 2020. The Transit Now initiative was terminated in 2020. The route 910 service was discontinued in 2020 when the COVID-19 pandemic caused service reductions, and was not renewed due to the added service frequency along Auburn Way N, along former route 180, and the changes and added frequency to route 917.

Preserve and Expand Commuter Connection Bus Routes

Auburn should work with Pierce Transit, Metro Transit and Sound Transit to preserve the Route 497 and add service to the Route to meet all existing and future Sounder trains while encouraging Sound Transit to fund a portion of the Route 497.

Auburn should explore the concept with Metro Transit and Sound Transit of adding a new commuter bus/van service to Sounder from Lea Hill and the west hill of Auburn and encourage Sound Transit to fund a portion of the routes. Similar to the Route 497, these routes would be timed to meet Sounder trains and operate on a direct route and express schedule after leaving

the Lea Hill or west hill areas. These potential services are particularly relevant given Metro Transit's recent focus on the expanded use of Alternative Service concepts for covering areas which cannot support the use of a traditional fixed route bus but which are still in need of public transportation.

TRANSIT FACILITIES

One type of transit facility improvement stands out as the most important ongoing need: parking. Comparing the number of current Sounder daily boardings (1,300) to the available number of parking stalls at the Auburn Station (633) and the number of passengers who transfer daily from bus to Sounder (approximately 150) shows there is a lack of parking for Sounder at the Auburn Station. Additional train trips are currently being planned, including three new round trips, and these will attract more ridership (and result in more parking needs) in downtown Auburn.

Although there is always a desire to have as many people as possible access commuter rail without parking, the reality of the service is that it is usually used by customers who want to start and end their day with a direct, fast trip to and from the station. Only the Route 497 is specifically designed to link commuters to Sounder. It accounts for the majority of transfers between bus service and rail service. Given the strength of the demand for Sounder and the location of many of its users, other lifestyle choices (bike, pedestrian or TOD) will also not be sufficient to ultimately negate the continued demand for more parking.

So, for the foreseeable future, parking will be a continuing challenge at the Auburn Station and even more will be needed as three more Sounder roundtrips are added, as scheduled in 2016 and 2017.

Building the infrastructure to accommodate commuter parking demand is an essential component of making transit an attractive option for commuters. In order to do so, action is essential to clearly identify the future demand and acquire the land needed to build the parking. The plans created in ST2 and ST3 (ST2 is the Sound Transit Plan approved by voters during 2008, ST3 was approved by voters in November 2016 to build parking should be followed. If this is not done, neighborhoods within walking distance of Auburn Station, particularly those bordering W Main Street, will experience an increase in on-street commuter parking, making it difficult for residents to find parking during the day and early evening. To combat this issue, the City has established a restricted parking zone for residents to the west of C Street NW, however the problem may begin in other locations. Sound Transit should also examine the usage of the Auburn Station garage by people who live outside the Sound Transit Taxing District. The agency should consider requiring those users to pay to park in the Auburn Station garage. In a 2014 survey of the vehicles parked at the Auburn facility over 90 vehicles (15 percent of the parking supply) were registered at addresses outside the Sound Transit Taxing District.

King County Metro Transit is responsible for installing new and maintaining existing bus shelters in Auburn. Both the City and agency should continue to prioritize potential improvements to shelters, benches, pads, bus zones, customer information and pedestrian access. Currently, about 20 Metro bus stops that meet warrants for the installation of shelters have not received them yet and City staff is focused on working with Metro to accomplish that installation.

Pedestrian improvements around existing or planned transit stops, including enhanced crosswalks and pedestrian refuges, should also be examined by the City. The placement of bus stops is driven by a variety of criteria including transit system operating and design standards, professional engineering field evaluation, and public input.

4.3 TRANSIT SYSTEM RECOMMENDATIONS

This section contains the recommendations derived from the transit needs assessment, as discussed in the first part of this chapter. Recommendations are organized by lead agency, with the understanding that implementation of any major system improvement will require the collaboration of many agencies.

KING COUNTY METRO TRANSIT

Explore partnering with Metro Transit and the Muckleshoot Indian tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the city and the Reservation.

