



2023 Title VI Accomplishments & Goals Report

Reporting Period:
January 1, 2023 to December 31, 2023



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Auburn, WA 98001-4998
(253) 931-3010

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Background

Per the Washington State Department of Transportation (WSDOT) Local Agency Guidelines Publication M 36-63.41, dated Une 2022 (LAG Manual), Local Public Agencies (LPAs) must submit an annual report to WSDOT that describes the previous year’s Title VI accomplishments and outlines the LPA’s Title VI goals for the upcoming year. The annual report must contain transportation activities that occurred during the previous year including demographic data collection summaries, report complaints and their resolution, as well as goals and planned efforts for the coming year. The Annual Title VI Accomplishments and Goals Report template is included in Form AAP28.93. Each annual Accomplishments and Goals Report must include a current signed Standard Title VI Assurances document (USDOT1050.2A), Form AAP28.94.

Contact Information

Name and title of administrator (signature on Standard Assurances): [Nancy Backus, Mayor](#)

Mailing Address: 25 West Main Street
City: Auburn, WA Zip Code: 98001 County: King County
Phone #: 253-931-3041 email address: nbackus@auburnwa.gov

Name and titles of head of transportation-related services: [Ingrid Gaub, Director of Public Works and Jacob Sweeting, Assistant Director of Engineering/City Engineer](#)

Mailing Address: 25 West Main Street
City: Auburn, WA Zip Code: 98001 County: King County
Phone #: 253-804-3113 email address: igaub@auburnwa.gov

Mailing Address: 25 West Main Street
City: Auburn, WA Zip Code: 98001 County: King County
Phone #: 253-804-3118 email address: jsweeting@auburnwa.gov

Name and title of designated Title VI coordinator*: [Candis Martinson, Director of Human Resources](#)

Mailing Address: 25 West Main Street
City: Auburn, WA Zip Code: 98001 County: King County
Phone #: 253-931-3040 email address: cmartinson@auburnwa.gov

Accomplishments

1. **Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If yes, please submit an update to the Title VI Plan with a new signature.**

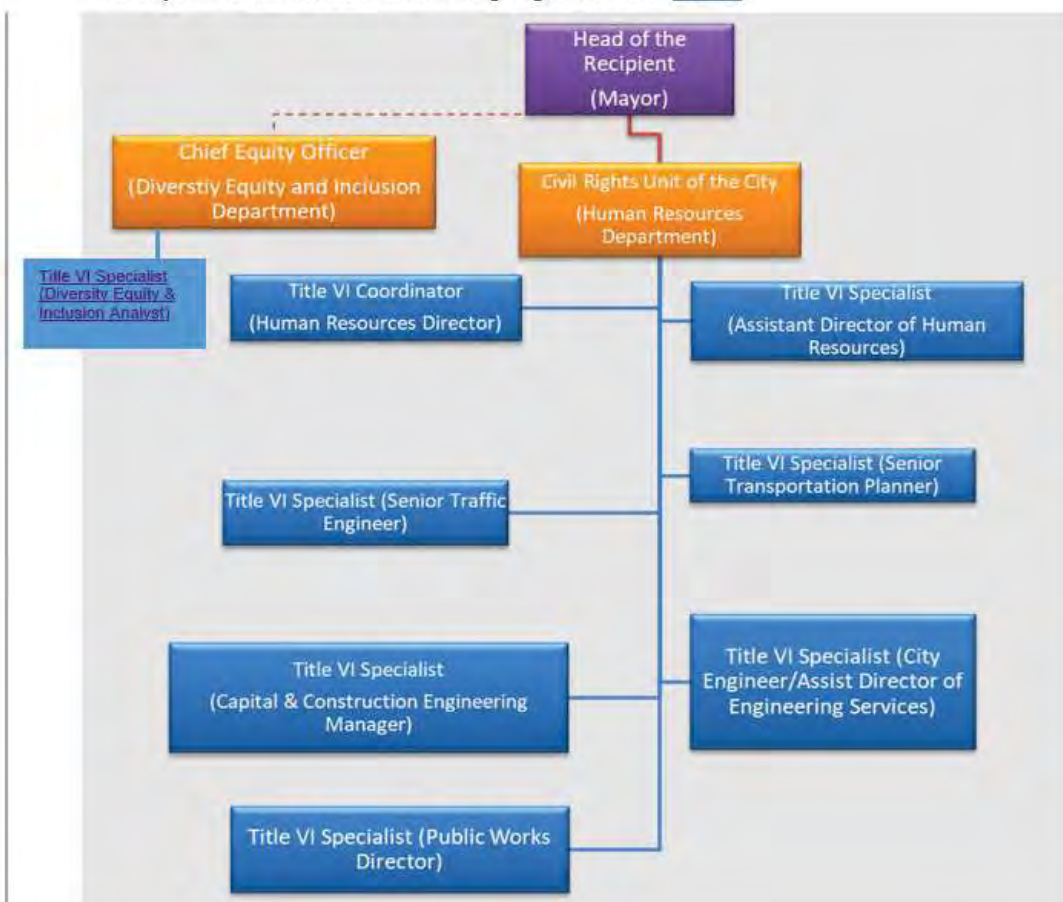
No changes have been made to the Title VI Plan.

2. **Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include the name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.**

The City of Auburn’s Title VI Program reporting structure is shown on the diagram below:

Organization

The City has established the following organizational chart:



- Mayor, Nancy Backus-Caucasian or White/USA
- Chief Equity Officer, Brenda Goodson-Moore/African American or Black/Person of Color/USA
- Title VI Coordinator (Human Resources Director), Candis Martinson-Hispanic/Latino/USA
- Title VI Specialist (Senior Traffic Engineer), James Webb-Caucasian or White/
- Title VI Specialist (Senior Transportation Planner), Vacant

- Title VI Specialist (Capital and Construction Engineering Manager), Vacant
- Title VI Specialist (City Engineer/Assist. Director of Engineering Service), Jacob Sweeting-Caucasian or White/USA
- Title VI Specialist (Public Works Director), Ingrid Gaub-Caucasian or White/USA
- Title VI Specialist (Diversity, Equity & Inclusion Analyst) Kia McGlone-Asian/Person of Color/Laos/USA

The City of Auburn has a Transportation Advisory Board (TAB) that is a community/volunteer **advisory-only** body who reviews, discusses and advises on transportation-related projects and programs as requested by the mayor, city council and/or city staff. The TAB provides input in the following key areas: City's six-year transportation improvement program (TIP), American with Disabilities Act (ADA) Transition Plan for Facilities in the public right-of-way, Comprehensive Transportation Plan, public transit issues, and transportation issues. As of the date of preparation of this plan, the TAB consists of the following members:

- TAB Member, Represents Senior Citizens, Patricia Larson-Caucasian or White/White/USA
- TAB Member, Represents Local Businesses, Michael Harbin Jr.-Caucasian or White/White/USA
- TAB Member, Represents Muckleshoot Indian Tribe, Riley Patterson-No demographic data.
- TAB Member, Represents Auburn School District, Dennis Grad-No demographic data.
- TAB Member, Represents Citizens At-Large, Emmanuel Dolo G.V.-No demographic data.
- TAB Member, Represents Citizens At-Large, Peter Di Turi-Caucasian or White/White/USA
- TAB Member, Represents Citizens At-Large, Tyson Hiffman-White/White/USA (Irish/German Descent)
- TAB Member, Represents Bicycling Community, Ajay Ganesan-Asian/Person of Color/India
- TAB Member, Represents High School Student, Emily T. Helms-No demographic data.
- TAB Member, Represents Green River Community College, Derek Ronnfeldt-Caucasian/Non-Hispanic

The Mayor's office has updated its commission/board application process mid- 2022 to include demographic information for **new** members.

3. ***Community Demographics – Using a map of the LPA's boundaries, describe the demographics of the LPA's service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.***

City of Auburn Maps of: LEP, Minority populations and Low-income maps provided in Appendix D.

The City of Auburn’s demographic information shown below is from Census.gov American Community Survey from its 2020 data set. The data has been reviewed for the following key Title VI indicators, shown in table format:

RACE and Population

Source: U.S. Census Bureau. "RACE." *Decennial Census, DEC Redistricting Data (PL 94-171), Table P1, 2020*, <https://data.census.gov/table/DECENNIALPL2020.P1?g=160XX00US5303180>. Accessed on January 12, 2024.

Label	Auburn city, Washington
Total:	87,256
Population of one race:	77,031
White alone	45,020
Black or African American alone	6,801
American Indian and Alaska Native alone	1,996
Asian alone	11,438
Native Hawaiian and Other Pacific Islander alone	2,767
Some Other Race alone	9,009
Population of two or more races:	10,225
Population of two races:	9,366
White; Black or African American	1,218
White; American Indian and Alaska Native	1,311
White; Asian	1,760
White; Native Hawaiian and Other Pacific Islander	251
White; Some Other Race	3,823
Black or African American; American Indian and Alaska Native	169
Black or African American; Asian	144

Black or African American; Native Hawaiian and Other Pacific Islander	60
Black or African American; Some Other Race	117
American Indian and Alaska Native; Asian	52
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	25
American Indian and Alaska Native; Some Other Race	85
Asian; Native Hawaiian and Other Pacific Islander	248
Asian; Some Other Race	71
Native Hawaiian and Other Pacific Islander; Some Other Race	32
Population of three races:	741
White; Black or African American; American Indian and Alaska Native	167
White; Black or African American; Asian	89
White; Black or African American; Native Hawaiian and Other Pacific Islander	25
White; Black or African American; Some Other Race	71
White; American Indian and Alaska Native; Asian	80
White; American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	16
White; American Indian and Alaska Native; Some Other Race	95

White; Asian; Native Hawaiian and Other Pacific Islander	124
White; Asian; Some Other Race	39
White; Native Hawaiian and Other Pacific Islander; Some Other Race	4
Black or African American; American Indian and Alaska Native; Asian	3
Black or African American; American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	1
Black or African American; American Indian and Alaska Native; Some Other Race	9
Black or African American; Asian; Native Hawaiian and Other Pacific Islander	8
Black or African American; Asian; Some Other Race	5
Black or African American; Native Hawaiian and Other Pacific Islander; Some Other Race	0
American Indian and Alaska Native; Asian; Native Hawaiian and Other Pacific Islander	4
Asian; Native Hawaiian and Other Pacific Islander; Some Other Race	1
Population of four races:	101
White; Black or African American; American Indian and Alaska Native; Asian	35

White; Black or African American; American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	2
White; Black or African American; American Indian and Alaska Native; Some Other Race	30
White; Black or African American; Asian; Native Hawaiian and Other Pacific Islander	12
White; Black or African American; Asian; Some Other Race	2
White; American Indian and Alaska Native; Asian; Native Hawaiian and Other Pacific Islander	14
White; American Indian and Alaska Native; Asian; Some Other Race	5
White; Asian; Native Hawaiian and Other Pacific Islander; Some Other Race	1
Population of five races:	17
White; Black or African American; American Indian and Alaska Native; Asian; Native Hawaiian and Other Pacific Islander	8
White; Black or African American; American Indian and Alaska Native; Asian; Some Other Race	9

National Origin data, Race, and Ethnicity

Source: U.S. Census Bureau. "Selected Characteristics of the Foreign-Born Population by Region of Birth: Europe." *American Community Survey, ACS 5-Year Estimates Subject Tables, Table S0503*, 2022, <https://data.census.gov/table/ACSST5Y2022.S0503?g=160XX00US5303180>. Accessed on January 12, 2024.

	Auburn city, Washington			
	Total	Foreign born; Entered 2010 or later	Foreign born; Entered 2000 to 2009	Foreign born; Entered before 2000
Label	Estimate	Estimate	Estimate	Estimate
Foreign-born population	18,842	6,191	5,817	6,834
CITIZENSHIP				
Naturalized citizen	44.1%	13.7%	49.1%	67.4%
Not a citizen	55.9%	86.3%	50.9%	32.6%
WORLD REGION OF BIRTH OF FOREIGN BORN				
Foreign-born population excluding population born at sea	18,842	6,191	5,817	6,834
Europe	12.4%	13.0%	14.4%	10.1%
Asia	37.8%	38.9%	33.7%	40.3%
Africa	9.9%	14.7%	10.4%	5.2%
Oceania	5.2%	5.8%	4.7%	5.0%
Latin America	33.5%	27.4%	35.1%	37.6%
Northern America	1.3%	0.2%	1.7%	1.9%
RACE AND HISPANIC OR LATINO ORIGIN				
One race	93.7%	93.5%	93.1%	94.4%
White	27.2%	22.6%	34.3%	25.3%
Black or African American	9.3%	12.7%	10.0%	5.8%
American Indian and Alaska Native	0.3%	0.0%	0.0%	1.0%
Asian	32.5%	30.2%	28.3%	38.1%
Native Hawaiian and Other Pacific Islander	4.2%	5.8%	3.1%	3.8%
Some other race	20.1%	22.2%	17.4%	20.5%

Two or more races	6.3%	6.5%	6.9%	5.6%
Hispanic or Latino origin (of any race)	32.3%	26.7%	34.6%	35.3%
White alone, not Hispanic or Latino	19.1%	20.6%	22.0%	15.3%

Limited English Proficient

Source: U.S. Census Bureau. "Selected Social Characteristics in the United States." *American Community Survey, ACS 1-Year Estimates Data Profiles, Table DP02, 2022,*

<https://data.census.gov/table/ACSDP1Y2022.DP02?q=DP02&g=160XX00US5303180>. Accessed on January 17, 2024.

	Auburn city, Washington	
Label	Estimate	Percent
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	78,249	78,249
English only	48,206	61.6%
Language other than English	30,043	38.4%
Speak English less than "very well"	14,124	18.1%
Spanish	13,818	17.7%
Speak English less than "very well"	6,278	8.0%
Other Indo-European languages	5,857	7.5%
Speak English less than "very well"	2,911	3.7%
Asian and Pacific Islander languages	8,378	10.7%
Speak English less than "very well"	4,383	5.6%
Other languages	1,990	2.5%
Speak English less than "very well"	552	0.7%
ANCESTRY		
Total population	83,976	83,976
American	2,462	2.9%
Arab	649	0.8%
Czech	41	0.0%
Danish	152	0.2%

Dutch	481	0.6%
English	4,487	5.3%
French (except Basque)	985	1.2%
French Canadian	204	0.2%
German	5,884	7.0%
Greek	15	0.0%
Hungarian	0	0.0%
Irish	4,395	5.2%
Italian	2,076	2.5%
Lithuanian	141	0.2%
Norwegian	3,338	4.0%
Polish	748	0.9%
Portuguese	154	0.2%
Russian	510	0.6%
Scotch-Irish	152	0.2%
Scottish	1,625	1.9%
Slovak	0	0.0%
Subsaharan African	2,034	2.4%
Swedish	2,320	2.8%
Swiss	70	0.1%
Ukrainian	3,493	4.2%
Welsh	266	0.3%
West Indian (excluding Hispanic origin groups)	77	0.1%

Income Data

Source:

U.S. Census Bureau. "Income in the Past 12 Months (in 2022 Inflation-Adjusted Dollars)." *American Community Survey, ACS 1-Year Estimates Subject Tables, Table S1901*, 2022, <https://data.census.gov/table/ACSST1Y2022.S1901?t=Income and Poverty&g=160XX00US5303180>. Accessed on January 12, 2024.

