



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional FHWA
<b>Application Type</b>	Corridors Serving Centers
<b>Status</b>	submitted
<b>Submitted:</b>	April 5th, 2024 1:57 PM
<b>Prepopulated with screening form?</b>	Yes

## Project Information

- Project Title**  
East Valley Highway Widening
- Regional Transportation Plan ID**  
5716
- Sponsoring Agency**  
Auburn
- Cosponsors**  
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
Yes
- If not, which agency will serve as your CA sponsor?**  
N/A

## Contact Information

- Contact name**  
James Webb
- Contact phone**  
2538045040
- Contact email**  
jwebb@auburnwa.gov

## Project Description

- Project Scope**  
The project will improve E Valley Highway (EVH) from south of the East Valley Access Road (EVAR) intersection in Pierce County, north to the Lakeland Hills Way (LHW) intersection in King County.  
  
The project will improve the LHW, Terrace Drive, and EVAR signalized intersections, add a separated non-motorized trail along the east side of the roadway (the west side fronts the BNSF railroad mainline), widen the roadway from a two/three lane cross section to four/five lanes including a center turn lane to support existing and future development. The project

also includes the addition of illumination, storm drainage improvements including replacement of a roadside ditch with a closed stormwater system, relocation of utility poles, and installation of a dynamic message sign.

North of the project, EVH is a five-lane roadway with curb and gutter along both sides and a sidewalk along the east side. At the LHW intersection the existing northbound right-turn only lane will be converted into a through/right-turn lane and the intersection modified to provide for southbound to northbound u-turns to support future access management to the north. South of LHW the roadway transitions to a two-lane roadway to 60th Street SE. This section does not currently have illumination, storm drainage infrastructure, and non-motorized facilities, with the exception of 800 feet of recently completed street frontage improvements on the east side that matches the planned improvements.

Between 60th Street SE and the southern project limit, the existing roadway pavement is at full width, including sidewalk on the east side that connects to the existing east/west trail system along Lake Tapps Parkway/Stewart Road. The existing channelization, signage, and traffic signals at the intersections with Terrace View Drive and E Valley Access Road will be modified to match the proposed five-lane cross section.

## 2. Project Justification, Need, or Purpose

East Valley Highway is a principal arterial corridor serving the Auburn Regional Growth Center (RGC) to the north, the Auburn Center of Local Importance (COLI) to the west, and the Sumner-Pacific Manufacturing/Industrial Center (MIC) to the south and west. The project will complete the gap in the corridor between Lakeland Hills Way and East Valley Access Road which connects to Lake Tapps Parkway/Stewart Road. This section of the corridor is a heavily congested two lane facility with minimal shoulders. The Auburn Local Road Safety Plan identifies several safety risk factors for both vehicular and non-motorized users, including a lack of facilities to support active transportation. Currently the average daily traffic is 18,000 VPD, with peak hour volumes currently approaching capacity of the existing roadway. Volumes are forecast to increase on the corridor, resulting in the roadway being over capacity in the near future. The project will provide improvements to support the projected growth in housing and employment in both the Auburn RGC and COLI, and projected employment growth in the Sumner-Pacific MIC. The project will also meet the following needs:

- Roadway and intersection capacity for vehicular, transit, and freight
- Separated trail facility connecting the existing local and regional trail network, including the White River, C Street, Sumner Link, and Interurban Trails
- Intersection improvements at Lakeland Hills Way will improve speed and reliability of Pierce Transit Route 497. The additional roadway capacity and trail facility will improve vehicular and non-motorized access to transit. The project will also improve access to local and regional transit, including Sounder commuter rail service, operating from Auburn Station located in the RGC.
- Separation of active transportation from vehicle travel modes, creation of a center left-turn lane for business access, illumination, access control, and removal of roadside hazards will improve safety.

## Project Location

### 1. Project Location

East Valley Highway

### 2. Please identify the county(ies) in which the project is located. (Select all that apply.)

King, Pierce

### 3. Crossroad/landmark nearest the beginning of the project

Lakeland Hills Way

### 4. Crossroad/landmark nearest the end of the project

East Valley Access Road

### 5. Map and project graphics

Vicinity\_Map.pdf, EVH\_Widening\_Concept.pdf, Cross\_Section.pdf

## Local Plan Consistency

### 1. Is the project specifically identified in a local comprehensive plan?

Yes

### 2. If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page

**number(s) where the relevant information can be found.**

The project is included in the City of Auburn 2024-2029 Transportation Improvement Program. The project is included as R-26. A copy of the TIP sheet is included as an attachment.

The project is included in the Draft 2024 - 2044 Comprehensive Transportation Plan (CTP) in the future conditions modeling and the CTP indicates that the City will pursue construction funding to complete the project.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

## Federal Functional Classification

1. **Functional class name**

14 Urban Principal Arterial

## Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

The project directly supports the Auburn Regional Growth Center, Sumner-Pacific MIC, and the Lakeland Hills Center of Local Importance. Improving access to Auburn Station (located in the Auburn RGC) and to SR 167 and SR 18 will provide a secondary benefit to additional Regional Centers located along these corridors, and accessible by transit service operating from Auburn Station, including Sounder Commuter rail service. These include the Lakewood, Tacoma, Puyallup, Sumner, Kent, Tukwila and Seattle.

## Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The East Valley Highway corridor serves residents and jobs located in the Auburn RGC, the Sumner-Pacific MIC, the Lakeland Hills Center of Local Importance, the area located between them, and communities to the south and east who use the corridor as an alternate to SR 167 when the freeway is congested.

Within the population in the Auburn RGC has the following characteristics:

- People of color: between 38% and 44% of total population; above the regional average 35.9%
- People with low incomes: between 24% and 49% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 29% of total population; above the regional average 11%
- Older adults: up to 23% of total population; above the regional average 13.4%
- Youth: up to 18% of total population; above the regional average 15.4%
- Limited English proficiency: up to 13% of total population; above the regional average 8.5%

It should be noted that the information provided above is for the period between 2015-2019. It is likely that the intersectional populations of older adults, people with disabilities, and people with low incomes in the Auburn RGC has increased with the completion of 166 additional low income senior housing units during 2022. The Auburn RGC also has a very low/low opportunity index, and is identified as an air quality focus community.

The proposed improvements will serve these populations by improving access to employment opportunities in the Sumner-Pacific MIC, by increasing the capacity of the roadway and by completing the gap in the active transportation between the two centers. The project will also improve access to the Lakeland Hills COLI, improving access to

employment opportunities and retail/service opportunities. Completion of the gap in the active transportation network and connection to the existing trail system will also provide alternative travel options and improved recreational opportunities and associated health benefits for these populations.

Within the Sumner-Pacific MIC the population has the following characteristics:

- People with low incomes: 32% of total population; above the regional average 20.7%
- People with disabilities: 19% of total population; above the regional average 11%
- Older adults: 14% of total population; above the regional average 13.4%
- Youth: 18% of total population; above the regional average 15.4%

The MIC also has a low opportunity index.

The proposed improvements will serve the populations located in the MIC by encouraging the continuing development of the MIC resulting from improved access to the northeast portion of the MIC which is not currently fully developed. This will create additional employment opportunities for these populations. The project will also improve access to the Auburn RGC, improving access to employment, health services, and retail opportunities for these populations. Access to regional transit will also be greatly enhanced through improved access to Auburn Station, especially for non-motorized users, supporting other regional centers served by transit operating from Auburn Station, and along the SR 167/I 405 and SR 18.

The neighborhoods located between the Auburn RGC and the Sumner-Pacific MIC which use the corridor to connect to the Centers have the following demographics:

- People of color: between 44% and 66% of total population; above the regional average 35.9%
- People with low incomes: between 25% and 45% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 15% of total population; above the regional average 11%
- Youth: between 18% and 25% of total population; above the regional average 15.4%
- Limited English proficiency: between 11% and 20% of total population; above the regional average 8.5%

This area also has a very low/low opportunity index, and is identified as an air quality focus community.

The proposed improvements will serve these populations by improving access to employment opportunities in the MIC, by increasing the capacity of the roadway and by completing the gap in the active transportation between these neighborhoods and the two Centers. The project will also improve access to the Lakeland Hills COLI, improving access to employment opportunities and retail/service uses. Completion of the gap in the active transportation network and connection to the existing trail system will also provide alternative travel options and improved recreational opportunities and associated health benefits for these populations.

The areas to the south and east, located along the SR 410 and SR 162 corridors, which use the East Valley Highway corridor as an alternative to the SR 167 corridor have the following demographics:

- People with low incomes: up to 22% of total population; above the regional average 20.7%
- People with disabilities: up to 14% of total population; above the regional average 11%
- Older adults: up to 15% of total population; above the regional average 13.4%
- Youth: between 16% and 26% of total population; above the regional average 15.4%

The proposed improvements will serve the communities located in northeast Pierce County, to the south and east of the MIC. The project will improve access for these populations to the Auburn RGC, improving access to employment, health services, and retail opportunities.

Access to regional transit will also be greatly enhanced through improved access to Auburn Station, especially for non-motorized users, supporting other regional centers served by transit operating from Auburn Station, and along the SR 167/I-405 and SR 18.