Work with Metro Transit to create new, limited stop AM and PM peak transit services designed for commuters from Lea Hill and west hill to and from the downtown Auburn Station.

Conduct an evaluation of transit schedules; improve service to major employers.

Work with Metro Transit to add service to the Route 497 to meet more Sounder trains.

Work with Metro Transit to implement the Rapid Ride I line which is part of Metro Connects

Work with Metro Transit to introduce new Mobility Options to improve access to Rapid Ride and other high capacity transit services, such as Sound Transit commuter rail and regional bus routes

Explore, assist, and encourage the implementation of commuter Vanpool and Van Share, linking Boeing to the Auburn Station, to meet Sounder and Regional bus routes.

PIERCE TRANSIT

Work with Pierce Transit to add service to the Route 497 to meet more Sounder trains.

SOUND TRANSIT

Work with Sound Transit to add service to the Route 497 to meet more Sounder trains and fund a portion of the Route.

Work with Sound Transit to add new commuter bus service to the Sounder from Lea Hill and West Hill and fund a portion of the routes.

Institute midday Sounder service to and from Tacoma/Lakewood and Seattle and plan for evening and weekend service in the near future.

Address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.

Continue to work with the City of Auburn to create additional parking near the Auburn Station, as specified in ST2.

CITY OF AUBURN

Partner with local transit agencies to provide transit service similar to the route 497 to serve other areas of Auburn, including the Lea Hill Area. The route would collect commuters to provide them access to the Sounder Station in downtown Auburn.

Explore partnering with the Muckleshoot Indian Tribe to create a new route combining the best features of the former Route 919 and the MIT tribal shuttle to provide better transit service to the City and the Reservation.

Work with Pierce Transit and Metro Transit to add service to the Route 497 to meet more Sounder trains and encourage Sound Transit to fund a portion of the Route 497 to continue the route in service for multiple years beyond 2016.

Continue to work with Sound Transit to address the loss of existing parking at the Auburn Station due to the use of the overcrowded Sounder parking facility by Sounder riders who live outside the Sound Transit taxing district and pay nothing for the facility.



Memorandum

To: Transportation Advisory Board
From: James Webb, Traffic Engineer, PE, PTOE
Date: March 1, 2021
Re: 2022-2027 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.

The TIP is proposed to be financially constrained for the entire six years of the TIP (with the exception of the Traffic Impact Fee fund). The proposed TIP shows a negative traffic impact fee fund balance in years 4, 5, and 6 due to project being included in the TIP as placeholders for capacity improvements that will be needed should more development occur than is forecast in the conservative revenue projections.

The TIP is a multiyear planning tool and document for the near term development of transportation facilities within 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 I-17: Citywide LED Street Lighting and Controls (\$2.7M) – Will be completed in 2021.
- TIP N-10: M Street SE Sidewalk Improvements (\$0.71M) – Will be completed in 2021.
- TIP P-7: 2021 Local Street Preservation Project (\$2.5M) – Will be completed in 2021.
- TIP P-9: Lea Hill Bridge Deck Preservation (\$0.65M) – Will be completed in 2021
- TIP P-12: Lakeland Hills Way Preservation (\$1.45M) – Will be completed in 2021

- TIP P-13: 3rd Street SW Bridge Deck Preservation (\$0.65M) – Will be completed in 2021
- TIP R-24: Stewart Road – City of Pacific – the financial support for the City of Pacific will be provided during 2021.

Additions: The two projects listed below were added to the TIP during January when grant funding was awarded to the projects. Copies of the TIP sheets for these projects provided as an attachment:

- TIP P-14 – 4th Street SE Preservation (Auburn Way S to L Street SE) (\$2.91M)
- TIP R-10 – High Friction Surface Treatment (\$0.42M)

No new projects are currently proposed to be added to the TIP. The majority of projects which will be removed with this update are preservation projects. This does not create much freeboard to add new projects to the TIP, and the fund balances aren't available until April to know if/which new projects can be added. However, we would like input from the TAB on what new projects should be considered for prioritization. A good source for projects identified project needs that are not included in the TIP is the Comprehensive Transportation Plan. The list of Comprehensive Transportation Plan projects is included as an attachment.

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, and to match the adopted Capital Facilities Plan. This is not able to be completed until financial information for 2020 is completed, which is expected during April.