	Auburn city, Washington			
	Households	Families	Married-couple families	Nonfamily households
Label	Estimate	Estimate	Estimate	Estimate
Total	29,356	21,202	N	8,154
Less than \$10,000	3.6%	3.3%	N	5.6%
\$10,000 to \$14,999	2.2%	1.2%	N	4.9%
\$15,000 to \$24,999	4.2%	1.5%	N	11.3%

\$25,000 to \$34,999	2.2%	1.2%	N	4.8%
\$35,000 to \$49,999	9.5%	9.3%	N	12.4%
\$50,000 to \$74,999	17.0%	13.8%	N	29.5%
\$75,000 to \$99,999	14.4%	14.4%	N	15.2%
\$100,000 to \$149,999	24.6%	27.5%	N	11.5%
\$150,000 to \$199,999	13.9%	17.7%	N	3.2%
\$200,000 or more	8.3%	10.1%	N	1.5%
Median income (dollars)	92,622	110,181	121,481	58,385
Mean income (dollars)	106,708	118,323	N	63,117
PERCENT ALLOCATED				
Household income in the past 12 months	36.6%	(X)	(X)	(X)
Family income in the past 12 months	(X)	38.9%	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	29.6%

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

The City of Auburn did not receive any Title VI complaints in 2023.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

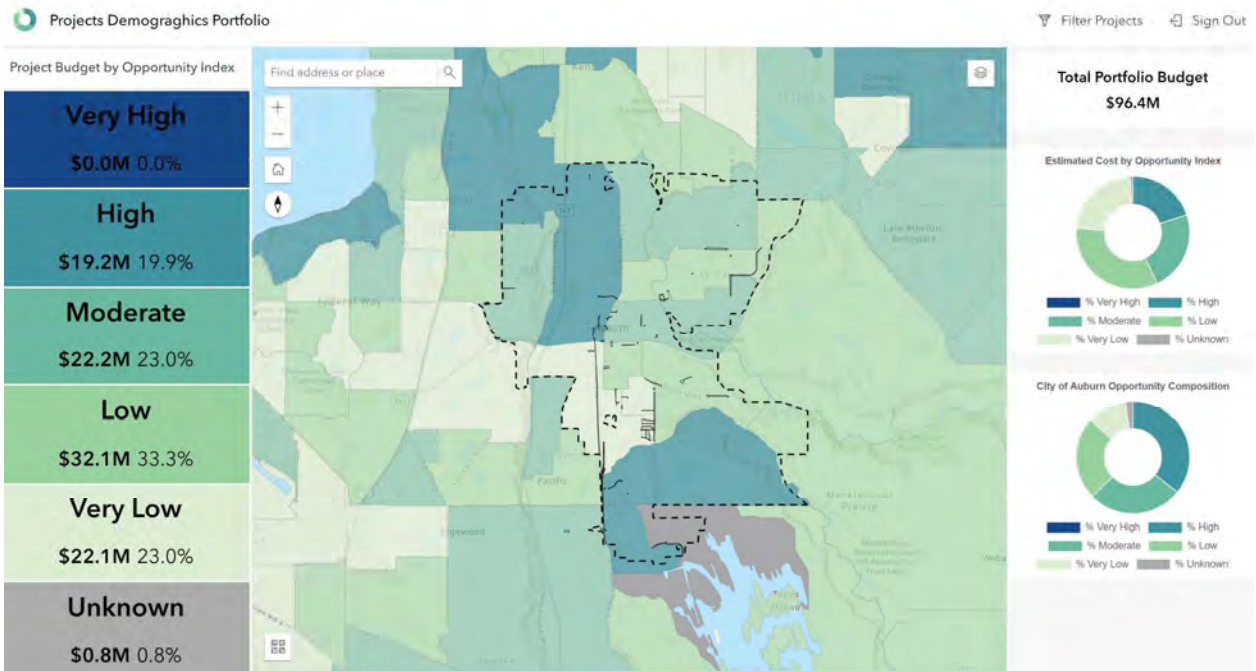
In July 2023, the 2024-2029 Transportation Improvement Program (TIP) was developed and adopted by the City Council. Each year, City staff review and prioritize all the projects identified in the Comprehensive Transportation Plan, plus any additional projects that have been identified to address the safety and capacity needs for all travel modes. The amendment to the existing TIP and adoption of the new TIP go through a public notice of the public hearing for adoption, are reviewed and discussed by the TAB and public testimony is

invited at City Council meetings. The TAB recommended approval of the 2023-2028 TIP to the City Council. No comments directly related to the TIP were received at the Public Hearings or City Council Meetings.

2023 was the first year that the city utilized a new equity tool based in GIS to evaluate the demographic balancing of the TIP based on Puget Sound Regional Council's (PSRC's) Opportunity Index. The Opportunity Index combines measures of five key elements of neighborhood opportunity and positive life outcomes: education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. The level of opportunity score (very low, low, moderate, high, very high) is determined by sorting all census tracts into quintiles based on their index scores. The GIS tool evaluates each project based on total project cost and the opportunity indices of the project area and then reports the total cost weighted percent of projects within the different opportunity score ranges. Those values are then compared to the City's opportunity index make-up to determine if there are outliers or imbalances that warrant exploring program or project adjustments. The outcome of this tool as applied to the 2024-2029 TIP is shown below and demonstrates that the TIP is well balanced based on opportunity index.



2024 – 2029 Transportation Improvement Program Opportunity Index Evaluation



Comparing the overall composition of TIP projects to the overall opportunity index make-up of the City reveals that after normalization, the City is planning to invest more transportation funds in areas of low and very low opportunity index as compared to areas with high and moderate opportunity index. At first glance, this may appear to present a displacement risk. However, further evaluation of the transportation projects shows that many of the projects, especially in the low/very low opportunity index areas are focused on re-paving roads, replacing sidewalks, building new sidewalks and safer crosswalks, and street lightings (all improvements with low displacement risk). Most of the projects that are widening roads and making other improvements that risk displacement are in areas of high/moderate opportunity index. Future updates to the GIS tool will incorporate these refinements.

Opportunity Index	% of City area	% of TIP projects
High	36%	20%
Moderate	27%	23%
Low	24%	33%
Very Low	12%	23%

6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

In 2023, negotiations for right-of-way and/or easements acquisition were underway for 4 transportation related projects: CP1622 – Auburn Way South Widening – Hemlock to Poplar (Project includes Federal funds), CP2117 – A Street Loop (Project includes Federal funds), CP2110 – Regional Growth Center Improvements (No Federal funds), and CP2022 – Garden Avenue Realignment (No federal funds).

Activities included appraisals, appraisal reviews, offer package preparation and review, offers and negotiations, closing and recording.

Survey forms to collect demographic information of parties from whom it is acquiring property rights were under development in 2023 but had not yet been completed in time to request the information from parties associated with the ROW activities in 2023.

7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

Survey forms to collect demographic information of right-of-way appraisers and acquisition staff were under development in 2023 but had not yet been completed in time to request the information from parties associated with the ROW activities in 2023. This is one of the City's goals for 2024.

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

Neighborhood Traffic Calming Program

In 2023, the city continued its revised Neighborhood Traffic Calming program. The goal of Traffic Calming Program is to reduce speeding and cut through traffic in residential neighborhoods to improve the residents' quality of life and improve safety for pedestrians and cyclists. Historically, the program has been complaint driven where someone would notify the City of a speeding concern, the City would investigate, and if the City found that there was an issue that could be addressed with speed cushions or other measures, it would follow a process to further evaluate and potentially install them. The revised program takes an area wide approach that is not complaint driven. Instead, a focus neighborhood is selected and studied to determine if there are cut through and speeding issues in the entire neighborhood and what improvements and/or activities could be undertaken to address them. In selecting neighborhoods for study, the city considers demographics and equity, crash history, available speed studies, neighborhood context (is it adjacent to schools or commercial areas), roadway volumes, whether sidewalks and/or street lighting is present, and other factors.

The city has decided to focus the first 3-years of the program on neighborhoods within "Qualified Census Tracts" as identified by HUD. Outreach for the second neighborhood area was conducted in 2023 and included mailing of postcards and distribution of door hangers to each residence within the selected area with information about the program and the online open house, and an online open house:

<https://www.auburnwa.gov/cms/One.aspx?portalId=11470638&pageId=18349477>

Evaluation of the neighborhood demographics indicated the need to provide the program materials in both English, Spanish, and Ukrainian. Translations of all handouts and online content were made available, including videos to show visitors how to participate via the online platforms, in English and in Spanish, to help visitors with limited computer skills and encourage more participation. The City also held an in-person open house to collect feedback from the study neighborhood regarding traffic issues that may be addressed by the program. The city hired Spanish and Ukrainian translators to be present at the open house and provided all open house materials (including boards and handouts in English, Spanish, and Ukrainian. Unfortunately, attendance at the in-person open house was very light and of the handful of neighborhood attendees, there were none who required translated materials or services.

The table below lists City Capital Projects for which NEPA environmental reviews were completed (signed off and approved by the approving authority in 2023) and notes the type of review:

Project Number	Project Name	Environmental Justice Analysis?	Notes
CP2117	A Street Loop	No	Exempt
CP2309	2023 City Safety Ped Crossing Enhancement	No	Exempt
CP1622	Auburn Way S Improvements – Hemlock to Poplar	No	Exempt
CP2328	A Street SE Preservation (37 th St SE to Lakeland Hills Way)	No	Exempt

Note that even though these projects were exempt from a formal Environmental Justice analysis, the grant applications, evaluations, and award included consideration elements of equity and environmental justice.

9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects’ benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

The list of projects that began construction during the reporting period are:

- CP1821 277th Wetland Mitigation Rehab
- CP2233 2023 Arterial Pavement Patching and Crack Seal
- CP2121 Riverwalk Drive SE Non-Motorized Impr
- CP2318 SE 320th St Rechannelization Project
- CP2129 AWS Southside Sidewalks
- MS2214 2023 CDBG Sidewalk Improvements
- CP2117 A Street Loop
- CP2231 Lake Tapps/Sumner Tapps Preservation

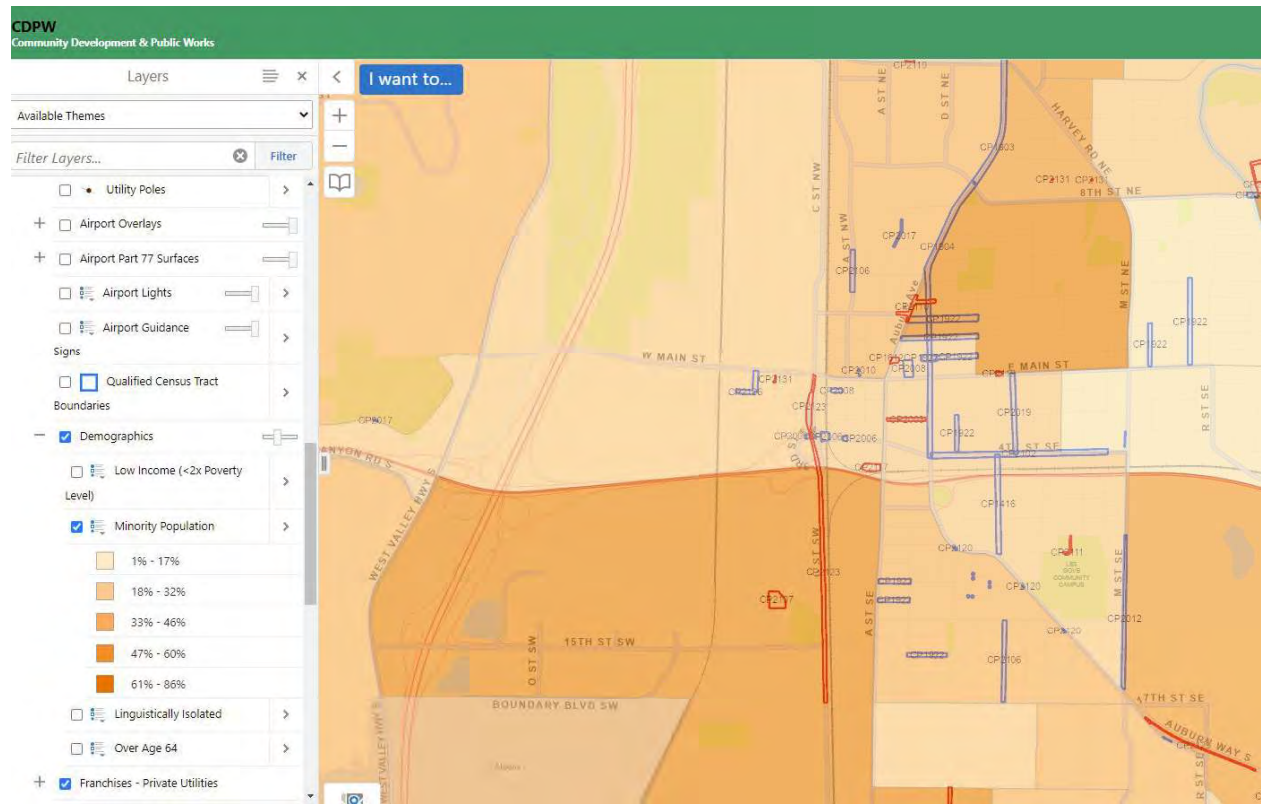
Project specific information is identified in the City of Auburn’s Capital Facilities Plan. The document can be found on the City’s website at the following location:

<https://weblink.auburnwa.gov/External/ElectronicFile.aspx?dbid=0&openfile=true&docid=405854>

In addition, the city maintains an electronic mapping tool database for City capital projects. This mapping tool is interactive and allows the user to view specific project information anywhere in the city. The interactive mapping tool can be found on the City’s website at the following location:

<https://auburn.maps.arcgis.com/apps/MapSeries/index.html?appid=a91c06ef9e72436ab3e31c602f2e34de>

City Project Managers and Project Teams do have the ability to overlay certain affected population data against the project location as an aid in determining potential needs for serving certain populations. The example below shows city projects both in design and construction with minority population demographics identified in orange hues. Other Title VI demographic information that can be viewed against project locations include areas where low-income families may be, locations where individuals may be over the age of 64, as well as locations where linguistically isolated individuals may be.



10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

In addition to weekly public city council meetings and monthly public community commission/boards (15 boards/commissions) meetings, below is a listing of two annual community engagement efforts to increase community education and solicit community feedback lead by the city’s **Community Development Department**. (These community engagement efforts were provided outside of traditional day hours and involve volunteer city staff from various departments within 2023 Title VI reporting period.)

2023 National Night Out (Aug. 1st, 2023)

(Community Event to promote safety and community education.)

- Push for community gathering spaces to be an area for NNO vs. just neighborhoods. Places of worship and other community gathering places important for this work
- 44 events across the city
 - 10 Lea Hill
 - 8 N Auburn
 - 2 West Hill
 - 1 Outlet Collection
 - 9 S. Auburn
 - 2 SE Auburn

- 7 Lakeland Hills
- 5 Downtown
- 36 Staff (including 8 PW staff), 27 APD Officers, 8 Elected Officials and 6 Directors (77 total)
 - 5 Apt Complexes
 - 4 Retirement Communities
 - 2 Condo Areas
 - 2 Subsidized Housing Communities
 - 4 Mobile Home Parks
 - 1 Downtown event
 - 21 single-family homes
 - 1 Outlet Collection Event (business)
 - 2 Townhouse complexes
 - 2 Places of Worship

2023 Civics Academy-

(Community Engagement to promote community education about all city departments. Each community participant is selected to increase diversity across the board.)

- September 7-November 16th
 - Class of 25 participants initially signed up, and 22 of them finished and graduated from the program.
 - Diverse geographic spread throughout the city, and had a variety of different professions represented, including a high school senior.
- Public Works and staff presented on 3 separate occasions:
 - Thu Sept 14th, Engineering division
 - Sat Sept 16th, Maintenance and Operations division
 - Sat Sept 23rd, Auburn Municipal Airport
- For the second year in a row, compensated participants with \$50 gift cards per session attended, leading to greater engagement with community members who otherwise wouldn't be able to attend the class.
- Moving around different areas in the city for participants to see what the city offers, this also allowed for more dynamic presentations and demonstrations from different departments.
- Used SpeakUp Auburn (online platform) to create a space for the class.
 - Shared presentations, questions, ideas, etc. on this page to offer better opportunity for dialogue with the students.
 - Took feedback through this process and helped to get ideas for final session.
- The graduation session was focused on info and volunteering in the city, with presentations from a City Director and a panel with an Auburn City Councilmember and Planning Commissioner about volunteering in the city.

Open House: (Community Development/Planning and Public Works) April 25, 2023

(Community engagement)

- Community Development Department staff and Public Work Department staff participated community engagement to education on city's Comprehensive Plan 2044 and answer questions &/or listen to feedback. No interpreters were request for event. Translations in information were printed in Russian, Spanish, Tagalog and Ukrainian. Please see [Appendix C](#) for copies of translated materials.

Identify members of the LPA’s transportation planning and/or advisory groups by race, color, and national origin.

Each TAB advisory community meetings are open public and met 4 times in 2023 to discuss a variety of Transportation topics and to receive feedback from its membership.