**2. Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The equity focus areas (EFAs) for the proposed project area include multiple EFAs as identified below:

The Auburn RGC includes the following Intersectional Equity Focus Areas:

- People of color and people with low incomes above the regional average
- People with disabilities and older adults above the regional average
- People with low incomes and people with disabilities above the regional average

- People of color and youth above the regional average

The following identifies the individual populations included in these EFAs:

- People of color: between 38% and 44% of total population; above the regional average 35.9%
- People with low incomes: between 24% and 49% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 29% of total population; above the regional average 11%
- Older adults: up to 23% of total population; above the regional average 13.4%
- Youth: up to 18% of total population; above the regional average 15.4%

The Sumner-Pacific MIC includes the following Intersectional EFAs:

- People with disabilities and older adults above the regional average
- People with low incomes and people with disabilities above the regional average

The following identifies the individual populations included in these EFAs:

- People with low incomes: 32% of total population; above the regional average 20.7%
- People with disabilities: 19% of total population; above the regional average 11%
- Older adults: 14% of total population; above the regional average 13.4%

The area between RGC and MIC served by the corridor includes the following Intersectional EFAs:

- People of color and people with low incomes above the regional average
- People with low incomes and people with disabilities above the regional average
- People of color and youth above the regional average and above 50%

The following identifies the individual populations included in these EFAs:

- People of color: between 44% and 66% of total population; above the regional average 35.9%
- People with low incomes: between 25% and 45% of total population; above the regional average 20.7%
- People with disabilities: between 13% and 15% of total population; above the regional average 11%
- Youth: between 18% and 25% of total population; above the regional average 15.4%

The areas to south and east of the project, but served by the corridor include the following Intersectional EFAs:

- People with disabilities and older adults above the regional average
- People with low incomes and people with disabilities above the regional average

The following identifies the individual populations included in these EFAs:

- People with low incomes: up to 22% of total population; above the regional average 20.7%
- People with disabilities: up to 14% of total population; above the regional average 11%
- Older adults: up to 15% of total population; above the regional average 13.4%

## Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

### 1. Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.

The project directly supports the Auburn Regional Growth Center, located to the north, and the Sumner-Pacific MIC located immediately adjacent to East Valley Highway to the west and south.

The East Valley Hwy/A Street corridor connects directly to the Auburn Regional Growth Center located approximately three miles north of the project location. The project will directly support ongoing residential and commercial development and redevelopment in the Center, including approximately 1,050 multi-family residential units that have either been recently completed, are currently in construction, or are actively pursuing permits. The improvements will also support ongoing commercial development associated with Multicare Auburn Medical Center (a Level 3 Trauma Center) and surrounding medical uses.

Auburn Station is also located in the Auburn Regional Growth Center. The Station provides local and regional transit service, including Sounder commuter rail service, which directly connects to the centers in Lakewood, Tacoma, Puyallup, Sumner, Kent, Tukwila and Seattle. For the communities located in northeast Pierce County, Auburn Station represents the most direct connection to regional transit service to travel to/from the north. To help meet demand for transit at the Station, Sound Transit is working on the development of a second parking garage approved by voters as part of ST2 and expansion of Sounder service included in ST3. The East Valley Hwy/A Street corridor also provides direct access to SR 18 which connects to the Federal Way Regional Growth Center and Sound Transit Light Rail Service to the west and to the Issaquah Regional Growth Center to the east. SR 18 also provides access to the SR 167 and I 5 corridors which connects to multiple Centers to the north and south. King County Metro is also currently working on the conversion of one of the existing transit routes serving

the station into the RapidRide I Line. This will create frequent premium transit service between the Auburn RGC, Kent RGC and MIC, and Renton RGC.

The completion of the project will provide additional roadway capacity and complete a gap in the non-motorized facilities. The additional roadway capacity will reduce travel times for vehicles and improve the speed and reliability of the Route 497, and improve access to an existing park and ride located at the Lakeland Hills Way/EVH intersection. The active transportation improvements will provide enhanced access to the Route 497 and encourage a shift away from vehicles. The improvements will enhance the connection between the Auburn RGC and northeast Pierce County, improving access for residents in the Center to employment opportunities in the Sumner-Pacific MIC, and improve access to regional transit and employment opportunities in the Regional Center for residents in northeast Pierce County. As housing costs continue to increase, more and more people are either choosing to, or are forced to, live further away from where they work. The areas of South King and North Pierce Counties directly served by these improvements are experiencing significant residential growth as people seek affordable places to live. This results in increased travel times between home and work. By enhancing the connection between affordable housing and employment opportunities the project supports ongoing employment development in multiple growth centers.

The project is identified in the Auburn Comprehensive Transportation plan and supports policies related to safety (Safety-01, Safety-03, Safety-06), connectivity (Connect-01, Connect-02), levels of service (LOS-02), concurrency (GMA-01 - GMA-03), quality of life (QOL-01), Transportation System Management (TSM-01, TSM-02), access management (Street-22 and Street-23), through traffic (Street-25), freight (Freight-01, Freight-02, Freight-04, Freight-05, Freight-06, Freight-07), and transit (Transit-08).

The project connects directly to the Sumner-Pacific Manufacturing Industrial Center [MIC] that has an estimated 15,000 jobs and room for approximately 21,000 jobs at full build-out. The Sumner-Pacific MIC has long been home to regional and even national distribution centers for Amazon, Costco, Keurig Green Mountain and Simmons Mattress, and is now the U.S. headquarters for Helly Hansen and Penny's Salsa. The corridor connects housing in Auburn to the north including in the Regional Growth Center and Lakeland Hills COLI to the MIC and to SR 167. This will help to support ongoing growth and encourage future development of underutilized portions of the Sumner-Pacific MIC. Over 3.5 million square feet of industrial space is planned or under construction in the area of the MIC adjacent to the project.

The vast majority of these industrial properties have a significant trucking component associated with them. As such, transportation infrastructure is the key component that governs the development and occupancy decisions of these properties. The additional capacity along this portion of the corridor will improve freight access to the MIC from the north, and provides an alternate route for SR 167 to the MIC at times when the freeway system is heavily congested. This is consistent with policies SPMIC-4, SPMIC-5, and SPMIC-7 in the Sumner-Pacific MIC Subarea Plan, and with the freight policies (Freight-01 - Freight-11) in the Auburn Comprehensive Transportation Plan.

Completing the missing trail gap provides a critical link for commuters to access the MIC from the north, and the trail connection ties to the Sumner Link Trail, running the length of the MIC and providing commuters direct access to many of the industrial employment centers. The trail also connects to the Lake Tapps Parkway trail up to the Lakeland Hills COLI, connecting that large residential population and retail commercial area as well, and with the Interurban Trail to the west. This implements the complete street policies in the Auburn Comprehensive Transportation Plan (Street-01, Street-02, and Street-03) and also the policies for non-motorized (NM-02, NM-06-NM-14), pedestrian (Ped-01, Ped-02, Ped-05, and Ped-06) and bicycle travel (Bike-02 and Bike-04).

## **2. Describe how the project will support the development/redevelopment plans and activities of the center.**

**Auburn RGC:** The project will support existing and ongoing development in the Center by improving access to employment opportunities in the Center from the residential neighborhoods located in the Lakeland Hills neighborhood and in northeast Pierce County. The project will provide improved vehicle access, improved transit access, and improved non-motorized access to the Center. Similarly, the project will improve access from residential uses in the Center to employment opportunities located to the south of the project in the Sumner-Pacific MIC.

The project will similarly support growth in other Centers and MICs located throughout the region, but specifically those located along the SR 167 and SR 18 corridors with which the East Valley corridor connects directly, and those connected via transit service provided from the Center.

**Sumner MIC:** The project will support the growth and development of the MIC to realize full build-out and job potential. Key industrial lands in the northeast area of the MIC have been vacant or underutilized due to the bottleneck remaining on the East Valley Highway corridor, which continues to outweigh even the area's close proximity to SR 167 and deter further

development. This East Valley Highway widening project supports City of Sumner Comprehensive Plan Goal 8, Maintain the Sumner-Pacific MIC as a primary hub for regional goods movement and as a gateway to national and overseas markets.

- Support the integrated development and operation of trucking and rail terminals to enhance the freight transportation system and strengthen the Cities' economic base.
- Consider the needs for delivery and collection of goods at local businesses by truck.
- Develop a permit program, improvement district, or other revenue source to ensure ongoing maintenance and repair of infrastructure impacted by commercial freight and related businesses.

**3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

The existing corridor does not accommodate active transportation uses due to a lack of active transportation facilities and street lighting. This limits access to/from the existing non-motorized infrastructure to the north and south (including the Lake Tapps Parkway Trail, Sumner Foothills Trail, and Interurban Trail), and Pierce Transit Route 497 which connects between the Lakeland Hills Commercial Center and Auburn Station (located in the Auburn Regional Growth Center). The lack of these facilities limits the ability of people with disabilities and people with low incomes to access high-wage, middle-wage, and living-wage jobs located in the MIC, Lakeland Commercial Center, Auburn RGC, and other centers in the region accessible via transit provided from Auburn Station, including Sounder Commuter Rail service. The project's construction of buffered shared use trail and street lighting will address this limitation.

The commercial areas accessible as a result of this new connection offers a diverse range of businesses and job opportunities, including warehousing, manufacturing, grocery stores, restaurants, corporate offices, government offices, hospital and medical office, etc.

The variety of job types provides an economic ladder for people to progress within their careers and will be accessible via active transportation and transit with the completion of the project.

**4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

This unimproved section of the East Valley Highway corridor is a significant barrier to growth and opportunities in both the RGC and MIC, impeding freight and employment access. However, the proposed improvements will provide the needed capacity for the following users groups:

- commuters to the MIC
- commuters to the Auburn Regional Growth Center and other centers located throughout the region, especially those served by existing and planned transit service operating from Auburn Station
- freight coming to/from the Sumner-Pacific MIC
- recreational users who will benefit from the connectivity the new trail connection will provide to the existing local and regional trail network

The Sumner-Pacific MIC boasts nearly 15,000 jobs as companies continue to move in and expand due to (mostly) easy access to the ports, affordable housing, and their labor force. The MIC contains 3,400 jobs in transportation, distribution and logistics; 640 in food and beverage processing; 540 in wood products, and over 300 in aerospace. The aerospace cluster alone includes 6 firms including Sekisui (formerly AIM) Aerospace, Composite Solutions and GKN. A newer industry cluster for the MIC is Recreational Gear, including REI, Helly Hansen, Evo and Lululemon.

From an employer perspective, existing companies have already asked what's being done to keep freight and people moving efficiently through this region. They identify this section of the EVH corridor as a barrier to efficient routes and effective business models. At the same time, the regional MIC designation process already identified that this area is one of the last remaining spaces to develop large manufacturing within the entire Puget Sound region, which means its ability to generate jobs would be larger if this bottleneck was removed. Per the Sumner Subarea plan, close to 40% of the entire market absorption in 2017 has been in the Sumner-Pacific MIC. Industrial land in other MICs are too far from the ports for logistics companies, so market demand for industrial land in this MIC is likely to continue to be high. As discussed on page 16 of PSRC's "Amazing Place" report: Growing Jobs and Opportunity in the Central Puget Sound Region (PSRC, September 2017), the South Puget Sound area has a strong Transportation and Logistics sector and "Building on these strengths and supporting

these industries and businesses is a key component to any effort to develop the sub-economies of the region. Finding synergies between the industries and sub-regions will strengthen both the parts and the whole.”