CURRENT STATUS AND NEXT STEPS:

Staff will continue to develop the 2022-2027 TIP update. The Transportation Advisory Board and City Council comments will be addressed and adoption is anticipated as follow the schedule below.

- **MARCH 9, 2021:** FIRST TRANSPORTATION ADVISORY BOARD DISCUSSION
- **MAY 10, 2021:** FIRST COUNCIL STUDY SESSION
- **JUNE 1, 2021:** SECOND TRANSPORTATION ADVISORY BOARD DISCUSSION
- **JUNE 7, 2021:** RESOLUTION TO SCHEDULE PUBLIC HEARING
- **JUNE 14, 2021:** SECOND COUNCIL STUDY SESSION (IF REQUIRED)
- **JUNE 21, 2021:** PUBLIC HEARING & RESOLUTION FOR ADOPTION

Six Year Transportation Improvement Plan

ARTERIAL PRESERVATION FUND (105)

TIP# P-14

Project Title: **4th Street SE Preservation (Auburn Way S to L Street SE)**
 Project No: **TBD**
 Project Type: **Preservation**
 Project Manager: **TBD**

STIP# AUB-N/A

Description:

This project will replace pavement and utilities on 4th Street SE from Auburn Way South to L Street SE. A pavement grind and overlay is planned between Auburn Way South and D Street SE. Full depth pavement reclamation is planned from D Street SE to L Street SE. The project will also include replacement of City utilities, removal of sidewalk obstructions, replacement of sidewalk and curb ramps as needed to address ADA requirements, and other improvements.

Progress Summary:

Grant funding for the project was awarded by TIB in 2020.

Future Impact on Operating Budget:

This project is anticipated to reduce the operating budget for street maintenance.

Activity:	Funding Sources:	Prior to 2020	2020 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2021	2022	2023	2024	2025	2026	Beyond 2026	
	Arterial Preservation Fund	-	-	100,000	1,065,048	-	-	-	-	-	1,165,048
	Secured Grant	-	-	150,000	1,597,572	-	-	-	-	-	1,747,572
	Traffic Impact Fees	-	-	-	-	-	-	-	-	-	-
	Other	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	250,000	2,662,620	-	-	-	-	-	2,912,620
	Capital Expenditures:										
	Design	-	-	250,000	-	-	-	-	-	-	250,000
	Right of Way	-	-	-	-	-	-	-	-	-	-
	Construction	-	-	-	2,662,620	-	-	-	-	-	2,662,620
	Total Expenditures:	-	-	250,000	2,662,620	-	-	-	-	-	2,912,620

Six Year Transportation Improvement Plan

ARTERIAL STREET FUND (102)

TIP# R-10

Project Title: **High Friction Surface Treatment**
 Project No: **TBD**
 Project Type: **Capacity, Safety**
 Project Manager: **TBD**

STIP# AUB-N/A

LOS Corridor ID# N/A

Description:

The project will install a high friction surface treatment (HFST) at six different curved roadway segments throughout the City. The HFST involves the application of fine/rough aggregate to the pavement using a polymer binder to increase pavement friction. The higher pavement friction helps motorists maintain better control in both dry and wet driving conditions, reducing the potential for a crash.

Progress Summary:

Grant funding was awarded by WSDOT in 2020.

Future Impact on Operating Budget:

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

Activity:	Funding Sources:	Prior to 2020	2020 YE Estimate	Budget			Forecast Project Cost				Total Project Cost
				2021	2022	2023	2024	2025	2026	Beyond 2026	
	<i>Unrestricted Street Revenue</i>	-	-	6,000	-	-	-	-	-	-	6,000
	<i>Secured Grant</i>	-	-	54,000	360,000	-	-	-	-	-	414,000
	<i>Traffic Impact Fees</i>	-	-	-	-	-	-	-	-	-	-
	<i>Other</i>	-	-	-	-	-	-	-	-	-	-
	Total Funding Sources:	-	-	60,000	360,000	-	-	-	-	-	420,000
	Capital Expenditures:										
	<i>Design</i>	-	-	60,000	-	-	-	-	-	-	60,000
	<i>Right of Way</i>	-	-	-	-	-	-	-	-	-	-
	<i>Construction</i>	-	-	-	360,000	-	-	-	-	-	360,000
	Total Expenditures:	-	-	60,000	360,000	-	-	-	-	-	420,000

The table below lists transportation projects that address current and anticipated transportation needs through the 2035 horizon year. The list excludes projects planned to be underway within the next 6 years that are included in the current Transportation Improvement Program (TIP).