Transportation Advisory Board Member:	Race/Ethnicity	Color	National Origin
Peter Di Turi	Caucasian/White	White	USA
Emily T Helms	Not disclose	Not disclose	Not disclose
Derek Ronnfeldt	Caucasian/non-Hispanic	Not disclose	Not disclose
Dennis Grad	Not disclose	Not disclose	Not disclose
Riley Patterson	Not disclose	Not disclose	Not disclose
Tyson J Hiffman	Caucasian/White	White	USA/Irish/German descent
AJAY GANESAN	Indian	Person of Color	Ganesan
Michael Harbin Jr.	Caucasian/White	White	USA
Patricia Larson	Caucasian/White	White	USA
Emmanuel Dolo	Not disclose	Not disclose	Not disclose

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

The city will utilize WSDOT’s free template titled “Public Involvement” for voluntary completion in attempt to collect demographic data for public engagements/meetings for future community meetings.

No complete community involvement forms were completed for 2023.

Public board member and commissioner demographic is collected via on-line application that ask for data on volunteer basis.

For 2024 the City’s Office of Equity has created form to collect demographic data (race, color, national origin) from transportation-related project stakeholders to share this data voluntarily and will share results as available.

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

All public meetings are advertised on the city’s website, which has drop down options to be translated into different languages. There was no public request for interpreter for any in-person public transportation-related meetings in this reporting period.

11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

Construction Contracts

For formally bid construction Contracts with federal funds, the City follows the guidelines set forth in Chapter 46 of the LAG Manual. For formally bid construction Contracts with local funding, the City's process is to advertise requests for bids for construction in the Seattle Times as well as the Daily Journal of Commerce. The advertisement period is a minimum of 2 consecutive weeks. All contract documents for bidding are uploaded to Builder's Exchange of Washington (BXWA) where the prospective bidders can access them. Bid Openings are then held virtually using Zoom as the platform. Once the bid opening is held, the city completes the bid tabulation and evaluates the low bidder responsibility criteria. Once the bid tabulation has been verified by internal reviewing staff, the results are posted to the City's website. The Project Manager drafts a recommendation of award memorandum, which is then signed by the Public Works Director, as long as the project is within the City code approved budget authority. Projects that are recommended to be awarded that need budget authority are taken to the City Council for approval.

Consultant Contracts

For Consultant Contracts, the City generally follows the guidelines set for the in Chapter 31 of the LAG Manual.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

Construction Contracts

Pages from the City's Standard Construction Contracts that show the Title VI language included in City Construction Contracts are included in Appendix B.

In addition to the standard language identified in Appendix B, the following language is added to each invitation to bid that is published.

"Disadvantaged, Minority, and Women's Business Enterprises are encouraged to respond. The City of Auburn does not discriminate on the grounds of race, color, religion, national origin, sex, sexual orientation, age, or handicap in consideration for a project award.

The following is applicable to this project:

The City of Auburn, in accordance with Title VI of the Civil Rights Acts of 1964, 78 Statute. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, Part 21, nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award."

The City's has evaluated its contracts to make sure that the appropriate Title VI language is included for compliance. Periodic reviews are done on contracts to ensure that they meet all Title VI requirements in the Title VI Plan.

Consultant Contracts

The following Title VI language is included in City Consultant Contracts:

"NONDISCRIMINATION.

The CONSULTANT may not discriminate regarding any services or activities to which this Agreement may apply directly or through contractual, hiring, or other arrangements on the grounds of race, color, creed, religion, national origin, sex, sexual orientation, age, or where there is the presence of any sensory, mental, or physical handicap.”

The following Title VI language is included in requests for proposals for City Consultant Contracts and in the advertisements for construction contract bids:

“Persons with disabilities may request this information be prepared and supplied in alternative forms by calling 253-931-3010.

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award. The City of Auburn does not discriminate on the grounds of race, color, religion, national origin, sex, sexual orientation, age, or handicap in consideration for a project award.”

When a project will utilize services from consulting firms and there is a specific required DBE goal established for the consultant agreement, the City specifically references the required DBE goals in bold lettering near the top of the advertisement that is published in the papers. City advertisements are also posted to the city website giving any individual or consulting firm equal opportunity to submit a proposal for review and consideration. The City’s selection team is never made up of the same individuals. City staff are made up of unique, diverse individuals with different backgrounds. With multiple staff being selected to participate in consultant selections, this allows for the most fair and equitable approach for making consultant selections.

Additional Title VI Contract Language in Appendix B.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

Construction Contracts

Construction Contracts executed and reviewed during the reporting period between the City and contractors are shown on the table below.

Transportation Related Construction Contracts Executed in 2023

Contract No.	Contractor Name	Project Number	Project Name/Description	Contract Amount	Funding	DBE/MBE/WBE %
23-21	Reed Trucking & Excavating	CP2117	A Street Loop	\$1,602,715.00	Federal-FHWA	19%
23-25	Active Construction, Inc	CP2125	D St SE & 23rd St SE Storm Improvements	\$ 5,462,492.00	Local	0%
22-12	Reed Trucking & Excavating	CP2129	Auburn Way South (SR 164) Southside Sidewalk	\$ 645,591.25	Local-WSDOT, MIT	0%
23-14	Miles Resources, Inc	CP2231	Lake Tapps Pwky/ Sumner Tapps	\$ 760,000.00	Federal-FHWA	15%

			Hwy E Preservation			
23-04	Reed Trucking & Excavating	CP2121	Riverwalk Drive SE Non-Motorized Improvements	\$ 1,614,653.33	Local-WSDOT	0%

Consultant Contracts

For Consultant Contracts, the City generally follows the guidelines set for the in Chapter 31 of the LAG Manual.

Consultant agreements executed and reviewed during the reporting period between the city and consultants are shown in the table below.

Transportation Related Consultant Agreements Executed in 2023

Agreement Number	Consultant Name	Project Number	Project Name/Services	Amount	Funding Source	DBE/MBE/WME/SME	Title VI Provisions in RFP	Title VI Provisions in Contract
AG-C-560	BCRA, Inc	CP2211	49th Street NE	\$ 99,655.00	Local	No	Yes	Yes
AG-C-561	KPFF	CP2101	2023 Local Street Preservation	\$ 153,417.00	Local	No	Yes	Yes

14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

In April 2023 the city added staff to its Office of Equity team along with Title VI report structure to assist and collaborate with all stakeholders to strengthen Title VI Plan/Program city-wide. City of Auburn’s Title VI training and process recommendations is an on-going effort within the City of Auburn which is reflected in our 2024 goals.

- In 2024 all staff will be required to view D.O.J.’s Title VI online video and pass a knowledge quiz by 80% to receiving a “pass” status. Staff are encouraged to attend external Title VI training courses outside as available.
- In 10/2023 first stakeholder demographic request form was finalized to collect race, color and national origin from community and business partners in preparation for 2024 Title VI report.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

- Kia McGlone-DEI Analyst, Asian/POC/Laos/USA, completed 12/27/2023 via online/Department of Justice-“Understanding and Abiding by Title VI of the Civil Rights Act of 1964”.

All city staff are required to complete and pass knowledge quizzes for the following trainings (completed within 2023 via NEOGOV training portal):

- Nondiscrimination-Policy Review
- Workplace Harassment Policy Review
- Harassment Prevention for Employees

- Anti-Harassment Training
- Harassment, Discrimination, & Retaliation Prevention for Supervisors

The staff below completed additional training outside of the required trainings listed above.

- Michelle Buffington/Human Resource Analyst-Asian/POC/USA, “Blind spots: The Biology of Diversity and Ethics”, by:NEOGOV training portal, 9/13/23.
- Staff who completed “The City of Auburn’s Community Racial & Cultural History Employee Orientation”, on 11/2/23 =This training covered American racial history in Auburn, WA and gave brief introduction of Title VI of Civil Rights ACT of 1964-Given by the City’s White River Valley Museum curator and DEI Analyst.

Staff: Koby Yumul/IT Support Specialist, Two or more races

Nathaniel Sigsworth/IT Support Specialist, Two or more races

Mark So/IT Support Specialist/Asian

Carmen Leung/Utility Billing Account Representative/Asian

Les Candler/Maintenance Worker/Unspecified

Janet Koch/Senior Center Program Assistant/White

Tristen Bennett/IT Support Specialist/White

Matthew Lawson/IT Support Specialist/White

- Staff who completed: WCIA-Foundation of Implicit Bias, 12/22/2023, By: Washington Cities Insurance Authority
 - Megan Mummert-White, Recreation Program Coordinator/Parks, Arts & Recreation Department
 - Minying Feng-Asian, Resource Navigation Program Coordinator/Parks, Arts & Recreation Department

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

Title VI Goals for Upcoming Year

We are building an inclusive community in Auburn. The City’s efforts to comply with Title VI requirements is just a small example of the City’s commitment to build a community that encourages all people to engage and participate in the growth of our city.

1. During 2024, the city intends to develop and improve further community outreach strategies and processes that specifically focus on the needs of communities who are limited English proficient (LEP) and protected populations within the city.
Examples include:
 - Research and/or create mapping tool of community demographics within city lines of vulnerable populations and provide accessibility to all city departments to aide in future community engagement and project planning etc.
 - Train new staff and retrain veteran staff on how to utilize telephonic interpreters in/out of the office.

- Research and invest resources to create language access plan/program city-wide. To assist with organizational processes and increase staff knowledge on what vital documents are and process to translate for community needs.
 - Invest time to procure additional LEP providers to assist the city with interpretations and translation needs for events such as outreach events, open houses, and project informational flyers.
 - Department of Justice training “Understanding and Abiding by Title VI of the Civil Rights Act of 1964” will be required of all staff to complete with knowledge test.
2. Finalizing forms and processes for the City to request, collect, compile, and report demographic data from all our transportation-related stakeholders and boards/commissioners will continue to be improved with community and staff input on-going.

Appendix A

Title VI Standard Assurances

The United States Department of Transportation (USDOT) Standard Title VI/Non-Discrimination

Assurances

DOT Order No. 1050.2A

The City of Auburn (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Washington State Department of Transportation (WSDOT), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including the Washington State Department of Transportation.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The City of Auburn, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, City of Auburn also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Washington State of Department of Transportation (WSDOT) access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the WSDOT. You must keep records, reports, and submit the material for review upon request to WSDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

City of Auburn gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Administration. This ASSURANCE is binding on Washington State Department of Transportation, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Federal-Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

City of Auburn

(Name of Recipient)

by Nancy Backus
(Signature of Authorized Official)

DATED 2/7/2024

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment,

unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the City of Auburn will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United States Code, the Regulations for the Administration of Washington State Department of Transportation, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the City of Auburn all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto City of Auburn and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the City of Auburn, its successors and assigns.

The City of Auburn, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the (***Title of Recipient***) will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the City of Auburn pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, City of Auburn will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the City of Auburn will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the City of Auburn and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by City of Auburn pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, City of Auburn will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, City of Auburn will there upon revert to and vest in and become the absolute property of City of Auburn and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

Pertinent Non-Discrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

Appendix B

Construction Contract Title VI Language

**REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS**

- I. General
- II. Nondiscrimination
- III. Non-segregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- V. Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- X. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion
- XI. Certification Regarding Use of Contract Funds for Lobbying
- XII. Use of United States-Flag Vessels:

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under title 23, United States Code, as required in 23 CFR 633.102(b) (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services). 23 CFR 633.102(e).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider. 23 CFR 633.102(e).

Form FHWA-1273 must be included in all Federal-aid design-build contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services) in accordance with 23 CFR 633.102. The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in solicitation-for-bids or request-for-proposals documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract). 23 CFR 633.102(b).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work

performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract. 23 CFR 633.102(d).

3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.

4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. 23 U.S.C. 114(b). The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors. 23 U.S.C. 101(a).

II. NONDISCRIMINATION (23 CFR 230.107(a); 23 CFR Part 230, Subpart A, Appendix A; EO 11246)

The provisions of this section related to 23 CFR Part 230, Subpart A, Appendix A are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR Part 60, 29 CFR Parts 1625-1627, 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR Part 60, and 29 CFR Parts 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with 23 U.S.C. 140, Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d et seq.), and related regulations including 49 CFR Parts 21, 26, and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR Part 230, Subpart A, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal Employment Opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (see 28 CFR Part 35, 29 CFR Part 1630, 29 CFR Parts 1625-1627, 41 CFR Part 60 and 49 CFR Part 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140, shall constitute the EEO and specific affirmative action standards for the contractor's project activities under this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR Part 35 and 29 CFR Part 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract. 23 CFR 230.409 (g)(4) & (5).

b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, sexual orientation, gender identity, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

2. EEO Officer: The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so.

3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action or are substantially involved in such action, will be made fully cognizant of and will implement the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:

a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.

c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.

d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.

e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

4. Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.

a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.

b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.

c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.

5. Personnel Actions: Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

a. The contractor will conduct periodic inspections of project sites to ensure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action

within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs (i.e., apprenticeship and on-the-job training programs for the geographical area of contract performance). In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.

7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. 23 CFR 230.409. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:

a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.

b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability.

c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.

d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide

sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.

8. Reasonable Accommodation for Applicants /

Employees with Disabilities: The contractor must be familiar with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established thereunder. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment:

The contractor shall not discriminate on the grounds of race, color, religion, sex, sexual orientation, gender identity, national origin, age, or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.

a. The contractor shall notify all potential subcontractors, suppliers, and lessors of their EEO obligations under this contract.

b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurances Required:

a. The requirements of 49 CFR Part 26 and the State DOT's FHWA-approved Disadvantaged Business Enterprise (DBE) program are incorporated by reference.

b. The contractor, subrecipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:

- (1) Withholding monthly progress payments;
- (2) Assessing sanctions;
- (3) Liquidated damages; and/or
- (4) Disqualifying the contractor from future bidding as non-responsible.

c. The Title VI and nondiscrimination provisions of U.S. DOT Order 1050.2A at Appendixes A and E are incorporated by reference. 49 CFR Part 21.

11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.

a. The records kept by the contractor shall document the following:

(1) The number and work hours of minority and non-minority group members and women employed in each work classification on the project;

(2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and

(3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women.

b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on [Form FHWA-1391](#). The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of more than \$10,000. 41 CFR 60-1.5.

As prescribed by 41 CFR 60-1.8, the contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, sexual orientation, gender identity, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location under the contractor's control where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size), in accordance with 29 CFR 5.5. The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. 23 U.S.C. 113. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. 23 U.S.C. 101. Where applicable law requires that projects be treated as a project on a Federal-aid highway, the provisions of this subpart will apply regardless of the location of the project. Examples include: Surface Transportation Block Grant Program projects funded under 23 U.S.C. 133 [excluding recreational trails projects], the Nationally Significant Freight and Highway

Projects funded under 23 U.S.C. 117, and National Highway Freight Program projects funded under 23 U.S.C. 167.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages (29 CFR 5.5)

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and

(ii) The classification is utilized in the area by the construction industry; and

(iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding (29 CFR 5.5)

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics,

including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records (29 CFR 5.5)

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency.

(2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or

subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(i) That the payroll for the payroll period contains the information required to be provided under 29 CFR 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR 5.5(a)(3)(i), and that such information is correct and complete;

(ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in 29 CFR part 3;

(iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.

(4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under 18 U.S.C. 1001 and 31 U.S.C. 231.

c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees (29 CFR 5.5)

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State

Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the

corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. 23 CFR 230.111(e)(2). The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

5. Compliance with Copeland Act requirements. The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract as provided in 29 CFR 5.5.

6. Subcontracts. The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.

7. Contract termination: debarment. A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act requirements. All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract as provided in 29 CFR 5.5.

9. Disputes concerning labor standards. As provided in 29 CFR 5.5, disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor

set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility (29 CFR 5.5)

a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

Pursuant to 29 CFR 5.5(b), the following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek. 29 CFR 5.5.

2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph 1 of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph 1 of this section, in the sum currently provided in 29 CFR 5.5(b)(2)* for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 1 of this section. 29 CFR 5.5.

* \$27 as of January 23, 2019 (See 84 FR 213-01, 218) as may be adjusted annually by the Department of Labor; pursuant to the Federal Civil Penalties Inflation Adjustment Act of 1990).

3. Withholding for unpaid wages and liquidated damages.

The FHWA or the contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph 2 of this section. 29 CFR 5.5.

4. Subcontracts. The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs 1 through 4 of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs 1 through 4 of this section. 29 CFR 5.5.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System pursuant to 23 CFR 635.116.