As identified above, the project will support a diverse range of industries of various sizes in the Sumner-Pacific MIC. Similarly, the Auburn RGC is home to a wide range of business ranging from large hospital and medical uses, local government, to many small and diverse retail and service businesses.

**5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

Auburn RGC: Residents in the Auburn RGC will benefit from having improved access to employment opportunities located in the Sumner-Pacific MIC and in broader Northeast Pierce County. This benefit applies to both vehicle and non-motorized users. Residents will also benefit from improved access to commercial and retail opportunities located in the Lakeland Hills Commercial Center, which is part of the Lakeland Hills Center of Local Importance.

Residents in Lakeland Hills and in Northeast Pierce County will benefit from improved access to the commercial and employment opportunities in the Center. This applies to vehicle, transit and non-motorized travel modes.

Commercial users, including the movement of freight and goods along the corridor, will benefit from the additional roadway capacity and the resulting improvements to travel time, improved reliability, and safety. The project will improve freight access between the Sumner-Pacific MIC and the Lakeland Hills Center of Local Importance and the Auburn Regional Growth Center.

The project will also benefit those who are driving or taking transit to access other centers throughout the region by improving access to SR 167 and SR 18 to the west and north, and improving access to regional transit service operating from Auburn Station (located in the Auburn Regional Growth Center), including Sounder Commuter Rail service and future King County Metro RapidRide service.

Sumner MIC:

1) Those accessing jobs in Northeast Pierce County - with over 15,000 jobs in Sumner’s Manufacturing Industrial Center, this is the largest MIC in Pierce County. These jobs are offered by diverse employers including Manke Lumber, who export high-quality lumber to Japan via the Port of Tacoma, to Helly Hansen who distributes high-end outdoor gear to the US and other countries using the designated Foreign Trade Zone established on the east side of Stewart Road Bridge. There’s room for approximately 3.5 million more square feet of further opportunity that would be supported by the widening of East Valley Hwy.

2) Commercial trucking support: With many areas around the region developing as manufacturing/industrial centers, many overlook support for the trucking industry itself. The Sumner-Pacific MIC has existing and proposed land development projects that support trucking and provide the support facilities to keep freight moving. Current facilities include truck stops, hotel facilities, truck parking, truck repair, trailer leasing, and truck sales as well as dining facilities that cater to the needs of the trucking industry.

3) Commercial businesses in Lakeland Hills (Auburn): Significant commercial investments continue to be made in the Lakeland Hills Center of Local Importance, including retail facilities such as grocers, pharmacies, and restaurants in Lakeland Town Center. Development of this project increases access to these retail businesses and potential future buildout of this designated center.

4) Commuters and Residents of Northeast Pierce and South King County - residents who rely on this route to reach their homes must share a currently jammed route with commuters who are guided by the “Waze-effect” to take East Valley Highway as an alternative to the congestion on SR 167. This project extends the East Valley Highway corridor, completing the improvement to the ramps that connect to Lake Tapps Parkway. This will also benefit residents in Lakeland Hills as it will reduce the amount of traffic using Lakeland Hills Way to access Lake Tapps Parkway further to the east, to avoid the existing congestion on East Valley Highway by cutting through the local community.

## Criteria: Mobility and Accessibility

**1. Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

This project improves the last unimproved segment of the A Street/East Valley Highway corridor in the City of Auburn, and completes the corridor to Lake Tapps Parkway and the East



Valley Access Road. This completes the connection between the Auburn RGC to the north and the Sumner-Pacific MIC located to the south and west.

To the north of Lakeland Hills Way the corridor is a five-lane facility connecting into the Auburn Regional Growth Center, including Auburn Station which provides regional transit connections to multiple centers throughout the region. Likewise, Lake Tapps Parkway is also an existing five-lane facility connecting to the Sumner-Pacific MIC to the west, and the Lakeland Hills COLI to the east.

The non-motorized trail proposed along the west side of the corridor will also provide a logical connection to the local and regional trail system, including East Valley and C Street Trails, connecting the White River Trail to the Sumner Link and Evergreen Loop Trail, and completing a connection to the Interurban trail.

**2. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

This project supports the long term strategy to maximize efficiency of this corridor by three main elements in conformance with the Auburn Comprehensive Transportation Plan: 1) increasing capacity, 2) ITS, and 3) access management.

The corridor currently has an ADT of 18,000 and is projected to have an ADT of 27,000 in 2035, greatly exceeding the capacity of the existing two lane corridor. The high volume also creates delays and backups at signals during peak periods. This project will widen the roadway to a 4/5 lane facility, providing the capacity necessary to meet demand.

The existing system operates at a Level of Service (LOS) E during peak periods with volume to capacity ratios of almost 1.0. This threshold is anticipated to be breached in the near term, and greatly exceeded by 2035 if improvements are not made. To further enhance these improvements, access control is proposed to be implemented at the only minor side-street approach along the corridor, and a center turn lane will be provided to support business access along the corridor.

A Dynamic Message Sign will be installed to the south of Lake Tapps Parkway to inform users of traffic conditions along the Lake Tapps Parkway/Stewart Road and East Valley Highway corridors allowing them to make informed travel choices, and improve the resilience of the corridor.

**3. Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

This project completes a significant gap in the active transportation network, and removes an existing “bottleneck” on the East Valley Highway corridor between Lakeland Hills Way and Lake Tapps Parkway/East Valley Access Road.

This section of roadway does not provide adequate facilities to “link” active transportation users to the Auburn RGC to the north, or the Sumner-Pacific MIC to the south/west. The addition of the separated trail along the east side of the corridor and addition of street lighting will complete the gap.

The existing roadway has only a single travel lane in each direction, which limits the capacity of the roadway. At the Lakeland Hills Way intersection this creates a bottleneck in the southbound direction where two travel lanes are required to merge into a single lane to the south of the intersection. This causes less efficient operations at the signal, and congestion on the southbound direction, especially during the PM peak. A similar condition exists in the northbound direction during the AM peak.

The widening to provide two travel lanes in each direction, and the center two-way left-turn lane where appropriate will improve traffic flow to/from each center, improve transit operations at the Lakeland Hills Way intersection, preserve the movement of freight to/from the MIC, and improve the resilience of the roadway. The installation of the dynamic message sign for northbound vehicles to the south of Lake Tapps Parkway will provide resilience and adaptability by being able to communicate to vehicles by providing travel alerts allowing drivers to divert to other routes as needed.

**4. Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

The project will provide for travel modes which are currently missing. Existing facilities to accommodate pedestrians and cyclists are not provided, and the roadway is currently not

illuminated. While Lakeland Hills Way provides an alternate connection to Lake Tapps Parkway it is challenging for users due to the existing grades which require users to climb 500 feet in elevation. The proposed trail along the east side of the roadway will accommodate users who walk, bike, or roll, and connect to existing sidewalk and trail facilities to the north and south. To enhance the experience of these users the trail will be separated from adjacent vehicle traffic with a landscaping buffer, and lighting will be provided. The new trail connection along the east side of the roadway will complete a significant gap in the existing active transportation network. The trail will be separated from vehicle traffic by a landscaping buffer and lighting will be provided to enhance the user experience.

The project promotes first and "last mile" connections by providing the missing gap of non-motorized improvements to those who may not have access to vehicles, and provides access to existing transit service at the Lakeland Hills Way intersection.

The trail will create a new non-motorized connection directly to the Sumner-Pacific MIC, will serve adjacent land-uses along the corridor, connects to the Auburn RGC via the C Street Trail, and to the Lakeland Hills COLI via the Lake Tapps Parkway Trail. The new trail also connects to the regional trail network including White River Trail to the Sumner Link and Evergreen Loop Trail, and completing a connection to the Interurban trail.

**5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

The project will complete a gap in the existing active transportation network, creating a new connection for local users, and also creating a connection to the existing regional trail system, including the Sumner Link Trail, C Street Trail, and Interurban trail. The new connection will complete a non-motorized connection to employment opportunities in the MIC via the Lake Tapps Parkway Trail to the Sumner Link Trail, to the Lakeland Hills COLI via the Lake Tapps Parkway Trail, and to the Auburn RGC, including Auburn Station, via the C Street trail.

Widening the roadway to provide two travel lanes in each direction will provide congestion relief along the corridor. This will improve access to employment, healthcare and transit opportunities in the Regional Growth Center, and employment opportunities in the MIC.

## Criteria: Outreach and Displacement

**1. Describe the public outreach process that led to the development of the project.**

As a project that is included in Auburn's Transportation Improvement Program (TIP) and Comprehensive Transportation Plan (CTP), the concerns and needs of the community were of importance in the development of the project. While developing the CTP, the City conducted public outreach through both online and in-person outreach events. In-person events included interacting with community members through tabletop events at the Auburn farmer's market and shopping centers, and at other community events. The shopping center location that was chosen is in a location that is not only close to the project area, but also is within an area with youth, persons with disabilities, people with limited English proficiency, people with low income, and people of color populations above the regional average, providing valuable feedback from those populations. Outreach materials also provided translations or contact information to obtain translations to address language barriers that may have discouraged some from participating.

Additionally, both the TIP and the CTP were presented to Auburn's transportation-related community advisory committee, the Transportation Advisory Board (TAB). To ensure that a wide variety of voices from the community are heard, the TAB includes members that represent the Muckleshoot Indian Tribe, the active transportation community, youth, seniors, transit users, and an ADA accessibility advocacy group, among others.

The TIP and CTP were also presented to and approved by the Auburn City Council, which represents the entire community of Auburn. Furthermore, both TAB and Council meetings are open to the public and are held in-person at Auburn City Hall, which is an ADA accessible facility. If the public is unable to attend the meeting in-person, the meetings are also streamed online allowing members of the public to participate virtually, and recordings of the City Council meetings can be listened to at later times.