Number	Name	Description	Purpose/Need	Estimated Cost (2020)
Comp-1	M Street SE Corridor with signal at 12 th St SE Corridor and Intersection Improvements	Widen M St to construct multi-lane arterial, including a new traffic signal at 12 th St SE.	Capacity, Safety, LOS: This project will improve mobility and contributes to the completion of a north/north arterial corridor. Combines projects listed as (16) and (22) in the 2022 analysis.	\$7.3M
Comp-2	104 th Avenue SE/8 th Street NE Intersection & Corridor Improvements	Construct multi-lane roundabout to replace the signalized intersection, re-align the curved section of Lea Hill Road, widen sidewalks on the 8 th Street bridge, Potential access management on 8 th Street NE and intersection improvements at Pike Street NE	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$4.0M
Comp-3	116 th Avenue SE/SE 312 th Street Intersection and Corridor Improvements	Construct a single-lane, roundabout at the intersection of 116th Avenue SE, pedestrian crossings with flashing beacons at key crossings, and complete gaps in sidewalks and bicycle lanes between 116th Avenue SE and 124th Avenue SE. Portions of this project may be completed as frontage improvements by developers of adjacent properties.	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$5.6M
Comp-4	Lea Hill Road Widening Capacity Improvements	Construct shared use path along the east side and a bike lane on the west side of Lea Hill Road between 112th Avenue	Capacity, Safety, Non-motorized: Project identified in Lea Hill Road Corridor Study (2020).	\$9.5M

		SE and 106th Place SE, left-turn pocket at the Lea Hill Condominiums, pedestrian crossings with flashing beacons bus stops, and a soldier-pile retaining wall on the downhill side of Lea Hill Road as needed to accommodate roadway widening and stabilize the hillside.		
Comp-5	M Street SE/29 th Street SE Intersection Improvements	Construct single lane roundabout.	Capacity, Safety: Project identified in R Street SE Corridor Study (2019). Listed as project (23) 2022 analysis as a new traffic signal.	\$1.0M
Comp-6	R Street Bypass Capacity Improvements	Construct a new arterial connection between M St SE and Auburn Black-Diamond Rd, parallel to the Stampede Pass rail line and potentially remove at-grade railroad crossing that connects Black Diamond Road to R Street SE.	Capacity, Safety, Non-Motorized: This project was identified in the 2002 M Street SE Grade Separation Pre-Design Study and was originally planned to be implemented with the grade separation that has since been completed. The new connection would keep freight and commuter traffic off of R Street, a residential collector street and provide a connection between SR18 and SR164 via M Street SE. This would reduce congestion at the intersection of R Street NE/8 th Street SE and address other capacity and safety issues. Listed as project(30) in the 2035 analysis.	\$8.0M
Comp-7*	116 th Avenue SE/SE 320 th Street Intersection Improvements	Construct single lane roundabout.	Capacity, Safety: The project would provide traffic calming and improved intersection control. This is a portion of a project (11) listed in the 2022 analysis.	\$2.0M

Comp-8*	C Street SW/15 th Street SW Intersection Improvements	Construct a southbound right-turn pocket, re-channelize the intersection to provide two southbound through lanes, and replace the existing spanwire traffic signal with a new traffic signal.	Capacity, Safety	\$1.2M
Comp-9*	124 th Avenue SE/SE 320 th Street Intersection Improvements	Replace traffic signal with roundabout	Capacity, Safety: This project was identified to be needed to support the on-going expansion of Green River College. Listed as project (32) was in the 2035 analysis.	\$2.5M
Comp-10*	124 th Avenue SE/SE 284 th Street Intersection Improvements	Construct northbound left-turn lane on 124 th Ave SE	Capacity, Safety: Project need identified using crash history prior to 2015. Listed as a project (24) in the 2022 analysis.	\$1M
Comp-11*	15th Street SW Preservation Improvements	Re-construction of the roadway from West Valley Highway to C Street SW with potential safety improvements at the Union Pacific at grade rail and Interurban Trail crossings	Preservation, Safety.	\$10M
Comp-12*	Auburn Way Corridor Improvements	Construct pedestrian accessibility and aesthetic enhancements on Auburn Way between 4 th St NE and 4 th St SE, including curb-bulbs at	Economic Development, Non-motorized.	\$4.5M