1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).

a. The term "perform work with its own organization" in paragraph 1 of Section VI refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions: (based on longstanding interpretation)

- (1) the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or

equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract. 23 CFR 635.102.

2. Pursuant to 23 CFR 635.116(a), the contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

3. Pursuant to 23 CFR 635.116(c), the contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.

4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract. (based on longstanding interpretation of 23 CFR 635.116).

5. The 30-percent self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements. 23 CFR 635.116(d).

VII. SAFETY: ACCIDENT PREVENTION

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR Part 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. 23 CFR 635.108.

2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR Part 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704). 29 CFR 1926.10.

3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance

with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR Part 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 11, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (42 U.S.C. 7606; 2 CFR 200.88; EO 11738)

This provision is applicable to all Federal-aid construction contracts in excess of \$150,000 and to all related subcontracts. 48 CFR 2.101; 2 CFR 200.326.

By submission of this bid/proposal or the execution of this contract or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, subcontractor, supplier, or vendor agrees to comply with all applicable standards, orders

or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251-1387). Violations must be reported to the Federal Highway Administration and the Regional Office of the Environmental Protection Agency. 2 CFR Part 200, Appendix II.

The contractor agrees to include or cause to be included the requirements of this Section in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements. 2 CFR 200.326.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200. 2 CFR 180.220 and 1200.220.

1. Instructions for Certification – First Tier Participants:

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction. 2 CFR 180.320.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default. 2 CFR 180.325.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances. 2 CFR 180.345 and 180.350.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900-180.1020, and 1200. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant

who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction. 2 CFR 180.330.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 180.300.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. 2 CFR 180.300; 180.320, and 180.325. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. 2 CFR 180.335. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>). 2 CFR 180.300, 180.320, and 180.325.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default. 2 CFR 180.325.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.335;.

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property, 2 CFR 180.800;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification, 2 CFR 180.700 and 180.800; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default. 2 CFR 180.335(d).

(5) Are not a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(6) Are not a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability (USDOT Order 4200.6 implementing appropriations act requirements).

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal. 2 CFR 180.335 and 180.340.

3. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders, and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200). 2 CFR 180.220 and 1200.220.

a. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances. 2 CFR 180.365.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180, Subpart I, 180.900 – 180.1020, and 1200. You may contact the person to which this proposal is

submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a recipient or subrecipient of Federal funds and a participant (such as the prime or general contractor). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a recipient or subrecipient of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated. 2 CFR 1200.220 and 1200.332.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold. 2 CFR 180.220 and 1200.220.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the System for Award Management website (<https://www.sam.gov/>), which is compiled by the General Services Administration. 2 CFR 180.300, 180.320, 180.330, and 180.335.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment. 2 CFR 180.325.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals:

(a) is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency, 2 CFR 180.355;

(b) is a corporation that has been convicted of a felony violation under any Federal law within the two-year period preceding this proposal (USDOT Order 4200.6 implementing appropriations act requirements); and

(c) is a corporation with any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability. (USDOT Order 4200.6 implementing appropriations act requirements)

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant should attach an explanation to this proposal.

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000. 49 CFR Part 20, App. A.

1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

2. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C. 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier

subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

XII. USE OF UNITED STATES-FLAG VESSELS:

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, or any other covered transaction. 46 CFR Part 381.

This requirement applies to material or equipment that is acquired for a specific Federal-aid highway project. 46 CFR 381.7. It is not applicable to goods or materials that come into inventories independent of an FHWA funded-contract.

When oceanic shipments (or shipments across the Great Lakes) are necessary for materials or equipment acquired for a specific Federal-aid construction project, the bidder, proposer, contractor, subcontractor, or vendor agrees:

1. To utilize privately owned United States-flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to this contract, to the extent such vessels are available at fair and reasonable rates for United States-flag commercial vessels. 46 CFR 381.7.
2. To furnish within 20 days following the date of loading for shipments originating within the United States or within 30 working days following the date of loading for shipments originating outside the United States, a legible copy of a rated, 'on-board' commercial ocean bill-of-lading in English for each shipment of cargo described in paragraph (b)(1) of this section to both the Contracting Officer (through the prime contractor in the case of subcontractor bills-of-lading) and to the Office of Cargo and Commercial Sealift (MAR-620), Maritime Administration, Washington, DC 20590. (MARAD requires copies of the ocean carrier's (master) bills of lading, certified onboard, dated, with rates and charges. These bills of lading may contain business sensitive information and therefore may be submitted directly to MARAD by the Ocean Transportation Intermediary on behalf of the contractor). 46 CFR 381.7.

**ATTACHMENT A - EMPLOYMENT AND MATERIALS
PREFERENCE FOR APPALACHIAN DEVELOPMENT
HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS
ROAD CONTRACTS (23 CFR 633, Subpart B, Appendix B)**

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:

a. To the extent that qualified persons regularly residing in the area are not available.

b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.

c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.

2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.

3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.

4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above.

5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Appendix C

Translated Outreach Materials

- Comprehensive Plan Open House-**Community Development Department** translated advertisements.
- Traffic Calming Open House-**Public Works Department** translated materials.

General Survey Questions

Transportation in Auburn

1. Do you have any suggestions on how we can encourage more people to walk, ride a bike, or take a bus instead of driving a car?
2. Do you have any suggestions on how we make sure we are providing transportation facilities in an equitable way and that we are considering the needs of the entire community, including typically underserved and disadvantaged groups?
3. Do you have suggestions on how we should prioritize limited funding for the wide range of transportation needs throughout the City?

Translation services available

Предоставляются услуги переводчиков
Servicios de traducción disponibles
Available ang mga serbisyo sa pagsasalin
Доступні послуги перекладачів



Комплексный план развития транспорта: вопросы для опроса на перевод

Отзывы по районам

Щелкните карту, чтобы поставить метку для комментария.

Щелкайте только в поле, находящемся в пределах города Auburn City. Будут учитываться только зоны в Auburn.

Какая категория подходит лучше всего?

Безопасность

Передвижение без моторизованного транспорта (пешком или на велосипеде)

Общественный транспорт

Общие вопросы, связанные с дорожным движением (заторы, связанность)

Предоставьте больше информации для своего комментария на карте:

Отправить

Общий отзыв

Общие вопросы о транспорте в Auburn

Есть ли у вас предложения о том, как мы могли бы стимулировать людей больше ходить пешком, ездить на велосипеде или автобусе вместо использования своего автомобиля?

Есть ли у вас предложения о том, как нам обеспечивать равный доступ к транспортной инфраструктуре и учитывать потребности всего сообщества, включая группы, обычно лишенные преимуществ и недостаточно обслуживаемые?

Есть ли у вас предложения о том, как нам следует расставлять приоритеты при распределении ограниченных средств, направляемых на удовлетворение широкого спектра транспортных потребностей всего города?

Открытый комментарий

Есть ли у вас еще какие-либо комментарии, связанные с транспортом в городе Auburn?

Отправить

Plan Integral de Transporte: Preguntas de la encuesta para traducción

Comentarios específicos por ubicación

Haga clic en el mapa para colocar un marcador para el comentario

Haga clic únicamente en el recuadro que muestra los límites de la ciudad de Auburn. Solo se considerarán las ubicaciones dentro de Auburn.

¿Qué categoría se adapta mejor?

Seguridad

No motorizados (a pie o en bici)

Transporte público

Problemas generales de tránsito (congestión, conectividad)

Sírvase proporcionar más detalles para su comentario sobre el mapa:

Enviar

Comentarios generales

Preguntas generales sobre el transporte en Auburn

¿Tiene alguna sugerencia sobre cómo podemos incentivar a más personas para que caminen, se desplacen en bici o tomen el autobús en lugar de conducir un vehículo?

¿Tiene alguna sugerencia sobre cómo asegurarnos de que proporcionamos instalaciones de transporte de forma equitativa y de que tenemos en cuenta las necesidades de toda la comunidad, incluidos los grupos normalmente desatendidos y desfavorecidos?

¿Tiene alguna sugerencia sobre cómo deberíamos priorizar el financiamiento limitado para la amplia gama de necesidades de transporte en toda la ciudad?

Comentario libre

¿Tiene algún otro comentario sobre el transporte en Auburn?

Enviar

Komprehensibong Plano sa Transportasyon: Mga survey na tanong para sa pagsasalin

Feedback na Partikular sa Lugar

I-click ang map upang maglagay ng pin para sa mga komento

Pindutin lamang sa loob ng box na nagpapakita ng mga Limitasyon sa Lungsod ng Auburn. Ang mga lugar sa Auburn lamang ang isasaalang-alang.

Aling kategorya ang pinakaangkop?

Kaligtasan

Bawal sa motor (Paglalakad o Pagbibisikleta)

Sasakyan

Pangkalahatang Mga Problema sa Trapiko (Masikip, Pagkakadikit-dikit)

Mangyaring magbigay ng higit pang mga detalye para sa iyong komento sa map:

Isumite

Pangkalahatang Feedback

Pangkalahatang mga katanungan tungkol sa transportasyon sa Auburn

Mayroon ka bang anumang mungkahi kung paano mahihikayat ang mas maraming tao na maglakad, sumakay sa bisikleta, o sumakay sa bus sa halip na magmaneho ng sasakyan?

Mayroon ka bang anumang mungkahi kung paano namin matitiyak na naglalaan kami ng mga pasilidad sa transportasyon sa pantay-pantay na paraan at na isinasaalang-alang namin ang mga pangangailangan ng buong taong-bayan, kabilang na ang mga karaniwang hindi naseserbisyuhan at pinagkaitang mga grupo?

Mayroon ka bang mga mungkahi kung paano namin uunahin ang mga limitadong pondo para sa malawak na hanay ng pangangailangan ng transportasyon sa buong Siyudad?

Malayang komento

Mayroon ka pa bang ibang komento tungkol sa transportasyon sa Auburn?

Isumite

Комплексний план розвитку транспорту: питання для опитування на переклад

Відгуки для конкретних районів

Клацніть на карті, щоб поставити мітку для коментарю.

Клацайте лише в полі, що розташоване в межах міста Auburn City. Ураховуватимуться тільки зони в Auburn.

Яка категорія підходить найкраще?

Безпека

Пересування без моторизованого транспорту (пішки або на велосипеді)

Громадський транспорт

Загальні питання, пов'язані з дорожнім рухом (затори, сполучення)

Надайте більше інформації щодо свого коментарю на карті:

Надіслати

Загальний відгук

Загальні питання про транспорт в Auburn

Чи є у вас пропозиції щодо того, як ми можемо заохотити більше людей ходити пішки, їздити на велосипеді або автобусі замість того, щоб користуватися своїм автомобілем?

Чи є у вас пропозиції щодо того, як нам забезпечити рівний доступ до транспортних послуг і врахувати потреби всієї громади, зокрема груп, які зазвичай не отримують достатнього обслуговування та не мають переваг?

Чи є у вас пропозиції щодо того, як нам визначити пріоритети під час розподілу обмеженого фінансування для задоволення широкого спектра транспортних потреб усього міста?

Довільний коментар

Чи маєте ви ще які-небудь зауваження щодо транспорту в Auburn?

Надіслати

Imagine Auburn Comprehensive Plan 2044

The City of Auburn is embarking on its periodic update of the Comprehensive Plan – Imagine Auburn – required to be adopted in 2024. Under the Washington State Growth Management Act (GMA) Chapter 36.70A RCW, cities and counties in Washington are required to adopt and periodically update their comprehensive plans every 8 years, with all cities in King, Pierce, Snohomish, and Kitsap counties due in 2024.



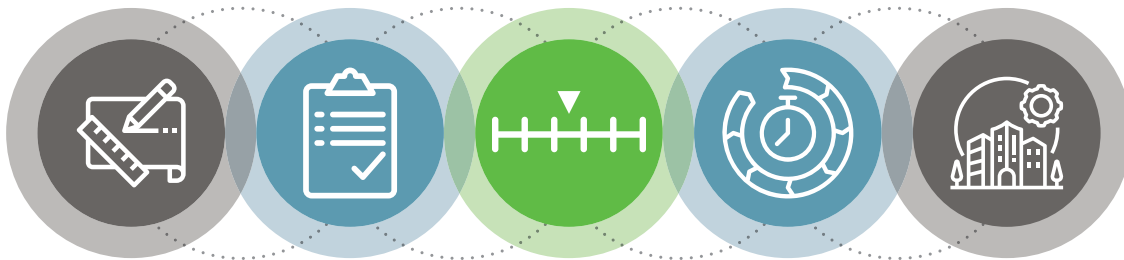
What is a Comprehensive Plan?

The City of Auburn's Comprehensive Plan update will provide a general vision for the future of the community and a roadmap for the next twenty years. It outlines what the community wants to look like moving forward towards 2044, and how to make that collective vision a reality. The Plan also addresses regional growth requirements provided by Puget Sound Regional Council.

Why is 20-year planning important?

This is a "Comprehensive" Plan, meaning it is wide ranging and inclusive, considering a multitude of topics, elements, community input, data and history. Whether you live, work or play in Auburn, now is your time to give your input. Ultimately, you will help shape the goals of the plan which will translate to policies to reach those goals. By having a plan in place, it provides a guideline to assure future land use, housing, transportation, utilities, and climate action decisions reflect the recognized vision for the community, as identified through outreach during the planning process.

A Comprehensive Plan is:



GENERALIZED

Provides general guidance and direction for City growth and development.

COMPREHENSIVE

Addresses all the elements or components felt to be important in affecting the physical, economic and social concerns of the City.

LONG RANGE

Presents a long-term vision for the community.

NON-STAGNANT

Should evolve through time through review and updating. Auburn has an annual review process to amend the Comprehensive Plan.

NOT A ZONING ORDINANCE

The Comprehensive Plan is not an ordinance, but directly informs decisions in land use codes, development patterns, and prioritization of city funds.

Translation services available

Предоставляються услуги переводчиков
 Servicios de traducción disponibles
 Available ang mga serbisyo sa pagsasalin
 Доступні послуги перекладачів



«Auburn будущего» комплексный план до 2044 года

City of Auburn приступает к периодическому обновлению комплексного плана «Auburn будущего» (Imagine Auburn), которое должно быть принято в 2024 году. В соответствии с Законом штата Washington об управлении ростом (Growth Management Act, GMA), разделом 36.70A Свода законов штата Washington с поправками (Revised Code of Washington, RCW), города и округа штата Washington обязаны принять и периодически обновлять свои комплексные планы каждые 8 лет, причем все города в округах King, Pierce, Snohomish и Kitsap должны сделать это в 2024 году.



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Что такое комплексный план?

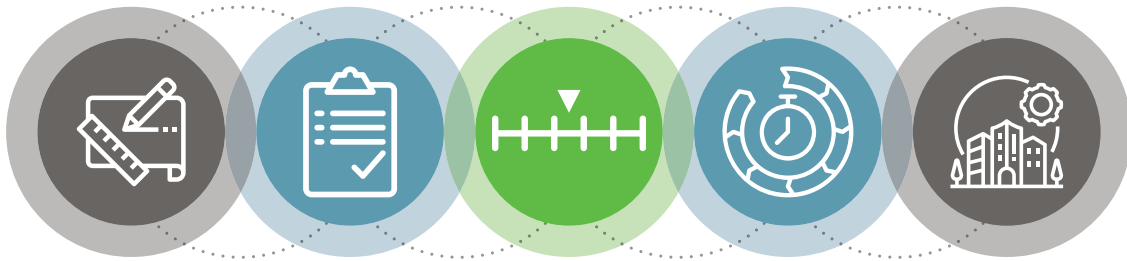
Обновление комплексного плана города Auburn обеспечит общее видение будущего сообщества и план действий на следующие двадцать лет. План определяет то, каким сообщество хочет видеть себя к 2044 году и как воплотить это коллективное видение в реальность. Он также учитывает требования по региональному росту, установленные региональным советом Puget Sound.

Почему важно планирование на 20 лет?

«Комплексность» означает, что этот план является широкомасштабным и инклюзивным, учитывает широкий спектр тем, элементов, вкладов сообщества, данных и истории. Если вы живете, работаете или отдыхаете в городе Auburn, сейчас самое время внести свой вклад. Вы можете сформировать цели плана, которые будут воплощены в политике, направленной на достижение этих целей.

Наличие плана является ориентиром, который гарантирует, что будущие решения по землепользованию, жилью, транспорту, коммунальным услугам и мерам защиты от угроз, связанных с изменением климата, будут отражать общепризнанное видение сообщества, определенное в процессе планирования.