**2. Describe how this outreach influenced the development of the project.**

Through the member of our community advisory board – the TAB – who represents community members who use active transportation, we heard that continuing to fill gaps in our active transportation network is important to that community. Therefore, this project includes the construction of a 10-foot wide separated trail along the east side of East Valley Highway between the Lakeland Hills Way south to 60th St SE, which will complete a gap in the

local and regional active transportation network. This provides an important connection not only for those who use active transportation by choice, but also for those who rely on active transportation for their daily transportation needs.

Additionally, this project will improve access to Pierce Transit Route 497 and improve speed and reliability for that route, as well as access to Auburn Station in the Auburn Regional Growth Center. Accessibility to transit and transit reliability are topics we hear about from the member of the TAB who represents transit riders. Improving transit accessibility and reliability is significant for those community members in Auburn without access to a personal vehicle.

During the public outreach table top events, we heard concerns about the congestion and lack of active transportation facilities on East Valley Highway. This project addresses those concerns with additional vehicle capacity, active transportation facilities, ITS infrastructure, and intersection improvements.

Many community members often express safety concerns during our outreach events. This project includes many proven safety countermeasures that will improve safety along the corridor, taking the concerns of community members into account.

**3. Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

The project will improve E Valley Highway (EVH) from south of the East Valley Access Road (EVAR) intersection in Pierce County, north to the Lakeland Hills Way (LHW) intersection in King County. These improvements include adding a separated non-motorized trail along the east side of the roadway (the west side fronts the BNSF railroad mainline) and widen the roadway from a two/three lane cross section to four/five lanes (with a center turn lane). Two large residential communities known as "Lakeland Hills" and "Lakeland Hills South" are located east of E Valley Highway. East Valley Highway is a principal arterial corridor serving the Auburn Regional Growth Center (RGC) to the north, the Auburn Center of Local Importance (COLI) to the west, and the Sumner-Pacific Manufacturing/Industrial Center (MIC) to the south and west. This project falls under the "Increase Access to Single Family Neighborhoods" and the "Transform & Diversify" typologies. More specifically, this project supports the "Encourage Middle Density Housing 'Supply' action included under both typologies. Widening the roadway will increase capacity, supporting the development of middle housing in the two communities to the east.

The following policies within Auburn's updated Housing Element align with the "Encourage Middle Density Housing 'Supply' action:

H-1 Recognize the important role of public improvements, facilities, and programs in providing a healthy home environment within the community.

H-3 Promote safe and connected neighborhoods.

- a. Continue to implement crime prevention programs such as neighborhood block watches.
- b. Through the land use and building permit process, implement principles of crime prevention through environmental design.
- c. Promote community volunteerism to increase the well-being and safety of residents.
- d. Invest in transportation improvements that will create safe neighborhoods for walking, biking, and connecting to transit.

H-5 Improve streetscapes in developed neighborhoods. Continue to repair and/ or replace deteriorated sidewalks and remove barriers to pedestrian traffic.

Under the "Transform & Diversify" typology this project will supports the "Upzone and Rezone" action. As part of the 2024 Comprehensive Plan update the City is proposing to upzone/rezone properties across the City including those adjacent to E Valley Highway. The upzone involves allowing middle housing in all residential zones, and allowing for greater residential density and flexibility of development types in various zoning districts. Accessory Dwelling Units (ADUs) will also be permitted in all residential zones, which, in combination with middle housing, is expected to create additional housing options for a variety of income levels. Upzoning and rezoning parcels adjacent to the project site will increase housing choices affordable to a wider range of incomes by increasing capacity for new residential development.

The following policies within Auburn's updated Housing Element align with the "Upzone and Rezone" action:

H-4 Promote housing that meets the needs of Auburn's workforce, is located near and designed to take advantage of affordable multimodal transportation options and contributes to a regional jobs-housing balance.

H-10 Provide a land use plan and zoning that offers opportunities to achieve a variety of housing styles and densities for private and nonprofit housing providers.

H-11 Support development of a variety of housing choices by allowing Middle Housing types in residential zones including townhomes, duplexes, triplexes, fourplexes, fiveplexes,

sixplexes, cottage housing, courtyard apartments, and accessory dwelling units.  
 H-12 Provide dense housing choices downtown and other areas identified in the Comprehensive Plan where infrastructure is more available or can be improved with regional and local funds.

## Criteria: Safety and Security

### 1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

The project will help to protect vulnerable users with the creation of a separated trail facility along the east side of the roadway. This will complete the gap between existing facilities to the north and south. The project also includes multiple Proven Safety Countermeasures as follows:

- Speed management - With the completion of the project, the speed limit is proposed to be reduced from 40 to 35 mph to be consistent with the existing speed limits along the rest of the corridor. To support this reduction the PE phase will evaluate design elements, such as reduced lane widths.
- leading pedestrian intervals and crosswalk visibility enhancements for trail crossing of side street approaches and driveways
- roadway departure - removal/relocation of existing roadside hazards - utility poles and open storm ditches
- access management to reduce left-turn conflicts
- addition of curb and gutter along both sides of the roadway
- addition of lighting along the roadway

### 2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

As identified previously, the project serves multiple Equity Focus Areas (EFAs). The EFA populations are generally more reliant on active transportation and transit (people with low incomes, youth), or experience disproportionate risks while walking and rolling (youth, older adults).

The proposed project is designed specifically to address safety disparities like these by completing a gap in the active transportation network through the provision of a separated trail, while also improving access to existing transit service, and improving transit speed and reliability. Proven traffic safety countermeasures, including the separate trail, illumination, and leading pedestrian interval for signalized pedestrian crossings will reduce the likelihood and severity of crashes, and should help address the disparities experienced by these populations.

### 3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

The City is developing a Comprehensive Safety Action Plan which is scheduled for adoption in Summer 2024. The plan will identify safety goals, policies and related actions.

In addition, the CTP includes the goal to "significantly reduce or eliminate traffic fatalities and serious injuries through a safe systems approach.

A safe systems approach was used to develop the project concept to include proven safety countermeasures as appropriate. This same approach will continue to be used through the design phase of the project. Anticipated countermeasures include:

- appropriate speed limit for all road users
- a separated trail for active transportation modes
- leading pedestrian intervals for trail crossings
- removal of existing roadside hazards (open storm conveyance and utility poles)
- curb and gutter along both sides of the roadway
- access management to reduce left-turn conflicts
- street lighting.

### 4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming**

## **guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

Yes, the City is including the safe systems approach in its Comprehensive Transportation Plan, which is planned to be adopted by the end of 2024.

The City has developed a Local Road Safety Plan (LRSP) and is in the process of developing and adopting a Comprehensive Safety Action Plan (CSAP).

The City of Auburn's draft CTP includes policies that adopt the Safe System's Approach which have been preliminarily reviewed by the City Council and are scheduled for consideration and adoption by the end of 2024.

## **Criteria: Air Quality and Climate Change**

- 1. Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Roadway / Intersection / ITS

## **Air Quality and Climate Change: Roadway / Intersection / ITS**

- 1. What is the length of the project?**  
5,700 feet
- 2. What is the average daily traffic before the project?**  
18,000 vpd.
- 3. What is the average daily traffic after the project?**  
With the completion of the project, 27,000 vehicles per day are forecast to use the corridor in 2035.
- 4. What is the average speed before the project?**  
The posted speed limit within the project limits is 40 mph. 85th percentile speed data collected along this section of the corridor were 46mph for northbound vehicles, and 47 mph for southbound.
- 5. What is the average speed after the project?**  
With the completion of the project, the potential to reduce the posted speed limit to 35 mph, to match the existing speed limit to the north of Lakeland Hills Way and to the south in the City of Sumner will be considered. Combined with design elements to help manage vehicle speeds, average speeds with the project are anticipated to be in the 35-40 mph range.
- 6. What is the level of service before the project?**  
LOS E.
- 7. What is the level of service after the project?**  
LOS C.
- 8. What are the existing number of lanes (total, both directions)?**  
2
- 9. How many lanes are being added (total, both directions)?**  
One general purpose lane will be added in each direction, for a total of two additional travel lanes beyond the two that currently exist.
- 10. How many intersections are along the length of the project?**  
3
- 11. How many intersections are being improved?**  
3
- 12. What is the percentage of freight truck traffic on the facility?**  
8%
- 13. Will the project result in shorter trips and reduced VMT? If so, please explain.**  
The project is anticipated to result in both shorter trips and reduced VMT.  
  
The completion of the gap in active transportation facilities will convert some vehicle trips to

non-motorized.

The project will also improve access to a park and ride facility and improve the speed and reliability of the Pierce Transit #497, resulting in a mode shift to transit.

14. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

Existing volume data was collected as part of an annual count program conducted by the City. The existing speed data was collected as part of the traffic impact analysis prepared for a private development project located along the corridor. Forecast volumes are based on the Comprehensive Transportation Plan, and the forecast speeds are based on similar previous projects.

15. **What is the average daily transit ridership along the corridor?**

N/A

16. **How many daily peak period transit trips service the corridor?**

N/A

17. **What is the expected increase in transit speed due to the BAT/HOV lanes?**

N/A

18. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**

N/A

19. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

N/A

20. **What are the ITS improvements being provided?**

A Dynamic Message Sign is proposed. It will be located to the south of the E Valley Access Road intersection, facing northbound traffic. A previous federally funded project has provided for the completion of ITS improvements along the corridor.

21. **What is the expected improvement to average vehicle delay?**

The Dynamic Message Sign is not anticipated to reduce vehicle delays unless there is either an incident or temporary traffic control that would impact use of the corridor. Under these circumstances the sign would be used to inform drivers and encourage the use of alternate routes.

22. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

Existing volume data was collected as part of an annual count program conducted by the City in 2019. The existing speed data was collected as part of the traffic impact analysis prepared for a private development project located along the corridor.