		intersections adjacent to on-street parking, a new northbound left-turn at 3 rd St SE, and signal and channelization improvements at E Main St.		
Comp-13*	SE 320 th St Corridor Improvements	Construct non-motorized and safety improvements including bicycle lanes, sidewalks, and street lighting between 122 nd Ave SE and 116 th Ave SE.	Safety, Non-motorized: SE 320 th is a primary route serving Green River College and adjacent neighborhoods. There are high volumes of pedestrians, bicyclists, and transit utilizing the corridor. Listed as project (11) in the 2022 analysis.	\$4.0M
Comp-14*	West Valley Highway Corridor Improvements	Rehabilitate and widen pavement from 15 th Street NW to W Main Street, re-channelize to add bicycle lanes, pedestrian facilities, roadway lighting, ITS, and required storm system improvements.	Preservation, Non-Motorized. This road segment is a popular bike corridor which is also on the annual Seattle-to-Portland bike race route. Listed as project (13) in the 2022 analysis.	\$4.0M
Comp-15*	Auburn Way S Corridor Improvements	Construct improved pedestrian linkages, new and repaired sidewalks, undergrounding utilities, new street lighting, trash and recycling receptacles, and other appropriate amenities from SR-18 interchange to M Street SE.	Economic Development: This project will revitalize and beautify Auburn Way S.	\$4.5M
Comp-16	SE 304 th Street/112 th Avenue SE Intersection Improvements	Construct a new traffic signal, northbound left turn lane on 112 th Ave SE, and sidewalks/bike lanes on both sides of SE304 th Street.	Capacity, Safety, Non-motorized: Listed as project (31) in the 2035 analysis.	\$1.5M
Comp-17	SE 284 th / SE 288 th St New roadway	This project will construct a new collector linking 284 th St at 124 th Ave to 288 th St at 132 nd Ave. The roadway will	Network Capacity and Non-motorized. Listed as project (34) in the 2035 analysis.	\$9M

		have one lane in each direction, and include a bike lane and sidewalks on each side.		
Comp-18	D St NW New Roadway	This project will construct a new 4 lane arterial from 37 th St NW to 44 th St NW, including bike lanes and sidewalks on each side.	Network Capacity and Non-Motorized. Listed as project (36) in the 2035 analysis.	\$7M
Comp-19	37 th Street SE Safe Routes to Schools	Construct sidewalks along 37 th Street SE from M Street SE to Olympic Street SE and enhanced pedestrian crossings along 37 th Street SE between M Street SE and D Street SE.	Non-motorized: This project would complete a gap in the sidewalk network and provide connections to/from Gildo Ray Elementary, Mt. Baker Middle School, the 37 th Street trail to R Street SE and transit stops on 37 th Street SE and M Street SE.	TBD
Comp-20	112 th Ave SE & 105 th Place SE Intersection Improvements	Reconfigure 105 th Place SE to be right in /right out. Construct a single lane roundabout with sidewalks and bike lanes on SE 312 th Street.	Construct a single lane roundabout with sidewalks and bike lanes on SE 312 th Street.	\$5M
Comp-21	51st Ave S/S 296 th St Intersection Improvements	Construct a protected southbound left turn lane on 51 st Avenue S, bike lanes, and sidewalks on all legs of the intersection.	Capacity, Safety, Non-motorized. Listed as project (35) in the 2035 analysis.	\$1.6M
Comp-22	BNSF Yard Grade Separation	This project will construct a road across the BNSF yard	This project would provide a grade separated arterial connection over the BNSF rail yard that would provide connectivity to/from the yard to SR 18 and SR 167. The project would be needed if/when the BNSF Yard converts to a multi-modal facility.	TBD
Comp-23	East Auburn Access Project New Roadway	Construct a new arterial connection from SR-18 to SR-164 that connects to SR-164 between MIT	Capacity, Safety, Non-motorized: Previously referred to as Auburn Bypass, a draft Bypass Feasibility Report	TBD. Muckleshoot Indian Tribe project, \$15M