Комплексный план:



ОБОБЩЕННЫЙ

Дает общие рекомендации и определяет направление для роста и развития города.

КОМПЛЕКСНЫЙ

Охватывает все элементы или компоненты, которые считаются важными для решения физических, экономических и социальных проблем города.

ДОЛГОСРОЧНЫЙ

Представляет долгосрочное видение сообщества.

НЕ ЯВЛЯЕТСЯ НЕИЗМЕННЫМ

Должен развиваться со временем путем пересмотра и обновления. Город Auburn предусматривает ежегодный процесс пересмотра комплексного плана для внесения изменений.

НЕ ЯВЛЯЕТСЯ ДИРЕКТИВНЫМ РАСПОРЯЖЕНИЕМ

Комплексный план не является директивным документом, но непосредственно влияет на принятие решений относительно кодексов землепользования, схем застройки и определения приоритетов использования городских средств.

Предоставляются услуги переводчиков

Translation services available
Servicios de traducción disponibles
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Доступні послуги перекладачів

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Plan Integral Imagina Auburn 2044

La ciudad de Auburn se está embarcando en la actualización periódica del Plan Integral Imagina Auburn, el cual deberá aprobarse en 2024. De conformidad con la Ley de Gestión del Crecimiento del estado de Washington (Growth Management Act, GMA), capítulo 36.70A del Código Revisado de Washington (Revised Code of Washington, RCW), las ciudades y condados de Washington deben aprobar y actualizar periódicamente sus planes integrales cada 8 años, y todas las ciudades de los condados de King, Pierce, Snohomish y Kitsap deben hacerlo en 2024.



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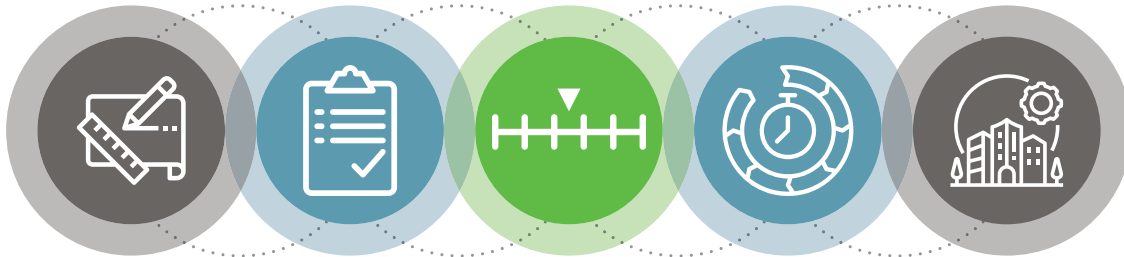
¿Qué es un Plan Integral?

La actualización del Plan Integral de la Ciudad de Auburn proporcionará una visión general del futuro de la comunidad y una hoja de ruta para los próximos veinte años. En él se describe el aspecto que la comunidad quiere que tenga de aquí a 2044 y cómo hacer realidad esa visión colectiva. El Plan también contempla los requisitos de crecimiento regional establecidos por el Consejo Regional del estrecho de Puget.

¿Por qué es importante una planificación a 20 años?

Se trata de un Plan "Integral", lo que significa que es amplio e inclusivo, tiene en cuenta múltiples temas, elementos, aportes de la comunidad, datos e historia. Si vive, trabaja o juega en Auburn, ahora es el momento de dar su opinión. A fin de cuentas, contribuirá a definir los objetivos del plan, lo que se reflejará en las políticas para alcanzarlos. Al disponer de un plan, se proporciona una guía para garantizar que las futuras decisiones sobre el uso del suelo, las viviendas, el transporte, los servicios públicos y la acción climática reflejen la visión reconocida de la comunidad, tal y como se identificó a través de la participación durante el proceso de planificación.

Un Plan Integral es:



GENERALIZADO

Proporciona orientación y pautas generales para el crecimiento y el desarrollo de la ciudad.

INTEGRAL

Abarca todos los elementos o componentes que se consideran determinantes para influir en las preocupaciones físicas, económicas y sociales de la Ciudad.

DE LARGO ALCANCE

Presenta una visión a largo plazo para la comunidad.

NO ES FIJO

Debe evolucionar con el tiempo mediante su revisión y actualización. Auburn cuenta con un proceso de revisión anual para modificar el Plan Integral.

NO ES UNA ORDENANZA DE ZONIFICACIÓN

El Plan Integral no es una ordenanza, pero informa directamente sobre las decisiones relacionadas con los códigos de uso del suelo, los modelos de desarrollo y la priorización de los fondos municipales.

Servicios de traducción disponibles

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CITY OF
AUBURN
WASHINGTON

Imagine Auburn Komprehensibong Plano 2044

Sinisimulan na ng Lungsod ng Auburn ang pana-panahong pag-update nito ng Komprehensibong Plano – Imagine Auburn – na kailangang pagtibayin sa 2024. Sa ilalim ng Batas sa Pamamahala ng Paglago (Growth Management Act, GMA) ng Washington State Chapter 36.70A RCW, ang mga lungsod at lalawigan sa Washington ay kinakailangang magpatibay at pana-panahong mag-update ng kanilang mga komprehensibong plano bawat 8 taon, na ang lahat ng mga lungsod sa lalawigan ng King, Pierce, Snohomish, at Kitsap hanggang 2024.



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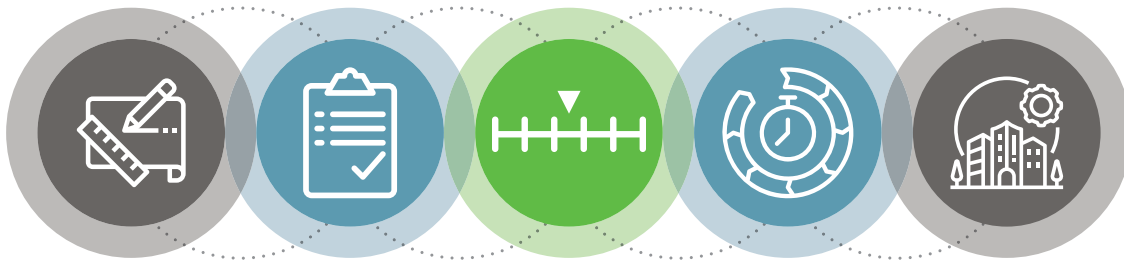
Ano ang Komprehensibong Plano?

Ang pag-update ng Komprehensibong Plano ng Lungsod ng Auburn ay magbibigay ng pangkalahatang pananaw para sa kinabukasan ng komunidad at landasin para sa susunod na dalawampung taon. Binabalangkas nito kung ano ang gustong hitsura ng komunidad sa pagsulong patungo sa 2044, at kung paano gagawing katotohanan ang kolektibong pananaw na iyon. Tinutugunan din ng Plano ang mga kinakailangan sa paglago ng rehiyon na ibinigay ng Puget Sound Regional Council.

Bakit mahalaga ang 20 taong pagpapalano?

Ito ay isang “Komprehensibong” Plano, ibig sabihin ito, malawak ang saklaw nito at sakop lahat, isinasaalang-alang ang maraming paksa, bahagi, input ng komunidad, data at kasaysayan. Nakatira ka man, nagtatrabaho o naglalaro sa Auburn, oras mo na para ibigay ang iyong input. Sa huli, tutulong kang hubugin ang mga layunin ng plano na isasalin sa mga patakaran para maabot ang mga layuning iyon. Sa pamamagitan ng pagkakaroon ng plano, nagbibigay ito ng patnubay para matiyak ang paggamit ng lupa sa hinaharap, pabahay, transportasyon, utility, at mga desisyon sa aksyon sa klima na sumasalamain sa kinikilalang pananaw para sa komunidad, na natukoy sa pamamagitan ng pagsisikap sa panahon ng proseso ng pagpapalano.

Ang komprehensibong plano ay:



PANGKALAHATAN

Nagbibigay ng pangkalahatang patnubay at direksyon para sa paglago at pag-unlad ng Lungsod.

KOMPREHENSIBO

Tinutugunan ang lahat ng mga elemento o bahaging nadama na mahalaga sa pag-apekto sa pisikal, pang-ekonomiya at panlipunang alalahanin ng Lungsod.

PANGMATAGALAN

Naglalahad ng pangmatagalang pananaw para sa komunidad.

NAGPAPATULUY

Dapat umunlad sa paglipas ng panahon sa pamamagitan ng pagsusuri at pag-update. May taunang proseso ng pagsusuring ang Auburn upang amyendahan ang Komprehensibong Plano.

HINDI PANONANG ORDINANSA

Ang Komprehensibong Plano ay hindi isang ordinansa, ngunit direktang nagpapaalam sa mga desisyon sa mga kodigo sa paggamit ng lupa, parisan ng pagpapaunlad, at pagbibigay-prioridad ng mga pondo ng lungsod.

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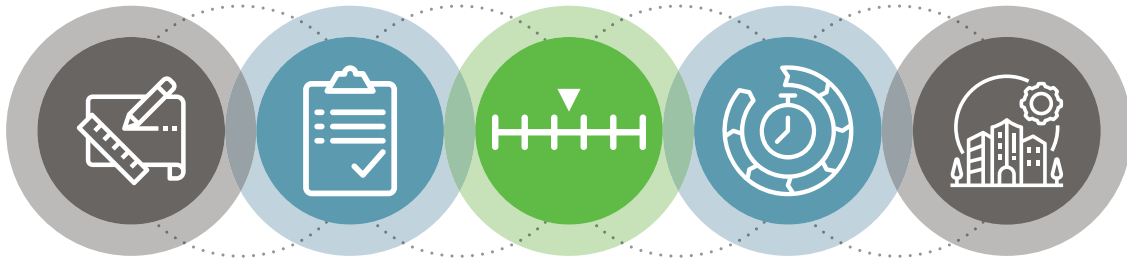
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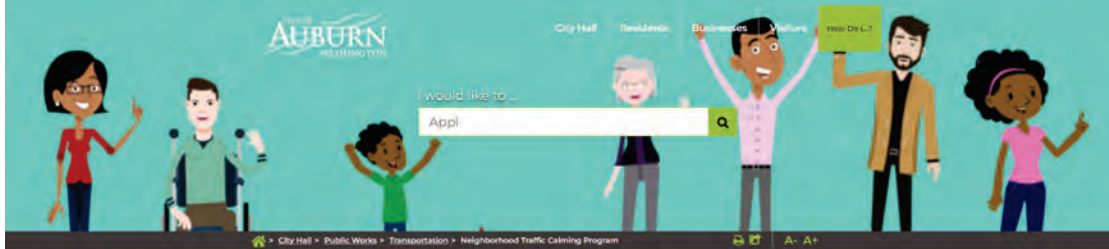
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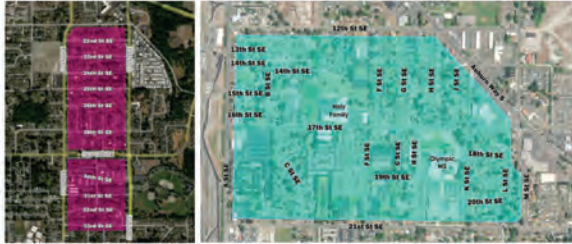
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Neighborhood Traffic Calming Program

Programa para Reducir el Tráfico Vehicular en los Barrios

Програма за намаляване на трафика



The City of Auburn is dedicated to improving the quality and livability of Auburn's residential neighborhoods. The objectives of the neighborhood traffic calming program are to:

- Improve safety for all road users, especially pedestrians and cyclists.
- Reduce speeds in neighborhoods so that most cars drive at or below the posted speed limit.
- Discourage through-vehicle traffic and to encourage drivers to use streets that are designed for higher traffic volumes.
- Educate residents through traffic safety, awareness and outreach.
- Meet Auburn's equity goals with a proactive approach to ensure all neighborhoods are evaluated and encourage residents to participate in the process.

According to the Institute of Transportation Engineers, traffic calming "...reduces automobile speeds in volumes as a means of improving the quality of life in residential areas, increasing walking safety, and making bicycling more comfortable."



Auburn's neighborhood traffic calming program is intended for residential neighborhoods. It is not intended for commercial/industrial areas or boulevards that are meant to carry more traffic.

Some examples of tools that will help the City meet the objectives:

Education:

- Informational letters or flyers
- Temporary signs for awareness
- Magazine articles and social media posts

Enforcement:

- Police Emphasis Patrols to discourage speeding

Engineering:

- If appropriate, identification, design and implementation of physical traffic calming treatment improvements in the neighborhood, to be implemented as funding is available.

Evaluation:

- Post-implementation neighborhood survey

- More About The Program
- Proactive and Area-wide Approach
- Localized Neighborhood Speeding Issues

Equity

To ensure affected populations are invited to learn about and help decide on the final projects, and to meet Title VI requirements, staff will research population data to ensure that outreach and education material is provided in the languages most spoken in the selected area, and research how to best engage with the residents. Material will also be made available in other languages as requested by residents.

Related Documents

- Neighborhood Traffic Calming Program Description (PDF)

Contact

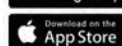
For additional information, please email KTC@auburnwa.gov.

To report a speeding issue:

Use the Website!

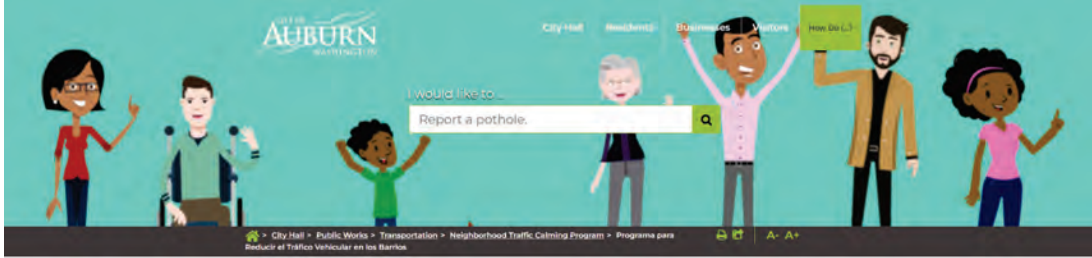


Or download the "SeeClickFix" app!



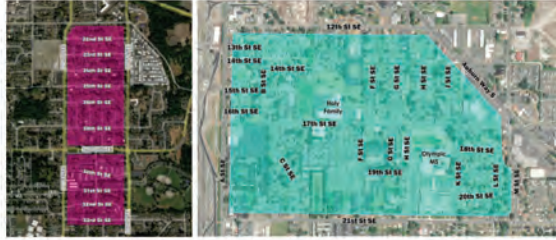
The information will be used to inform future planning for this program.





Programa para Reducir el Tráfico Vehicular en los Barrios

- Traffic Calming Program - English
- Програма за намаляване на трафика



Zona de enfoque para 2022 Zona de enfoque para 2023

En Auburn trabajamos con empeño para mejorar la calidad y la habitabilidad de los barrios residenciales de nuestra ciudad. Los objetivos del programa para reducir el tráfico vehicular en los barrios son los siguientes:

- Mejorar la seguridad de todos los usuarios de las vías, sobre todo de los peatones y los ciclistas.
- Reducir la velocidad de circulación en los barrios para que la mayoría de los automóviles circulen dentro o por debajo del límite de velocidad indicado.
- Desincentivar la circulación de vehículos por vías de paso o atajos y fomentar que los conductores utilicen las calles diseñadas para la circulación en un mayor volumen de tráfico.
- Desarrollar a los residentes mediante la concienciación y las actividades de extensión relacionadas con la seguridad vial.
- Cumplir con los objetivos de equidad de Auburn mediante un enfoque proactivo que garantice la evaluación de todos los barrios y promover la participación de los residentes en el proceso.

El Institute of Transportation Engineers explica que la reducción del tráfico "ayuda a disminuir la velocidad o el volumen de las automóviles como medio para mejorar la calidad de vida en las zonas residenciales, aumentar la seguridad para caminar y hacer más cómodo el uso de bicicletas."

PROGRAMA PARA REDUCIR EL TRÁFICO VEHICULAR EN LOS BARRIOS

Watch on YouTube

El programa para reducir el tráfico vehicular en los barrios de Auburn está destinado a los barrios residenciales. No está diseñado para implementarse en zonas comerciales o industriales, ni en calles más transitadas destinadas a la circulación de un mayor cantidad de vehículos.