## Total Estimated Project Cost and Schedule

1. **Estimated project completion date**

10/2029

2. **Total project cost**

\$9,300,000.00

## Funding Documentation

1. **Documents**

2024\_TIP\_Project\_Sheets.pdf

2. **Please enter your description of your financial documentation in the text box below.**

Local traffic impact fee funds are proposed to be used as matching funds. As shown on the attached TIP sheet for the project, the matching funds have been programmed to the project assuming that grant funding is awarded to the project. Sufficient traffic impact fee funding is

available from the traffic impact fee fund balance, as the TIP is financially constrained.

Phase	Year	Alternate Year	Amount
construction	2028		\$5,465,000.00

Total Request: \$5,465,000.00

## Project Readiness: PE

### PE

Funding Source	Secured/Unsecured	Amount
CRRSAA	Secured	\$1,050,000.00
Local	Secured	\$189,000.00
STBG(PSRC)	Secured	\$161,000.00
		<hr/>
		\$1,400,000.00

**Expected year of completion for this phase:** 2027

### ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$500,000.00
		<hr/>
		\$500,000.00

**Expected year of completion for this phase:** 2027

### Construction

Funding Source	Secured/Unsecured	Amount
Local	Reasonably Expected	\$1,935,000.00
STBG(PSRC)	Unsecured	\$5,465,000.00
		<hr/>
		\$7,400,000.00

**Expected year of completion for this phase:** 2029

### Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**  
No
- What is the actual or estimated start date for preliminary engineering/design?**  
5/2023
- Is preliminary engineering complete?**  
No
- What was the date of completion (month and year)?**  
N/A
- Have preliminary plans been submitted to WSDOT for approval?**  
No
- Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
N/A

## 7. When are preliminary plans expected to be complete?

12/2027

## Project Readiness: NEPA

### 1. Documents

2024\_TIP\_Project\_Sheets.pdf

### 2. Please enter your description of your financial documentation in the text box below.

Local traffic impact fee funds are proposed to be used as matching funds. As shown on the attached TIP sheet for the project, the matching funds have been programmed to the project assuming that grant funding is awarded to the project. Sufficient traffic impact fee funding is available from the traffic impact fee fund balance, as the TIP is financially constrained.

## Project Readiness: Right of Way

### 1. Will Right of Way be required for this project?

Yes

### 2. What is the actual or estimated start date for right of way?

3/2025

### 3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

2/2025

### 4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

It is anticipated that property acquisition and/or temporary construction easements/permits will be required. All property acquisition is anticipated to occur along the east side of the corridor due to the BNSF mainline running along the west side of the roadway. Approximately five properties are located along the section of the corridor where the widening is proposed to occur. Only strip acquisitions are needed, which will not require relocation. The ROW phase is fully funded with local funds, and the City will be seeking to begin the ROW acquisition in advance of NEPA clearance.

### 5. What is the zoning in the project area?

The zoning along the east side of the corridor is a mix of residential with a density of 5 units per acre, light commercial, light industrial, and "Terrace View (TV)" District. The TV zoning allows a mix of heavy commercial uses and apartments/multi-family units.

### 6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Based on the available ROW within the project limits, and the ROW needed to accommodate the proposed widening, condemnation is not anticipated. However, a 12-month contingency is included in the project schedule to account for condemnation or other ROW delays if needed.

### 7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

### 8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

N/A

### 9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

- True Cost Estimate and ROW Plans 2/2025
- ROW Acquisition 3/2025 to 3/2026
- ROW Acquisition Schedule Contingency (if needed for condemnation) 3/2025 to 3/2027
- ROW Certification 4/2026 (or 4/2027 if condemnation)

## Project Readiness: NEPA



1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**  
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
12/2026

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
Yes
2. **What is the actual or estimated start date for right of way?**  
3/2025
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
2/2025
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
It is anticipated that property acquisition and/or temporary construction easements/permits will be required. All property acquisition is anticipated to occur along the east side of the corridor due to the BNSF mainline running along the west side of the roadway. Approximately five properties are located along the section of the corridor where the widening is proposed to occur. Only strip acquisitions are needed, which will not require relocation. The ROW phase is fully funded with local funds, and the City will be seeking to begin the ROW acquisition in advance of NEPA clearance.
5. **What is the zoning in the project area?**  
The zoning along the east side of the corridor is a mix of residential with a density of 5 units per acre, light commercial, light industrial, and "Terrace View (TV)" District. The TV zoning allows a mix of heavy commercial uses and apartments/multi-family units.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
Based on the available ROW within the project limits, and the ROW needed to accommodate the proposed widening, condemnation is not anticipated. However, a 12-month contingency is included in the project schedule to account for condemnation or other ROW delays if needed.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
  - True Cost Estimate and ROW Plans 2/2025
  - ROW Acquisition 3/2025 to 3/2026
  - ROW Acquisition Schedule Contingency (if needed for condemnation) 3/2025 to 3/2027
  - ROW Certification 4/2026 (or 4/2027 if condemnation)

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
Yes
2. **Do you have an engineer's estimate?**  
Yes

**3. Engineers estimate document**

Cost\_Estimate.pdf

**4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

The project will require a General Stormwater Permit from the Washington Dept. of Ecology, A Nationwide Permit for the US Army Corps of Engineers (stream and wetland impacts), City of Auburn Critical Areas permits and SEPA, WDFW Hydraulic Project Approval (HPA), Clean Water Act related requirements including Endangered Species Act Consultation and National Historic Preservation Act Section 106 Review, Coastal Zone Management Act Federal Consistency Determination from Ecology, Ecology CWA Section 401. Environmental permitting is scheduled to begin in October 2024 following the completion of the 30% design. They will be completed prior to the completion of the design phase, towards the end of 2027.

**5. Are Plans, Specifications & Estimates (PS&E) approved?**

No

**6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**

12/2027

**7. When is the project scheduled to go to ad (month and year)?**

2/2028

## Six Year Transportation Improvement Plan

TIP# R-26

### ARTERIAL STREET FUND (102)

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

STIP# AUB-75  
 CFP

LOS Corridor ID# 10

#### Description:

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

#### Progress Summary:

Grant funding for the design phase of the project was awarded in 2022. Design phase is underway in 2023.

#### Future Impact on Operating Budget:

The project will not have a significant impact on the operating budget for street maintenance.

Activity:	Prior to 2023	Budget		Forecast Project Budget and Cost						Total Project Cost
		2023	2024	2025	2026	2027	2028	2029	Beyond 2029	
<b>Funding Sources:</b>										
Unrestricted Street Revenue	-	-	-	-	-	-	-	-	-	-
Secured Grant	-	1,050,000	-	-	-	-	-	-	-	1,050,000
Unsecured Grant	-	-	-	-	-	-	5,465,000	-	-	5,465,000
Traffic Impact Fees	-	350,000	-	500,000	-	-	1,935,000	-	-	2,785,000
Other (Developer)	-	-	-	-	-	-	-	-	-	-
<b>Total Funding Sources:</b>	-	<b>1,400,000</b>	-	<b>500,000</b>	-	-	<b>7,400,000</b>	-	-	<b>9,300,000</b>
<b>Capital Expenditures:</b>										
Design	-	1,400,000	-	-	-	-	-	-	-	1,400,000
Right of Way	-	-	-	500,000	-	-	-	-	-	500,000
Construction	-	-	-	-	-	-	7,400,000	-	-	7,400,000
<b>Total Expenditures:</b>	-	<b>1,400,000</b>	-	<b>500,000</b>	-	-	<b>7,400,000</b>	-	-	<b>9,300,000</b>

Project:

Auburn A Street

Location:

Auburn, WA

Date:

3/3/2022

Analyst:

Nicholas Harris, EIT

QA/QC:

Chris Grgich, PE

#

SE21-0787

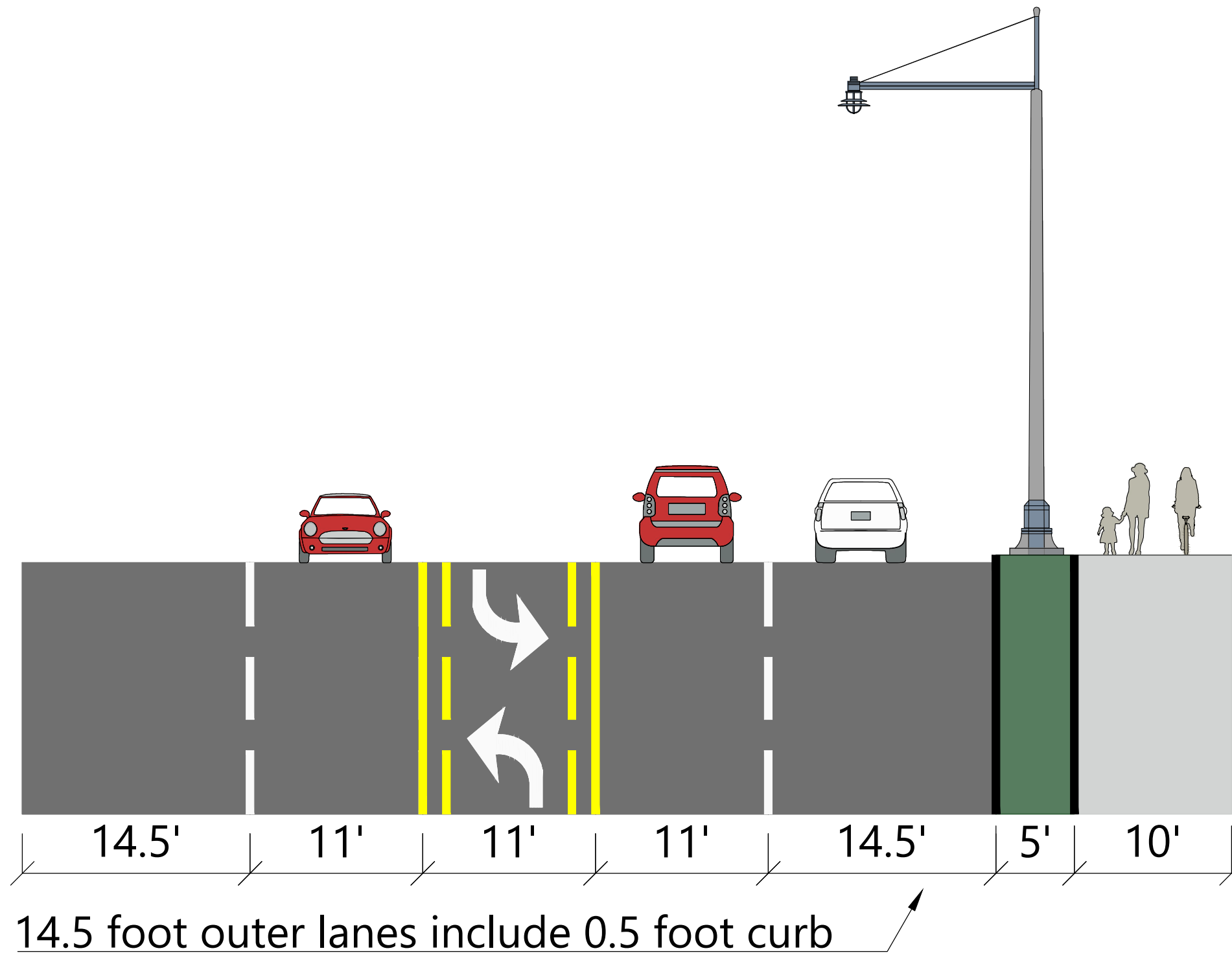
Modified by:

Jacob Sweeting, PE (City of Auburn), Modifications Shown in Yellow

E Valley Hwy E widening		Unit Cost			
Description	Unit		QTY	Cost	Assumptions
Install Curb and Gutter	LF	\$ 90.00	2300	\$ 207,000	Assumed new curb & gutter on east side only
Resurface	SF	\$ 4.00	70000	\$ 280,000	30ft width x 1400 LF between recent improvement and widened roadway just north of 60th St SE and an average 40ft width x 700LF between end of improvements to south of pond.
Widen Roadway	SF	\$ 15.25	92600	\$ 1,412,150	2710ft between widened roadway just north of 60th St SE and storm pond south of LHW
Utility Undergrounding	LF	\$ 150.00	2890	\$ 433,500	undergrounding overhead utilities on west side north of southern portion of road improvement and east side on south side of improvement to widened roadway north of 60th St SE
Install Catch Basin	each	\$ 2,500.00	12	\$ 30,000	assume 200ft apart from north of 69th St SE to LHW excluding mid corridor improvement
Install Streetlight	each	\$ 15,000.00	13	\$ 195,000	existing poles 188' apart, repeat spacing along corridor
Install Sidewalk	SF	\$ 8.00	13800	\$ 110,400	eastside only, existing sidewalk remain
8' Retaining wall	LF	\$ 828.00	500	\$ 414,000	Assume 8' wall along Rodart construction property line
Re-Stripe	LF	\$ 10.00	21800	\$ 218,000	*assumes 5 lanes south of pond and 4 lanes from south end of pond to LHW
Custom Expense	each	\$ 5,000.00	20	\$ 100,000	Street Lighting, assuming 20 lights
Custom Expense	LS	\$ 1.00	1	\$ 150,000	Environmental Mitigation/Permitting
Custom Expense	LS	\$ 1.00	1	\$ 300,000	Dynamic Message Sign
Custom Expense	LS	\$ 150,000.00	3	\$ 450,000	Traffic Signal Modifications
Custom Expense	\$	\$ 1.00	10%	\$ 330,005	Stormwater Mitigation: 10% of construction costs
Subtotal				\$ 4,630,100	
		Sales Tax	0%	\$ -	
		Contingency	25%	\$ 1,157,500	
Design Engineering & Permitting			30%	\$ 1,389,000	
Site Prep + Traffic Control			10%	\$ 463,000	
Mobilization			10%	\$ 463,000	
Construction Admin			15%	\$ 694,500	
Project Total				\$ 8,797,100	

\* All costs rounded to nearest hundred

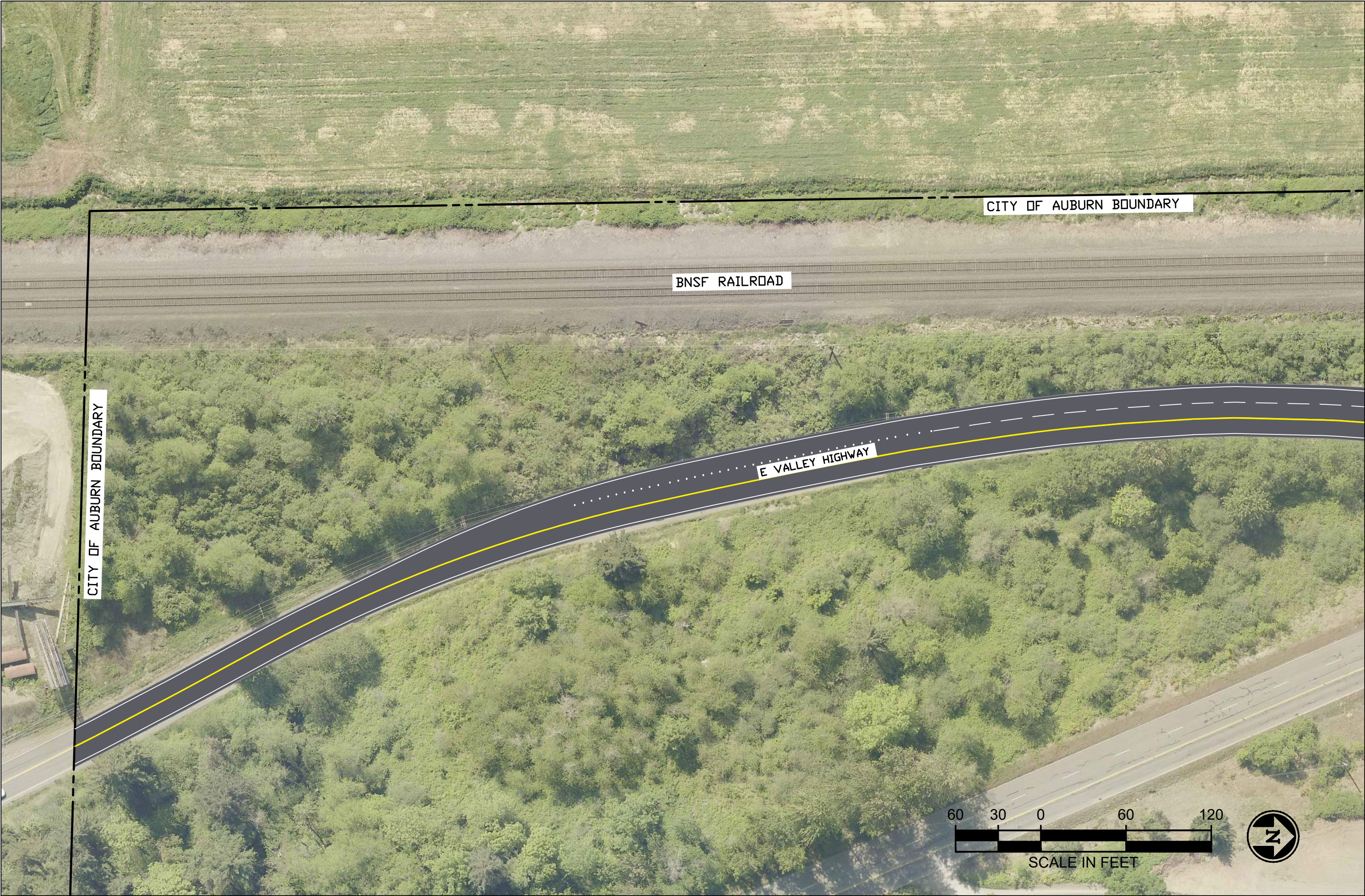
Project Title		Project Total	Construction Total
E Valley Hwy E widening		\$ 8,797,100	\$ 7,408,100



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL  
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Widening Concept  
E Valley Highway Widening  
Lakeland Hills Way to Terrace View Drive SE