		Plaza and Riverwalk Drive.	was prepared in partnership with WSDOT, City of Auburn, Muckleshoot Indian Tribe, and other regional partners in 2009.	awarded by Connecting Washington Program in 2015.
Comp-24	I St NE Corridor New Roadway	Construct a new roadway connection from 45 th St NE to S 277 th St.	Network Capacity. Listed as project (2) in the 2022 analysis.	TBD Developer led project.
Comp-25	R Street SE Extension New Roadway	Construct a new roadway connection between 17 th St SE and Auburn Black-Diamond Road	Capacity, Safety, Non-motorized: Reduce congestion on Auburn Way South and M Street SE.	TBD Potential Muckleshoot Indian Tribe project.

**** Project was removed from the TIP in 2020 and placed back into the comprehensive plan because there is still a current or future need for the project but funding was anticipated to not be available for the project within the 6-year TIP period***

CITY OF AUBURN
AUBURN TRANSPORTATION ADVISORY BOARD
RULES OF PROCEDURE

ADOPTED XXXX XX, 2021

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

Table of Contents

1. BOARD NAME AND RULES
2. BOARD MEMBERS AND OFFICERS
3. BOARD MEETINGS

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

We, the members of the City of Auburn Transportation Advisory Board (Board), hereby adopt, publish, and declare the following Rules of Procedure:

1. BOARD NAME AND RULES:

- 1.1. The Board's official name is the "Transportation Advisory Board." The Board adopts these rules pursuant to its powers under Auburn City Code (ACC) 2.94. These rules may be referred to as the Rules of Procedure.
- 1.2. Purpose of Rules: The Board adopts these rules in furtherance of its powers to advise the City Council and/or its committees regarding the matters specified in ACC 2.94.060.
- 1.3. Effective Date of Rules: These rules shall take effect upon their adoption by majority Board vote.
- 1.4. Amendment of the Rules: The Board may amend these Rules at any regular Board meeting by majority vote. The proposed amendment should be presented in writing at a preceding regular meeting.
- 1.5. Suspension of the Rules: The Board may suspend the rules as authorized in Robert's Rules of Order by majority vote, except when such suspension would conflict with state law or city ordinances.

2. BOARD MEMBERS AND OFFICERS:

2.1. BOARD MEMBERS:

2.1.1. Number and appointment: The Board shall have up to fifteen (15) members meeting the requirements of ACC 2.94.020 and 2.94.030. Members shall serve for a term as indicated in ACC 2.94 without remuneration and shall be appointed by the Mayor and confirmed by the City Council.

2.1.2. Rules applicable to all Board members:

Any member of the Board who, in their opinion, has an interest in any matter before the Board that would tend to prejudice their actions shall publicly indicate, step down and leave the meeting room until the matter is disposed. A member need only be excused from legislative or organizational action if the potential conflict of interest is direct and substantial, or as otherwise required by these rules or other applicable law.

No member of the Board may use their position to secure special privileges or exemptions for themselves or others.

No member of the Board may, directly or indirectly, give or receive or agree to receive any compensation, gift, reward, or gratuity from a source except the City, for a matter connected with or related to the board member's services unless otherwise provided for by law.

No member of the Board may accept employment or engage in business or professional activity that might reasonably be expected to require or induce them to disclose confidential information acquired by reason of their official position.

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

No member of the Board may disclose confidential information gained by reason of the board member's position, nor may the board member otherwise use such information for their personal gain or benefit.

2.1.3. Board member conflicts of interest and remote interests

2.1.3.1. Conflicts of interest. No Board member may wholly, partly, directly or indirectly benefit from any contract made by, through, or under their supervision on the Board. No Board member may directly or indirectly accept any compensation, gratuity or reward in connection with such a contract. Any Board member with such a conflict of interest may not vote on such contract's authorization, approval or ratification. If such a contract comes before the Board for consideration, the member shall disclose their conflict of interest to the Board and abstain from voting according to the procedure in Rule 3.9.4.