Algunos ejemplos de herramientas que ayudarán a que la ciudad cumpla con los objetivos del programa son los siguientes:

- Sensibilización:**
 - Cartas e folletos informativos.
 - Carteles y campañas temporales para crear conciencia.
 - Artículos de revistas y publicaciones en redes sociales.
- Cumplimiento:**
 - Mejoramiento de las patrullas policíacas para desincentivar el exceso de velocidad.
- Ingeniería:**
 - En los casos que corresponda, se realizará la identificación, el diseño y la implementación de mejoras materiales y soluciones para reducir el tráfico que se concretarán a medida que se disponga de financiación.
- Evaluación:**
 - Encuestas de opinión luego de la implementación.

Más información sobre el programa >

Enfoque proactivo y que abarca toda la zona >

Problemas localizados de exceso de velocidad en los barrios >

Equidad
 Con el propósito de garantizar que toda la población afectada reciba la invitación para conocer y ayudar a tomar decisiones sobre los proyectos finales y para cumplir con los requisitos del Título VI, el personal investigará los datos de la población y garantizará que el material de las actividades de extensión y el material de sensibilización se proporcione en los idiomas que más se hablan en la zona seleccionada; además, se buscará el mejor manera de interactuar con los residentes. El material también estará disponible en otros idiomas si los residentes lo solicitan.

Documentos relacionados
 Descripción del Programa para Reducir el Tráfico Vehicular en los Barrios (PDF)

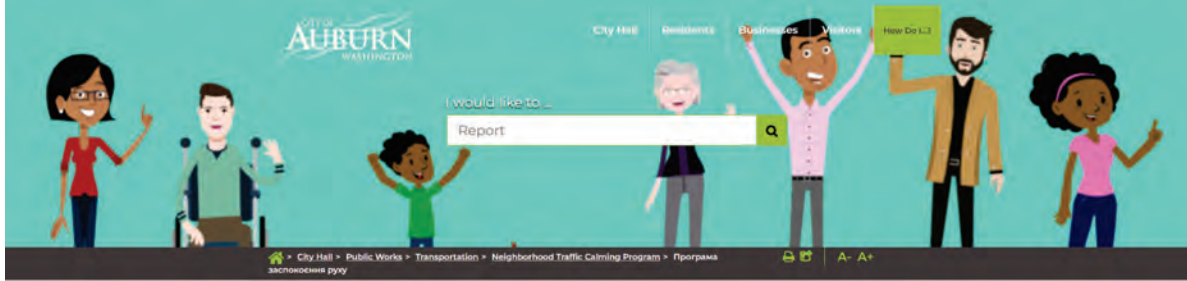
Contacto
 Para obtener información adicional, envíe un correo electrónico a NECD@auburnwa.gov.

Para informarnos dónde que surgen problemas debido a que los automóviles circulan demasiado rápido:
 Use este sitio o descargue la "SpeedCheck" app!



La información puede ayudar para la planificación de este programa.





Програма заспокоєння руху

Traffic Calming Program - English

Programa para Reducir el Tráfico Vehicular en los Barrios



Пріоритетна зона на 2022 р.

Пріоритетна зона на 2023 р.

Програма обмеження швидкості руху транспорту в місцевих районах

Адміністрація City of Auburn прагне покращити якість життєвих районів міста Auburn і його придатність для жити. Програма обмеження швидкості руху транспорту в місцевих районах переслідує такі цілі:

- Підвищити рівень безпеки для всіх учасників дорожнього руху, особливо для пішоходів і велосипедистів.
- Знизити швидкість руху в місцевих районах так, щоб автомобілі не перевищували встановлені обмеження.
- Скоротити обсяги надмірного руху транспорту і заохотити водіїв користуватися вулицями, призначеними для інтенсивнішого руху.
- Вести роз'яснювальну роботу серед мешканців за допомогою інформаційно-просвітницьких заходів із питань безпеки дорожнього руху.
- Заохотити мешканців Auburn до досягнення рівності за допомогою індивідуального процесу, щоб забезпечити оцінювання всіх місцевих районів і заохотити мешканців брати участь у процесі його здійснення.

Згідно з інженерним інститутом транспортних інженерів (Institute of Transportation Engineers), обмеження швидкості руху транспорту – це найефективніший спосіб зменшення швидкості руху автомобілів, що поліпшить якість життя в житлових районах, підвищить рівень безпеки для пішоходів і створить зручніше умови для велосипедистів.



Програма обмеження швидкості руху транспорту в районах міста Auburn створена саме для житлових районів. Вона не стосується комерційних або промислових районів на поважених вулицях, призначених для інтенсивнішого руху транспорту.

Просвітницька робота:

- Інформаційні листи або листівки.
- Тематичні листки для інформування.
- Статті в журналі і дописи в соціальних мережах.

Заходи забезпечення:

- Посилена патруль поліції для забезпечення переїзду швидкості.

Інженерні засоби:

- За потреби визначення, проєктування та впровадження фізичних устроїв спеціально для обмеження швидкості руху транспорту в районі, реалізація яких здійснюється за наявності коштів.

Оцінювання:

- Аналіз ситуації в районі після впровадження заходів.

Додаткова інформація про програму

Ініціативний комплексний підхід

Локалізовані проблеми перевищення швидкості в місцевих районах

Соціальна справедливість

Для забезпечення повноформовості всіх верств населення, який стосується програми, і залучення їх до участі в проєкті рішення щодо оцінювання проєкту, в тандем з методом дорічного вимог закону про заборону дискримінації (Title VI), персонал досліджує дані про населення, щоб забезпечити надання інформаційно-просвітницьких матеріалів мовами, які найчастіше використовуються у вибраному районі, а також зрозуміти, як найкраще взаємодіяти з місцевими мешканцями. Крім того, на вимогу мешканців матеріали надаються іншими мовами.

Пов'язані документи

- Програма обмеження швидкості руху транспорту в місцевих районах (PDF)

Контактна особа

Щоб отримати додаткову інформацію, пишіть на адресу електронної пошти NTCP@auburnwa.gov

Щоб повідомити про проблему перевищення швидкості:

[Скачайте наше сайтове](#)

Або завантажте додаток: [SeeClickFix!](#)



Ми використовуємо цю інформацію для подальшого планування заходів у межах цієї програми.



25 W Main Street, Auburn, WA 98001

Contact Us

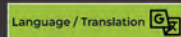
City Hall
Departments
Fiscal Reports
Records
City Code

Residents
Pay My Bill
Public Safety
Things To Do
Traffic Cameras

Business
Permits and Licenses
Road Construction
Request for Bids & Proposals
Economic Development

Visitors
Explore Auburn
Special Events
Golf Course
Arts & Entertainment

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Guidance: do not translate areas highlighted yellow

Narrative: General Traffic Calming Program Video

Welcome to the online open house. In this video you will learn how to share information with us.

This map shows the focus area for this year.

Click here to show us anonymously where in the focus area you have concerns with cars driving too fast. Click here to zoom in, then click on the map to show the problem location. Please only click inside the blue box. Only icons inside the blue box are included in this year's focus area. If you wish to move the icon, just click to where you want to move it, or click here to delete it. Below the map, you can provide a comment, but it is not required. Then submit.

You can only select one location at a time, but you can do this as many times as needed.

You can sign up here for email updates about this project.

We will review the information you share, and we will share what we heard, the data we collected, and the proposed solutions. You will have an opportunity to provide additional comments during the next online open house.

Feel free to email us at NTCP@auburnwa.gov for more information and thank for your participation!

Text for Interactive Map:

Where do you notice a problem with cars going too fast?

Comments

Show the location of this issue by clicking on the map.

Please only click inside the blue box.

Only icons inside the blue box are included in this year's focus area.

Text for main traffic calming page

Neighborhood Traffic Calming Program

The City of Auburn is dedicated to improving the quality and livability of Auburn's residential neighborhoods. The objectives of the neighborhood traffic calming program are to:

- Improve safety for all road users, especially pedestrians and cyclists.
- Reduce speeds in neighborhoods so that most cars drive at or below the posted speed limit.
- Discourage cut-through vehicle traffic and to encourage drivers to use streets that are designed for higher traffic volumes.
- Educate residents through traffic safety awareness and outreach.
- Meet Auburn's equity goals with a proactive approach to ensure all neighborhoods are evaluated and encourage residents to participate in the process.

According to the Institute of Transportation Engineers, traffic calming “...reduces automobile speeds or volumes as a means of improving the quality of life in residential areas, increasing walking safety and making bicycling more comfortable.”

Text for main traffic calming video

Neighborhood traffic calming

We want to make neighborhood streets safer for

- Driving
- Walking
- Rolling

Some ways we increase neighborhood street safety

- Speed cushions
- Bulb outs
- Traffic circles

Auburn’s new proactive approach

- Identify and address traffic calming issues // throughout complete neighborhood areas
- Evaluate defined geographic neighborhood areas // one neighborhood at a time
- No longer use a complaint driven, spot treatment approach // but instead use a proactive, areawide approach

Report speeding in your neighborhood

Download our [SeeClickFix](#) app

Or call us 253-931-3010

The information will be used for future planning for this program

Brought to you by the City of Auburn Public Works Department

Auburn’s neighborhood traffic calming program is intended for residential neighborhoods. It is not intended for commercial/industrial areas or busier streets that are meant to carry more traffic.

Education:

- Informational letters or flyers
- Temporary signs for awareness
- Magazine articles and social media posts

Enforcement:

- Police Emphasis Patrols to discourage speeding

Engineering:

- If appropriate, identification, design, and implementation of physical traffic calming treatment improvements in the neighborhood, to be implemented as funding is available.

Evaluation:

- Post implementation neighborhood survey.

More About The Program

In 2007, the Auburn City Council adopted the Neighborhood Traffic Calming Program to assist residents and the City in developing solutions to speeding and other traffic safety concerns on residential streets. The original program was focused on responding to complaints of speeding on a residential street. Where appropriate and desired by the residents on the street, the program would install speed cushions intended to “calm” or slow down the traffic on the street. In 2020, the program was put on hold because of budget reductions due to the COVID-19 pandemic.

In 2022, The City of Auburn is launching a reimagined version of the neighborhood traffic calming program. The intent of the revised program is to proactively identify and address speeding issues in a whole neighborhood instead of waiting for residents to complain about a specific location on one street in the neighborhood. Each year the City will identify a neighborhood for evaluation, study, outreach, and potential implementation of traffic calming measures. Unfortunately, this approach does mean that the program may not address all speeding concerns received from residents each year if the area of concern is outside the neighborhood being addressed in the current year. Regardless, the City will continue conducting speed studies where speeding issues are reported and the information will be provided to the Auburn Police Department for consideration in enforcement prioritization and planning and will also be utilized to help identify and prioritize neighborhoods for future years.

Proactive and Areawide Approach

The program intent is to evaluate a complete neighborhood area each year instead of working on one street at a time, which can sometime just shift cut-through and speeding traffic from one neighborhood street to the next. The program approach includes reaching out to residents in the selected neighborhood to ask where they see issues with cars driving too fast or using the residential road as a cut-through. The neighborhood residents will also be given an opportunity to provide feedback on the City’s recommended traffic calming treatments prior to them being built. We believe this approach will be effective in addressing neighborhood concerns with speeding and cut-through traffic.

We will continue document speeding complaints we receive in neighborhoods throughout the City and conduct speed studies as needed. The information will be shared with the Auburn Police Department to help prioritize and plan enforcement activities and will also be used to help identify and prioritize neighborhoods to be included in this program.

Localized Neighborhood Speeding Issues

Complaints are sometimes received regarding speeding in neighborhoods where most of the traffic on the streets is likely from residents or their guests. An example would be traffic on a cul-de-sac or dead-end street, and in smaller neighborhoods with only one entrance.

When resources are available, the program will address these situations on a case-by-case basis with the following:

1. Neighborhood education and outreach about traffic safety
2. Placement of temporary educational signs
3. Police outreach to a specific reported offender

Equity

To ensure affected populations are invited to learn about and help decide on the final projects, and to meet Title VI requirements, staff will research population data to ensure that outreach and education material is provided in the languages most spoken in the selected area, and research how to best engage with the residents. Material will also be made available in other languages as requested by residents.

Related Documents

- [Neighborhood Traffic Calming Program Description](#) (PDF)

Contact

For additional information, please email NTCP@auburnwa.gov.

To report a speeding issue:

[Use the Website!](#)

Or download the "SeeClickFix" app!

The information will be used to inform future planning for this program.

Text for Open House

Traffic Calming – Virtual Open House

Click here for Ukrainian

Welcome to the online open house for the 2022 focus area of the Neighborhood Traffic Calming Program, led by the City of Auburn.

About the program

The goal of Traffic Calming Program is to reduce speeding and cut through traffic in residential neighborhoods to improve the residents' quality of life and improve safety for pedestrians and cyclists.

We would like to share the proposed improvements and receive your feedback.

During this online open house, you can:

- See the focus area for the year 2023
- Show us where, in this area, you notice problems with cars going too fast
- Sign up for updates about this program

2023 Focus Area

Next Steps

March 2023

- You can: Show us where you notice a problem with cars going too fast.

April – May 2023

- We will: Review your comments and other data, and propose improvements if needed

June 2023

- You can: Review information, review proposed improvements, and give feedback

July 2023:

- We will: Review your comments and create a final project

August 2023 to September 2024

- Design the project

Spring 2025

- Construction of the improvements

Sign up for updates:

[Enter your email address](#) to receive updates about this project.

Contact Us:

[For additional information, please email NTCP@auburnwa.gov](mailto:NTCP@auburnwa.gov)

Text from the postcards

Give us your feedback

We would like to hear from you about your experience with traffic in this neighborhood. During this open house, you can:

- See the focus area for the year 2023
- Show us where, in this area, you notice problems with cars going too fast

- Sign up for updates about this program

Online through March 31, 2023: [QR Code] | auburnwa.gov/NTCP-engage

In-Person: March 18, 2023 from 2pm to 4pm at Olympic Middle School

For more information, email NTCP@auburnwa.gov or call (253) 931-3010.

Guidance: do not translate areas highlighted yellow

Narrative: General Traffic Calming Program Video

Вітаємо на дні відкритих дверей у режимі онлайн. Із цього відео ви дізнаєтеся, як поділитись інформацією з нами.

На карті відображена зона, яка є пріоритетною цьогоріч.

Натисніть тут, щоб анонімно повідомити нас про місце в пріоритетній зоні, щодо якого ви занепокоєні з приводу зашвидкого руху автомобілів. Натисніть тут, щоб зменшити масштаб карти й позначити проблемне місце. Натискайте тільки в межах, обведених синьою рамкою. До цьогорічної пріоритетної зони належать лише позначки в межах синьої рамки. Якщо ви хочете перемістити позначку, просто натисніть на точку, у яку хочете її перемістити, або натисніть тут, щоб видалити її. Ви можете додати коментар у полі під картою, проте це не обов'язково. Надішліть ці відомості, натиснувши відповідну кнопку.

За один раз можна вибрати тільки одне місце, однак ви можете повторити процес стільки разів, скільки потрібно.

Тут можна підписатися на отримання новин про цей проєкт електронною поштою.

Ми переглянемо надану вами інформацію та повідомимо про те, що дізналися, які дані зібрали, а також яке рішення пропонуємо. У вас буде можливість надати додаткові коментарі під час наступного дня відкритих дверей у режимі онлайн.

Якщо вам потрібна додаткова інформація, пишіть нам на електронну пошту NTCP@auburnwa.gov. Дякуємо за участь!

Text for Interactive Map:

У якому місці ви помітили проблему зашвидкого руху автомобілів?

Коментарі

Позначте місце розташування проблеми, натиснувши на нього на карті.

Натискайте тільки в межах, обведених синьою рамкою.

До цьогорічної пріоритетної зони належать лише позначки в межах синьої рамки.

Text for main traffic calming page

Програма обмеження швидкості руху транспорту в міських районах

Адміністрація City of Auburn прагне покращити якість житлових районів міста Auburn і їхню придатність для життя. Програма обмеження швидкості руху транспорту в міських районах переслідує такі цілі:

- Підвищити рівень безпеки для всіх учасників дорожнього руху, особливо для пішоходів і велосипедистів.
- Зменшити швидкість руху в міських районах так, щоб автомобілі не перевищували встановлені обмеження.
- Скоротити обсяги наскрізного руху транспорту й заохотити водіїв користуватися вулицями, призначеними для інтенсивнішого руху.
- Вести роз'яснювальну роботу серед мешканців за допомогою інформаційно-просвітницьких заходів із питань безпеки дорожнього руху.
- Виконати цілі міста Auburn із досягнення рівності за допомогою ініціативного підходу, щоб забезпечити оцінювання всіх міських районів і заохотити мешканців брати участь у процесі його здійснення.