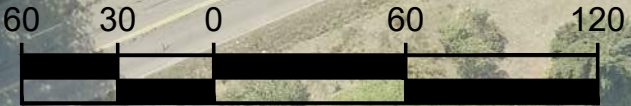


CITY OF AUBURN BOUNDARY

BNSF RAILROAD

CITY OF AUBURN BOUNDARY

E VALLEY HIGHWAY



SCALE IN FEET







CITY OF AUBURN BOUNDARY

BNSF RAILROAD

E VALLEY HIGHWAY

LAKE TAPPS PKWY E

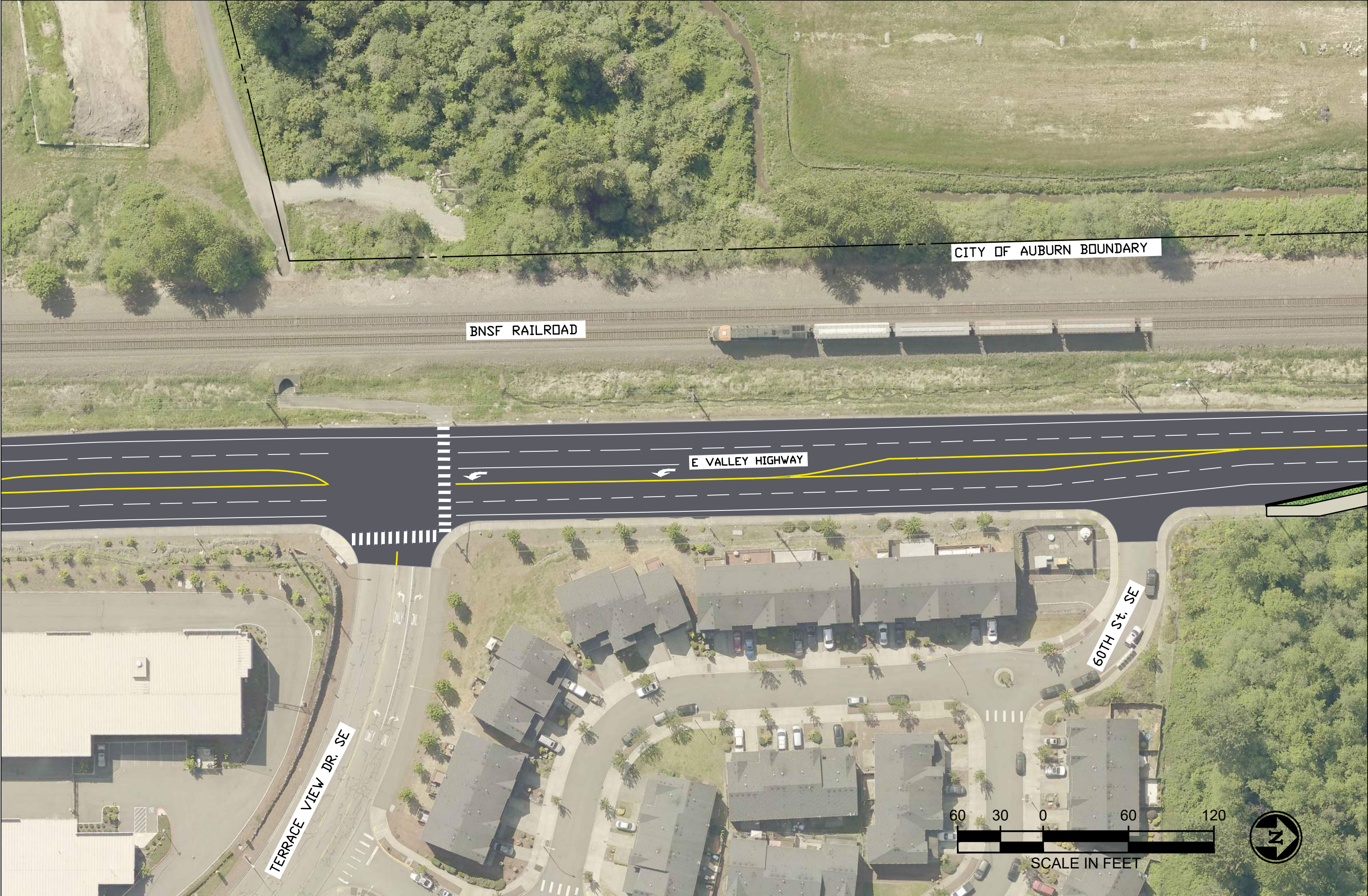
E VALLEY ACCESS RD.