2.1.3.2. Remote interests. Rule 2.1.3.1 does not apply to remote interests held by Board members. Remote interests are those defined by RCW 42.23.040.

2.2. OFFICERS:

2.2.1. Election and terms of officers: Board Officers shall be Board members, and shall consist of a Chair and Vice Chair, elected by majority Board vote.

Officer elections shall take place once every two years at the Board's first regular meeting of each calendar year, or as soon thereafter as possible. The term of office for each officer shall run until the subsequent election.

If an officer resigns or is removed from their position before the end of their term, the Board will elect new officers at its next regular meeting. The Vice-Chair will administer the election of a vacant Chair position.

2.2.2. CHAIR AND VICE CHAIR. The Board shall have the following officers

2.2.2.1. Chair. The Chair shall preside over Board meetings, and may exercise all the powers usually incident of the office. The Chair shall be a member of the Board and except as otherwise provided in these rules shall have the right to cast a recorded vote in all Board deliberations. Unless stated otherwise by abstention or nay, the Chair's vote shall be considered to be affirmative for the motion.

2.2.2.2. Vice Chair. The Vice Chair shall perform the Chair's duties in the Chair's absence. If both the Chair and Vice Chair are absent from a meeting, the Senior present Board member shall act as the meeting Chair, or may delegate the responsibility to another member.

2.2.2.3. The Board Chair and/or Vice Chair shall annually provide the City Council with a progress report in carrying out Board responsibilities, as required by ACC 2.94.080.

2.2.3. SECRETARY:

A member of City Staff shall act as the Board's Secretary and shall keep record of all Board meetings and perform the other functions and duties described in these rules. Records created by the Secretary shall include any disclosed Board member interests pursuant to Rule 3.9.4., and shall be retained at the City Clerk's Office.

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

2.2.4. Removal and resignation of Members and Officers.

Any Board member or officer may submit written resignation to the Board for consideration. Such resignation is effective upon majority Board vote.

By majority vote, the Board may recommend to the Mayor the removal of any Member or officer:

Absent from a total of 2 Board meetings in a calendar year without excuse;

Who willfully violates any provision of these Rules of Procedure in the conduct of their functions or duties as a Board member;

Who willfully violates any provision of the ACC 2.94, RCW 42.23.070, or any other applicable law in the performance of Board duties.

Who willfully commits any act defined by law as a criminal offense in the performance of Board duties.

Following a removal or resignation, the Board shall fill vacant Board member positions pursuant to Rule 2.1.1, and vacant officer positions pursuant to Rule 2.2.1.

3. BOARD MEETINGS:

3.1. Board meeting date, time and place. All Board meetings will be held in the Auburn Council Chambers at 25 West Main Street, Auburn, WA 98002, unless otherwise directed by the Chair. The Board will set meeting dates and times on or before December 31st of the preceding year.

3.2. Number of Board meetings. Pursuant to ACC 2.94.050, the Board shall meet a minimum of quarterly each calendar year. The Board may set additional regular or special meetings as needed to properly conduct Board business.

3.3. City personnel at Board meetings. All Board meetings shall be staffed by City personnel to support and assist the Board, and to perform the role of Board Secretary pursuant to Rule 2.2.3.

3.4. Meeting agendas. Unless the Chair directs otherwise, the Secretary shall prepare a meeting agenda for Board meetings and provide it to the Board members not less than five (5) days in advance of the meeting. Meeting agendas shall list the items the Board will address at the meeting and shall include any corresponding materials necessary for the Board's consideration. Agenda items shall be determined through coordination of the Board Chair and City staff members, but shall generally consist of the following outline:

- A. CALL TO ORDER/ROLL CALL
- B. CONSENT AGENDA
- C. ACTION ITEMS
- D. DISCUSSION AND INFORMATION
- E. ADJOURNMENT

3.5. Meeting minutes. The Secretary shall keep minutes of all Board meetings. Meeting minutes shall be kept on file at the City Clerk's Office pursuant to the City's document retention schedule.