Згідно з твердженнями Інституту транспортних інженерів (Institute of Transportation Engineers), обмеження швидкості руху транспорту «...дає змогу зменшити швидкість або обсяг руху автомобілів, що поліпшить якість життя в житлових районах, підвищить рівень безпеки для пішоходів і створить зручніші умови для велосипедистів».

Text for main traffic calming video

Обмеження швидкості руху транспорту в міських районах

Ми прагнемо зробити вулиці міських районів безпечнішими для:

- водіїв і пасажирів;
- пішоходів;
- велосипедистів та інших учасників руху.

Ось деякі засоби, які ми використовуємо, щоб підвищити рівень безпеки на вулицях міських районів:

- берлінські подушки;
- розширення тротуарів;
- кругові перехрестя.

Новий ініціативний підхід міста Auburn:

- Виявити й усунути проблеми обмеження швидкості руху транспортних засобів // у всіх завершених міських районах.
- Оцінити визначені географічні міські райони // по одному району за раз.
- Припинити використання підходу, що ґрунтується на реагуванні на скарги й точковому розв'язанні проблем, // натомість застосовувати ініціативний комплексний підхід.

Повідомте про перевищення швидкості у вашому районі.

Завантажте програму [SeeClickFix](#).

Або зателефонуйте за номером 253-931-3010.

Ми використаємо цю інформацію для подальшого планування заходів у межах цієї програми.

Створено для вас Управління громадських робіт City of Auburn (City of Auburn Public Works Department).

Програма обмеження швидкості руху транспорту в районах міста Auburn створена саме для житлових районів. Вона не стосується комерційних або промислових районів чи поживлених вулиць, призначених для інтенсивнішого руху транспорту.

Просвітницька робота:

- Інформаційні листи або листівки.
- Тимчасові знаки для інформування.
- Статті в журналах і дописи в соціальних мережах.

Заходи забезпечення:

- Посилені патрулі поліції для запобігання перевищенню швидкості.

Інженерні засоби:

- За потреби визначення, проєктування та впровадження фізичних удосконалень для обмеження швидкості руху транспорту в районі, реалізація яких здійснюється за наявності коштів.

Оцінювання:

- Аналіз ситуації в районі після впровадження вдосконалень.

Додаткова інформація про програму

У 2007 році міська рада міста Auburn (Auburn City Council) затвердила Програму обмеження швидкості руху транспорту в міських районах, щоб допомогти мешканцям і місту знайти рішення для усунення проблеми перевищення швидкості й інших проблем безпеки дорожнього руху на вулицях житлових районів. Початково програма зосереджувалася на реагуванні на скарги про перевищення швидкості на вулицях житлових районів. У відповідних ситуаціях, якщо цього бажали мешканці вулиці, працівники програми встановлювали на дорозі берлінські подушки, покликані сповільнити або обмежити швидкість руху транспорту по вулиці. У 2020 році програму було призупинено через скорочення бюджету внаслідок пандемії COVID-19.

У 2022 році City of Auburn запускає переосмислену версію програми обмеження швидкості руху транспорту в міських районах. Оновлена програма має на меті завчасно виявляти й усувати проблеми перевищення швидкості в цілому районі, а не чекати на отримання скарг від мешканців щодо конкретного місця на вулиці їхнього району. Щороку місто визначатиме район для проведення оцінювання, вивчення, просвітницьких заходів і потенційного впровадження засобів

для обмеження швидкості руху. На жаль, використання цього підходу означає, що програма не зможе розв'язувати всі проблеми перевищення швидкості, про які мешканці повідомлятимуть щороку, якщо проблемна ділянка розташована за межами району, який є пріоритетним цього року. Попри це місто продовжуватиме вивчати ситуацію, якщо отримуватиме повідомлення про перевищення швидкості, і передаватиме цю інформацію в Департамент поліції міста Auburn (Auburn Police Department) для врахування під час визначення пріоритетів і планування правоохоронної діяльності. Крім того, ця інформація використовуватиметься для визначення пріоритетних районів на наступні роки.

Ініціативний комплексний підхід

Мета програми полягає в оцінюванні цілого району протягом кожного року замість роботи над однією вулицею за раз, оскільки такий підхід інколи може призводити до простого переміщення наскрізного руху транспорту на великій швидкості з однієї вулиці району на іншу. Підхід, який використовується програмою, передбачає спілкування з мешканцями вибраного району, що допоможе дізнатися, у яких місцях вони стикаються з проблемою зашвидкого руху автомобілів або використання житлових вулиць для наскрізного проїзду. Крім того, мешканці району матимуть змогу надати свої коментарі щодо рекомендованих містом засобів обмеження швидкості руху транспорту перед їх запровадженням. Ми вважаємо, що такий підхід допоможе ефективно розв'язувати проблеми перевищення швидкості й наскрізного руху в міських районах.

Ми продовжуватимемо документувати скарги про перевищення швидкості, які отримуємо з різних районів міста, і за потреби вивчатимемо ситуацію зі швидкістю. Ми передаватимемо цю інформацію в Департамент поліції міста Auburn, щоб допомогти визначити пріоритетні райони, які потрібно включити до цієї програми.

Локалізовані проблеми перевищення швидкості в міських районах

Інколи отримані скарги стосуються перевищення швидкості в тих районах, у яких основними учасниками дорожнього руху є самі мешканці або їхні гості. Прикладом може бути рух непроїзною вулицею чи вулицею, що закінчується глухим кутом, а також у невеликих районах з одним в'їздом.

За наявності ресурсів програма розв'язуватиме такі проблеми в індивідуальному порядку за допомогою таких заходів:

1. Інформаційно-просвітницька робота в районі з питань безпеки дорожнього руху.
2. Встановлення тимчасових інформаційних знаків.
3. Роз'яснювальна робота поліції з конкретним порушником, про якого було повідомлено.

Соціальна справедливість

Для забезпечення поінформованості всіх верств населення, яких стосується програма, і заохочення їх до участі в прийнятті рішень щодо остаточних проєктів, а також з метою дотримання вимог закону про заборону дискримінації (Title VI), персонал досліджуватиме дані про населення, щоб забезпечити надання інформаційно-просвітницьких матеріалів мовами, які найчастіше використовуються у вибраному районі, а також зрозуміти, як найкраще взаємодіяти з місцевими мешканцями. Крім того, на вимогу мешканців матеріали надаватимуться іншими мовами.

Пов'язані документи

- [Програма обмеження швидкості руху транспорту в міських районах](#) (PDF)

Контактна особа

Щоб отримати додаткову інформацію, пишiть на адресу електронної пошти NTCP@auburnwa.gov.

Щоб повідомити про проблему перевищення швидкості:
[Скористайтесь сайтом!](#)

Або завантажте додаток SeeClickFix!

Ми використаємо цю інформацію для подальшого планування заходів у межах цієї програми.

Text for Open House

Traffic Calming — день відкритих дверей у режимі онлайн

Натисніть тут, щоб читати українською

Вітаємо на дні відкритих дверей у режимі онлайн для пріоритетної зони 2022 р. в межах Програми обмеження швидкості руху транспорту в міських районах, що реалізується під керівництвом City of Auburn.

Про програму

Програма обмеження швидкості руху транспорту в міських районах має на меті скоротити кількість випадків перевищень швидкості та наскрізного руху в житлових районах, щоб поліпшити якість життя для їх мешканців і підвищити рівень безпеки для пішоходів і велосипедистів.

Ми хотіли б розповісти вам про вдосконалення, які пропонуємо запровадити, і отримати ваші коментарі.

Ось що ви можете зробити в межах цього відкритого дня в режимі онлайн:

- Дізнатися, яка зона буде пріоритетною у 2023 р.
- Повідомити нас, у якому місці цієї зони ви помітили проблему надто швидкого руху автомобілів.
- Підписатися на отримання новин про цю програму.

Пріоритетна зона на 2023 р.

Подальші заходи

Березень 2023 р.

- Що ви можете зробити: повідомити нас, у якому місці ви помітили проблему надто швидкого руху автомобілів.

Квітень — травень 2023 р.

- Що ми зробимо: розглянемо ваші коментарі й інші дані та за потреби запропонуємо варіанти вдосконалення.

Червень 2023 р.

- Що ви можете зробити: ознайомитися з інформацією, ознайомитися із запропонованими вдосконаленнями й надати коментарі.

Липень 2023 р.

- Що ми зробимо: розглянемо ваші коментарі та сформулюємо остаточний проєкт.

Із серпня 2023 р. до вересня 2024 р.

- Планування проєкту.

Весна 2025 р.

- Зведення вдосконалень.

Підпишіться на отримання новин:

[Введіть свою адресу електронної пошти](#), щоб отримувати новини про цей проєкт.

Контактні дані:

[Щоб отримати додаткову інформацію, пишіть на адресу електронної пошти \[NTCP@auburnwa.gov\]\(mailto:NTCP@auburnwa.gov\).](#)

Text from the postcards

Надішліть нам свої коментарі

Ми хотіли б дізнатися вашу думку про дорожній рух у цьому районі. Ось що ви можете зробити в межах цього відкритого дня:

- Дізнатися, яка зона буде пріоритетною у 2023 р.
- Повідомити нас, у якому місці цієї зони ви помітили проблему надто швидкого руху автомобілів.
- Підписатися на отримання новин про цю програму.

У режимі онлайн до 31 березня 2023 р.: [QR-код] | auburnwa.gov/NTCP-engage

Особисто: 18 березня 2023 р. з 2 р. м. до 4 р. м. на території Olympic Middle School.

Щоб отримати додаткову інформацію, пишіть на адресу електронної пошти NTCP@auburnwa.gov або телефонуйте за номером (253) 931-3010.

English

Welcome to the online open house. In this video you will learn how to share information with us.

This map shows the focus area for this year.

Click here to show us anonymously where in the focus area you have concerns with cars driving too fast. Click here to zoom in, then click on the map to show the problem location. Please only click inside the blue box. Only icons inside the blue box are included in this year's focus area. If you wish to move the icon, just click to where you want to move it, or click here to delete it. Below the map, you can provide a comment, but it is not required. Then submit.

You can only select one location at a time, but you can do this as many times as needed.

You can sign up here for email updates about this project.

We will review the information you share, and we will share what we heard, the data we collected, and the proposed solutions. You will have an opportunity to provide additional comments during the next online open house.

Feel free to email us at NTCP@auburnwa.gov for more information and thank for your participation!

Spanish

Bienvenido a esta jornada de puertas abiertas. Este video les dará dirección sobre nuestro proyecto, y como compartir información con nosotros.

El siguiente mapa demuestra la zona en la cual nos enfocaremos este año.

Haga clic aquí para mostrarnos de forma anónima en qué parte del área de enfoque tiene inquietudes con los automóviles que conducen de alta velocidad. Haga clic aquí para acercarse, luego haga clic en el mapa para mostrar la ubicación del problema. Solo haga clic en el cuadro azul. Solo se incluyen iconos dentro de la caja azul en el área de enfoque de este año. Si desea mover el icono, simplemente haga clic en donde desea moverlo, o haga clic aquí para eliminarlo. Debajo del mapa, puede proporcionar un comentario, pero no es obligatorio. Luego envíe.

Solo puede seleccionar una ubicación a la vez, pero puede hacerlo las veces como sea necesario.

Puede registrarse aquí para recibir actualizaciones por correo electrónico sobre este proyecto.

Revisaremos la información que comparte, y compartiremos lo que escuchamos, los datos que recopilamos y las soluciones propuestas. Tendrá la oportunidad de proporcionar comentarios adicionales durante la próxima jornada de puertas abiertas en línea.

¡No dude en enviarnos un correo electrónico para obtener más información y agradecemos su participación!

Ukrainian

Вітаємо на дні відкритих дверей у режимі онлайн. Із цього відео ви дізнаєтеся, як поділитись інформацією з нами.

На карті відображена зона, яка є пріоритетною цього річ.

Натисніть тут, щоб анонімно повідомити нас про місце в пріоритетній зоні, щодо якого ви занепокоєні з приводу зашвидкого руху автомобілів. Натисніть тут, щоб зменшити масштаб карти й позначити проблемне місце. Натискайте тільки в межах, обведених синьою рамкою. До цього річної пріоритетної зони належать лише позначки в межах синьої рамки. Якщо ви хочете перемістити позначку, просто натисніть на точку, у яку хочете її перемістити, або натисніть тут, щоб видалити її. Ви можете додати коментар у полі під картою, проте це не обов'язково. Надішліть ці відомості, натиснувши відповідну кнопку.

За один раз можна вибрати тільки одне місце, однак ви можете повторити процес стільки разів, скільки потрібно.

Тут можна підписатися на отримання новин про цей проєкт електронною поштою.

Ми переглянемо надану вами інформацію та повідомимо про те, що дізналися, які дані зібрали, а також яке рішення пропонуємо. У вас буде можливість надати додаткові коментарі під час наступного дня відкритих дверей у режимі онлайн.

Якщо вам потрібна додаткова інформація, пишіть нам на електронну пошту NTCP@auburnwa.gov. Дякуємо за участь!



Neighborhood Traffic Calming Program
 Programa para Reducir el Tráfico en Vecindarios de Auburn
 Programme de modération du trafic en zones résidentielles d'Auburn

2023 Traffic Calming Open House
 Open House for Traffic Calming



Neighborhood Traffic Calming Program

About The Program

The City of Auburn is pleased to announce the launch of the Neighborhood Traffic Calming Program. This program is designed to reduce traffic volume and improve safety in residential neighborhoods. The program includes the following components:

- Traffic Calming Measures
- Speed Limits
- Street Closures
- Traffic Signs
- Traffic Signals

2023 Focus Area



Next Steps:

- Sign up for the program
- Schedule a site visit
- Review the program details
- Complete the application

Contact Us

For more information, please contact the City of Auburn at traffic@auburnwa.gov or call (360) 883-3333.



Programo de Moderación del Tráfico en el Vecindario

Sobre el programa

La Ciudad de Auburn tiene el placer de anunciar el lanzamiento del Programa de Moderación del Tráfico en el Vecindario. Este programa está diseñado para reducir el volumen de tráfico y mejorar la seguridad en los vecindarios residenciales. El programa incluye los siguientes componentes:

- Medidas de Calma del Tráfico
- Límites de Velocidad
- Cierres de Calle
- Señales de Tráfico
- Semáforos

2023 Área de Enfoque



Próximos pasos:

- Inscribirse en el programa
- Programar una visita al sitio
- Revisar los detalles del programa
- Completar la solicitud

Contacto

Para obtener más información, comuníquese con la Ciudad de Auburn en traffic@auburnwa.gov o llame al (360) 883-3333.



Програма обмеження швидкості руку транспорту сільських районів

Про програму

Місто Аберн з радістю оголошує про запуск Програми обмеження швидкості руку транспорту сільських районів. Ця програма розроблена для зменшення обсягу руку транспорту та покращення безпеки в сільських районах. Програма включає наступні елементи:

- Заходи по обмеженню швидкості руку транспорту
- Ліміти швидкості
- Закриття вулиць
- Дорожні знаки
- Дорожні світлофори

2023 Фокусна зона



Наступні кроки:

- Зареєструватися в програмі
- Запланувати візит на місце
- Перевірити деталі програми
- Заповнити заявку

Контактні дані

Для отримання додаткової інформації, будь ласка, зв'яжіться з містом Аберн за електронною поштою traffic@auburnwa.gov або за телефоном (360) 883-3333.