60 30 0 60 120

SCALE IN FEET







BNSF RAILROAD

CITY OF AUBURN BOUNDARY

E VALLEY HIGHWAY

TERRACE VIEW DR. SE

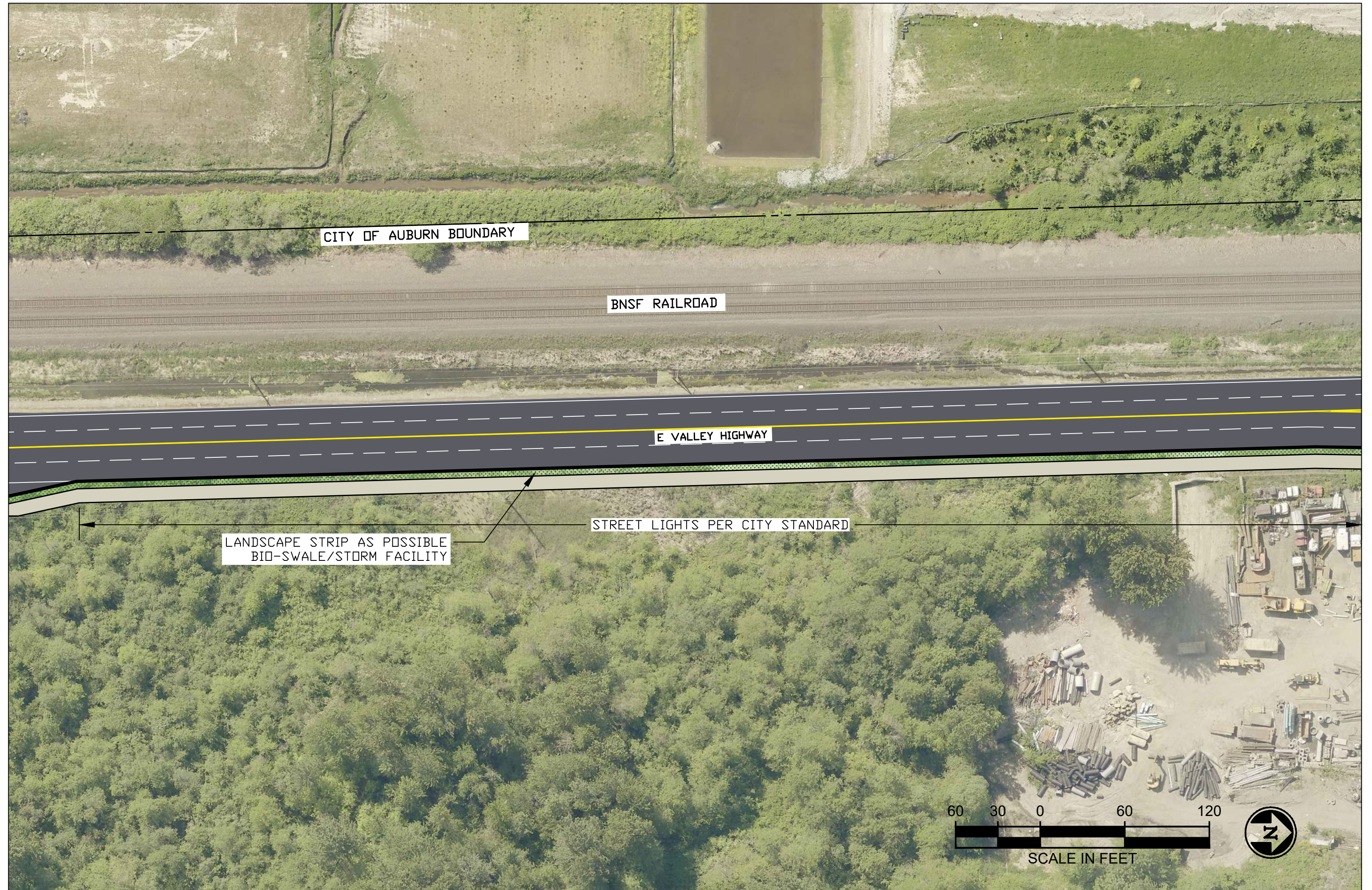
60TH ST. SE

60 30 0 60 120

SCALE IN FEET







CITY OF AUBURN BOUNDARY

BNSF RAILROAD

E VALLEY HIGHWAY

LANDSCAPE STRIP AS POSSIBLE  
BIO-SWALE/STORM FACILITY

STREET LIGHTS PER CITY STANDARD

60 30 0 60 120

SCALE IN FEET





CITY OF AUBURN BOUNDARY

CITY OF AUBURN BOUNDARY

BNSF RAILROAD

E VALLEY HIGHWAY

STREET LIGHTS PER CITY STANDARD  
LANDSCAPE STRIP AS POSSIBLE  
BIO-SWALE/STORM FACILITY

EXISTING FRONTAGE IMPROVEMENTS

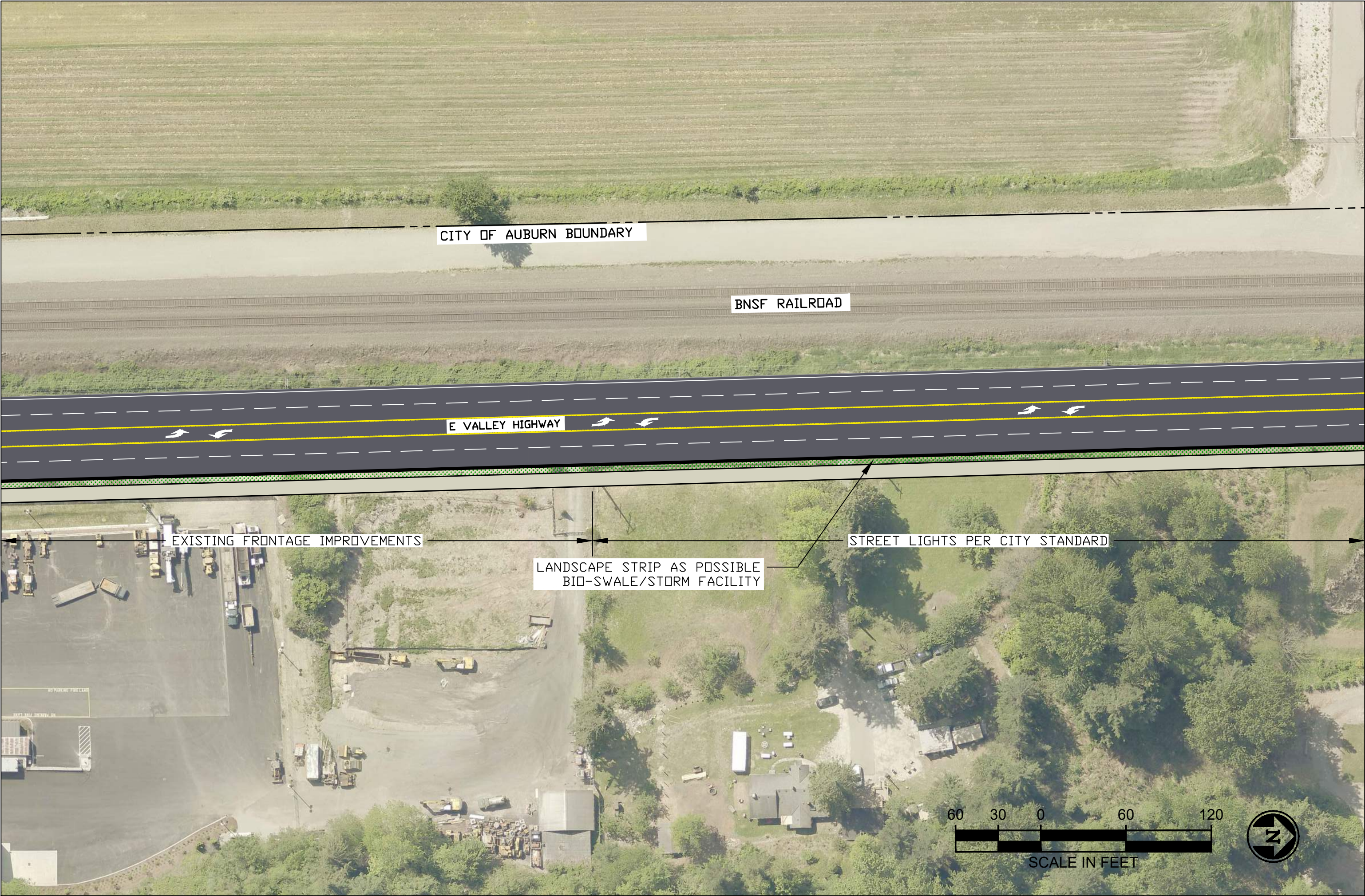
PIERCE COUNTY  
KING COUNTY



SCALE IN FEET







CITY OF AUBURN BOUNDARY

BNSF RAILROAD

E VALLEY HIGHWAY

EXISTING FRONTAGE IMPROVEMENTS

LANDSCAPE STRIP AS POSSIBLE  
BIO-SWALE/STORM FACILITY

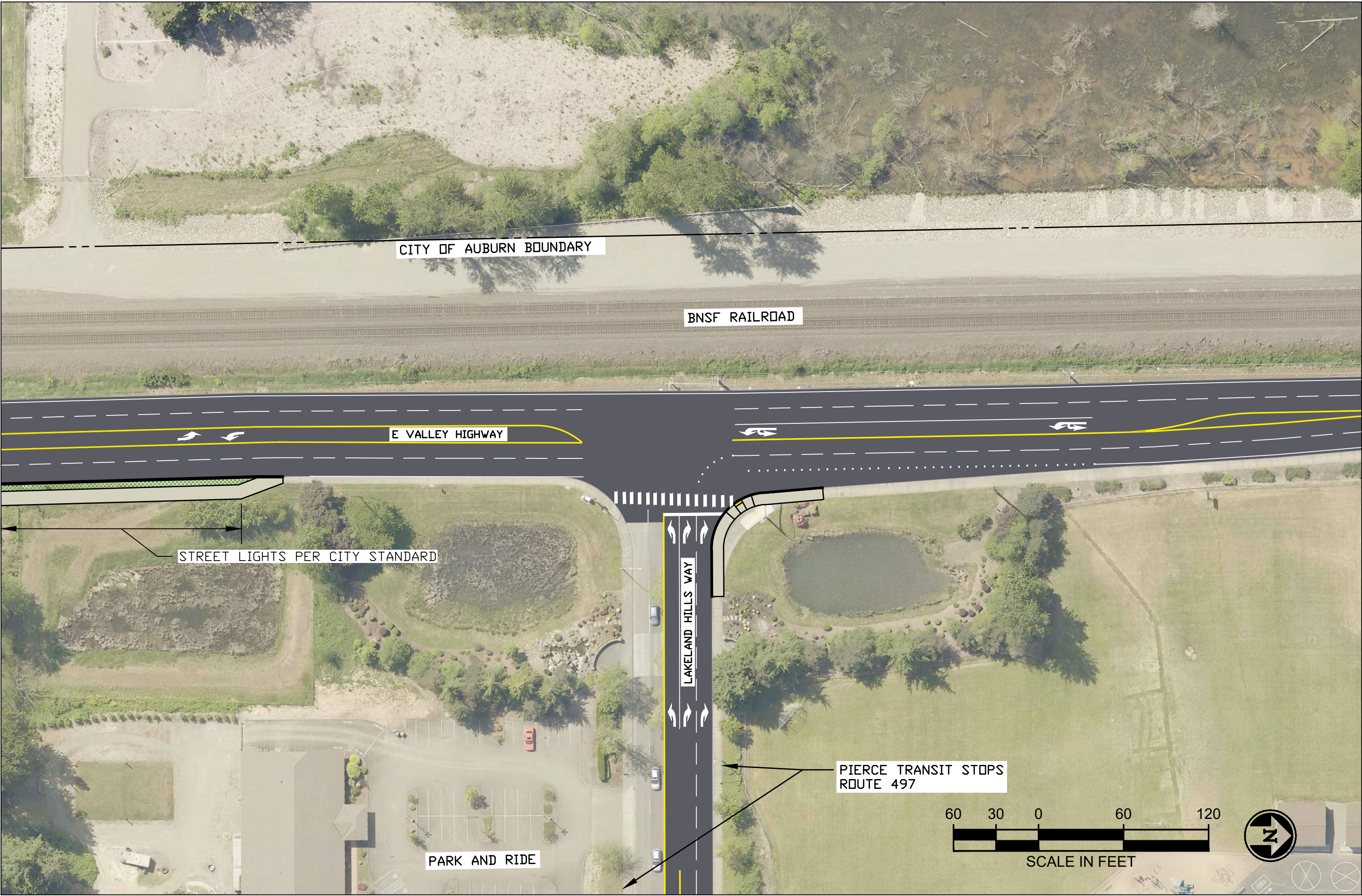
STREET LIGHTS PER CITY STANDARD



SCALE IN FEET







CITY OF AUBURN BOUNDARY

BNSF RAILROAD

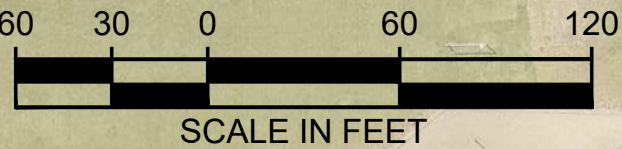
E VALLEY HIGHWAY

STREET LIGHTS PER CITY STANDARD

LAKELAND HILLS WAY

PIERCE TRANSIT STOPS  
ROUTE 497

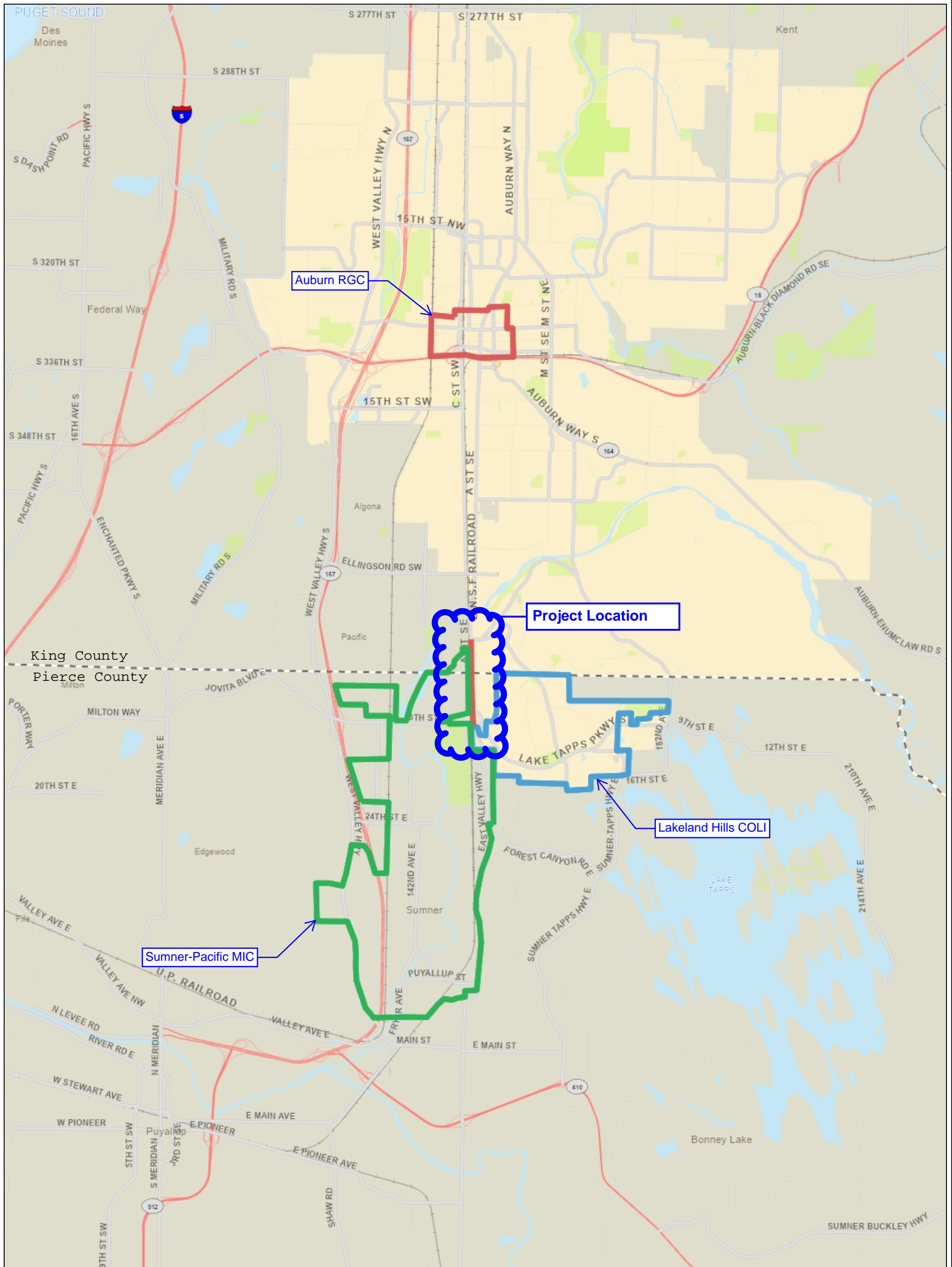
PARK AND RIDE





## E Valley Highway Vicinity Map

Printed Date: 2/11/2022  
Map Created by City of Auburn eGIS  
Imagery Date: May 2015



9,333.3	0	4,666.67	9,333.3	Feet
---------	---	----------	---------	------

NAD\_1983\_StatePlane\_Washington\_North\_FIPS\_4601\_Feet

$$1 \text{ in} = 4,666.67 \text{ ft}$$
$$1:56,000$$


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.