AUBURN TRANSPORTATION ADVISORY BOARD RULES OF PROCEDURE

3.6. Meeting Procedure:

3.6.1. Rules of Order. The most current version of Robert's Rules of Order shall govern Board member meetings procedure unless otherwise provided in these Rules.

3.6.2. Open Public Meetings Act. Board meetings are subject to the Washington State Open Public Meetings Act, RCW 42.30. The Board may hold executive sessions to consider the matters identified in RCW 42.30.110.

3.7. Meeting interruptions.

3.7.1. Removal of interrupting individuals or groups. The Board meeting presiding officer may direct the removal any individual or group that interrupts a Board meeting to render the meeting's orderly conduct unfeasible. A removed individual or group may only be readmitted to the meeting by majority Board vote.

3.7.2. Continued meeting disruption after removal. If removal of such individuals or groups does not restore order to the meeting, the Board may clear the meeting location of observers/participants and either: (1) continue in session, or (2) adjourn the meeting and reconvene it at a stated date, time and location selected by majority Board vote. In either instance, the Board may only take action on items appearing on its agenda for that meeting, and must allow media/press members to attend unless they too were involved in the meeting disturbance.

3.7.3. Illustration of interruptions warranting Board action pursuant to this rule. By way of illustration, interruptions may include (but are not limited to) any of the following that interrupts a meeting's orderly conduct:

Making personal, impertinent or slanderous remarks or noises;

The use of speech intended to incite fear of violence;

Failing to limit public comments to an established allotted time;

Yelling or screaming in a manner that prevents the Board from conducting the meeting;

Making irrelevant, distracting, or offensive comments or noises;

Demonstrations, disruptive applause, other disruptive behavior.

3.8. Member meeting quorum. A simple majority of the appointed Board members shall constitute a quorum for the transaction of business.

A simple majority vote of the quorum present shall be sufficient to take action on the matters before the Board. Any meeting lacking a quorum may only continue to: fix a time for adjournment, adjourn, recess or take measures to obtain a quorum.

3.9. Voting.

3.9.1. Voting generally. Board member votes shall generally be given audibly, with "yes" being an affirmative vote, and "no" a negative vote. Any inaudible Board member vote shall be recorded as an affirmative vote.

3.9.2. Roll call voting. At the request of the Chair or another Board member, or on their own initiative, the Secretary may ensure an accurate vote record by taking "roll call" or "show of hands" vote.

AUBURN TRANSPORTATION ADVISORY BOARD

RULES OF PROCEDURE

3.9.3. Tie Votes. Any motion resulting in a tie vote fails. A denial motion resulting in a tie shall not be considered an approval of the motion subject.

3.9.4. Abstention for conflicts of interest.

3.9.4.1. If the Board considers an issue involving conflict of interest for a Board member as defined in Rule 2.1.3.1, the Board member shall disclose the conflict to the Board before any Board action is taken on the matter, and shall abstain from discussion and voting on the issue.

3.9.4.2. Abstention procedure. The Board member shall advise the Chair of their intent to abstain before the Board discusses or considers the subject matter, and shall remove themselves from the deliberation and consideration of the matter. A member may confer with the City Attorney to determine if their intended abstention conforms to this rule. The City Attorney's role in such a conference is limited to advising the Board member in their capacity as a member, and shall not include advice or recommendations regarding the member's personal or business interests. If an intended abstention cannot be anticipated in advance, the member should advise the Chair that they have an "abstention question." A brief recess would then be given to permit the member to consult regarding their intended abstention as may be necessary.

3.9.4.3. A Board member may also abstain from voting on any matter to otherwise ensure the appearance of fairness.

3.9.4.4. Procedure for remote Board member interests. Any Board member with a remote interest in a contract before the Board as defined by Rule 2.1.3.2 shall disclose the interest to the Board before the Board takes any action. The secretary shall record the member's disclosed remote interest in the Board's meeting minutes. Once disclosed, the Board may authorize, approve or ratify the contract in good faith by majority Board vote (without counting any vote cast by the member holding the remote interest).

3.10. Member meeting absences. To be excused, members must inform the Board's Secretary or Senior Transportation Planner a minimum of one day in advance of the meeting date if they cannot attend a scheduled meeting unless it is an emergency situation and the board chair agrees to waive the late notice of the absence.