Neighborhood Traffic Calming Program

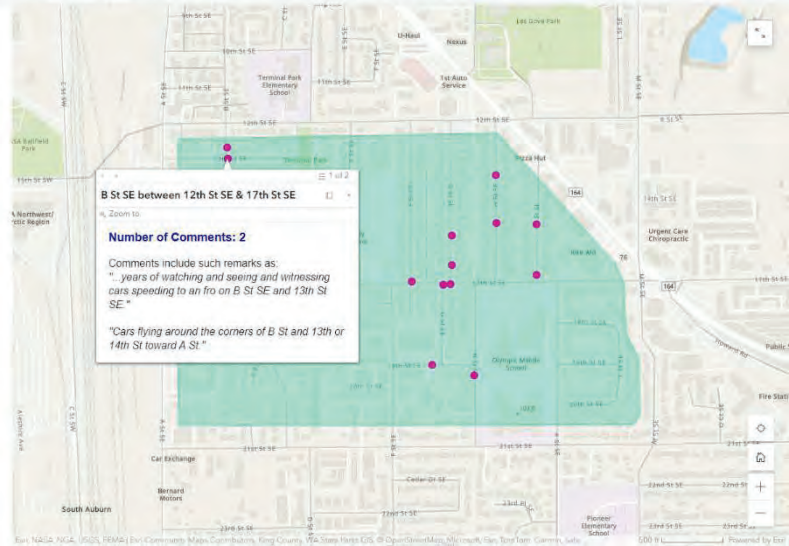
2023 Focus Area Second Open House

City of Auburn
November 7, 2023

First Open House Results

In March 2023, the City asked residents of the Focus Area to tell us about where cars are speeding in their neighborhood. We received 12 responses. We also held an In-Person Open House on March 25, 2023. Seven comments or points of concern were shared at the In-Person Open House.

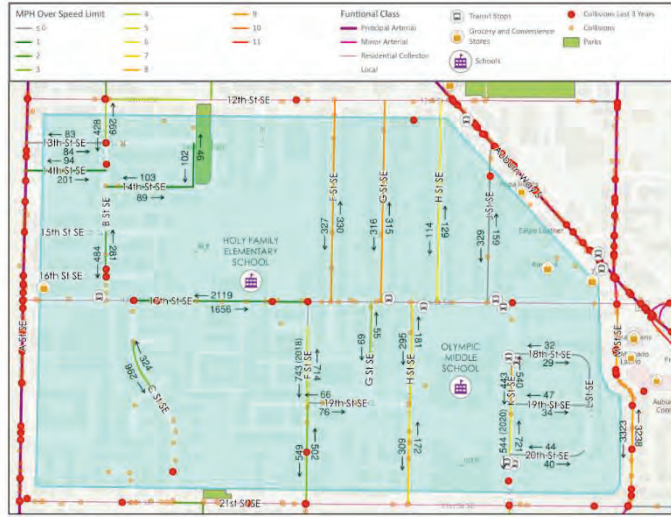
This map shows which streets received comments during both the Online and In-Person Open Houses. The pink dots show the locations where people had speeding concerns. To find out more about the number of comments and some examples of people's concerns, click on or near a dot.



Data

The City collected and reviewed data about the streets in the Focus Area. This data included vehicle speeds; daily average number of vehicles; locations of past collisions, bus stops, grocery and convenience stores, schools, and parks; and if there is sidewalk along the streets.

This map shows the highest speed that 85% of vehicles drive up to. As the color goes from green to yellow to red, the faster people were driving. If the color is blue or gray, then most people were not driving over the speed limit. The map also shows the average number of vehicles that drove on the streets in each direction per day, as well as the locations of collisions, transit stops, grocery and convenience stores, schools, and parks. See the legend for details.



02
06

Types of Traffic Calming Measures

Speed Cushions

Speed cushions are two or more raised areas going across the road. They are constructed with asphalt and are about 3 inches high. The spaces between the cushions allow emergency vehicles to drive between the cushions without slowing down like cars need to.

Speed cushions can reduce vehicle speeds to 15 to 20 mph and may also reduce traffic volume. Installation of speed cushions will not remove on-street parking.



03
06

Traffic Calming Circle

A traffic calming circle is a raised island located in the center of an intersection, forcing drivers to slow down to drive around it. The streets approaching the traffic calming circle have yield signs, so drivers entering the intersection yield to drivers already in the circle.

Traffic calming circles also reduce the severity of collisions at the intersection due to lower vehicle speed and angled entry.



04
/ ...
06

Speed Limit Signs

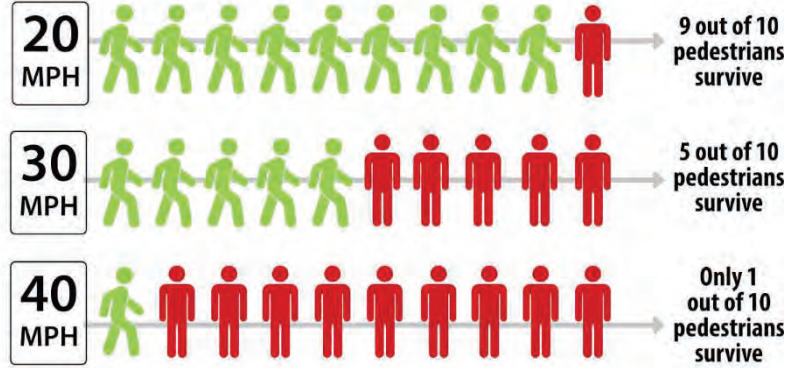
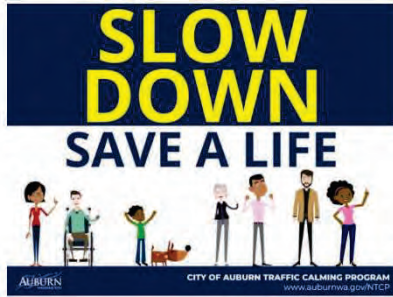
Making sure drivers are aware of the speed limit is another tool to help reduce vehicle speeds.



05
/ ...
06

Education

Where physical improvements may not be an option, providing educational materials to neighborhoods can be helpful to encourage people to drive safely.



06
7
06

Proposed Traffic Calming and Other Measures

After looking at the comments provided during the first Online Open House and the data that we collected, the City has developed some proposed traffic calming measures for the Focus Area. The map below shows the streets where we propose traffic calming measures. Click on a location to learn more about what is proposed there.

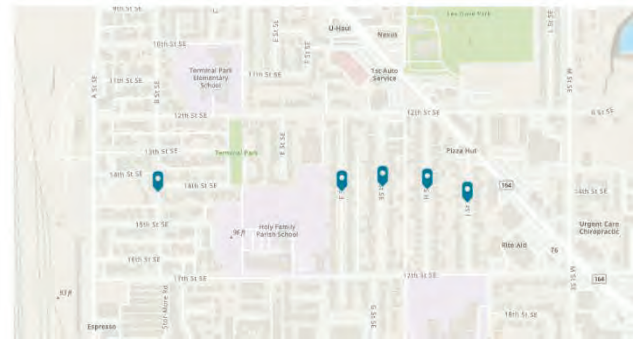


B Street SE

On B St SE Between 12th St SE and 17th St SE, we propose to:



F Street SE Between 12th Street SE & 17th Street SE



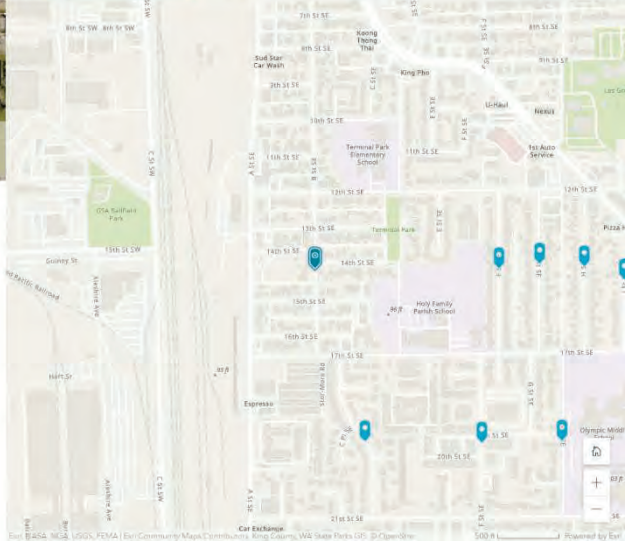


B Street SE

On B St SE between 12th St SE and 17th St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install traffic calming circles at the intersections of B St SE and 13th St SE, and B St SE and 15th St SE. All four approaches to the traffic calming circle will have yield signs installed.
3. Install stop signs on 14th St SE and 16th St SE with their intersections with B St SE.

What do you think? Click the button below to let us know what you think of the proposed crosswalk/traffic calming measures in M St.

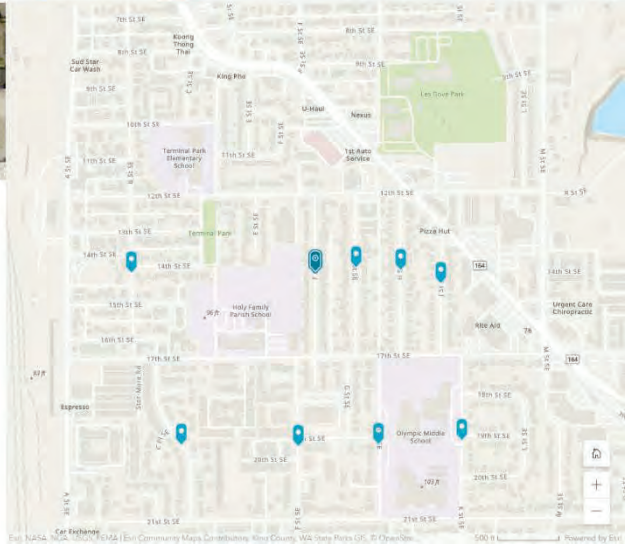


F Street SE Between 12th Street SE & 17th Street SE

On F St SE between 12th St SE and 17th St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on F St SE between 12th St SE and 17th St SE.
3. Install speed limit signs at the entrance of the street to make sure drivers are aware of the speed limit.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on F St SE.





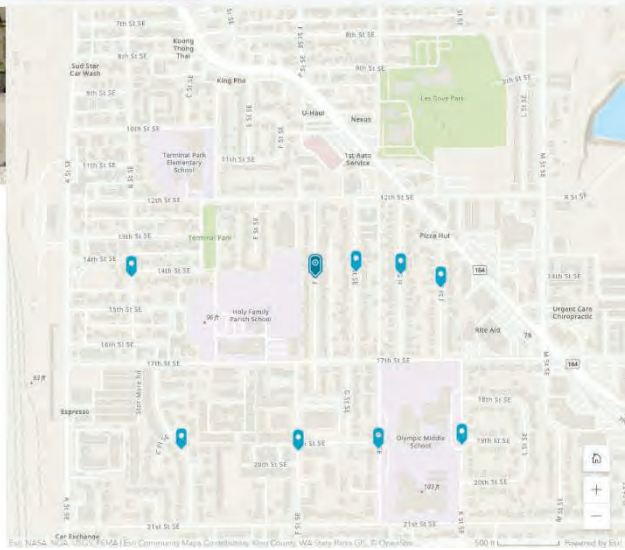
F Street SE Between 12th Street SE & 17th Street SE

On F St SE between 12th St SE and 17th St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on F St SE between 12th St SE and 17th St SE.
3. Install speed limit signs at the entrance of the street to make sure drivers are aware of the speed limit.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on F St SE.

What Do You Think?



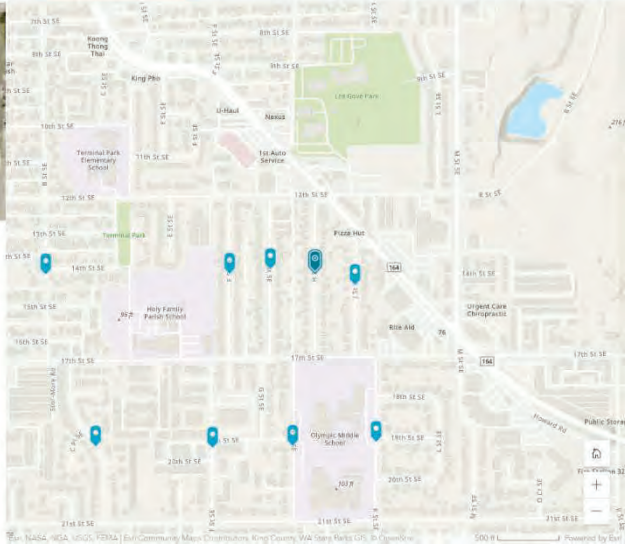
H Street SE Between 12th Street SE & 17th Street SE

On H St SE between 12th St SE and 17th St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on H St SE between 12th St SE and 17th St SE.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on H St SE.

What Do You Think?





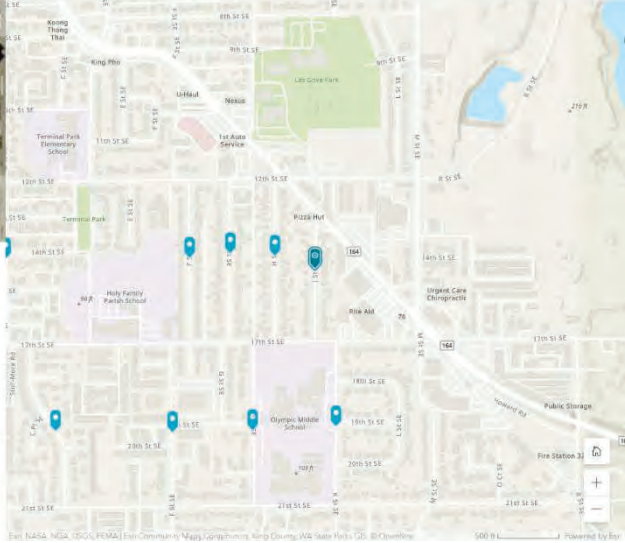
J Street SE Between Auburn Way S & 17th Street SE

On J St SE between Auburn Way S and 17th St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Remove the existing rubber, temporary speed cushions and install permanent speed cushions on J St SE between Auburn Way S and 17th St SE.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on J St SE.

What Do You Think?



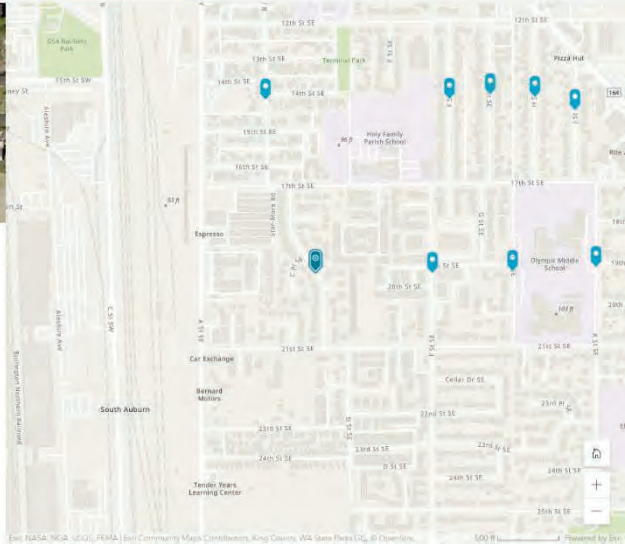
C St SE Between 17th St SE & 21st St SE

On C St SE between 17th St SE and 21st St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
3. Install speed limit signs at the entrance of the street to make sure drivers are aware of the speed limit.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on C St SE.

What Do You Think?





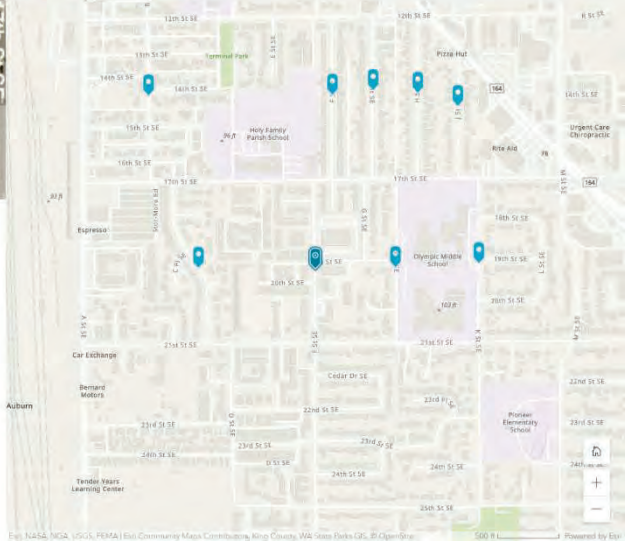
F Street SE Between 17th Street SE & 21st Street SE

On F St SE between 17th St SE and 21st St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on F St SE between 17th St SE and 21st St SE.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on F St SE.

What Do You Think?



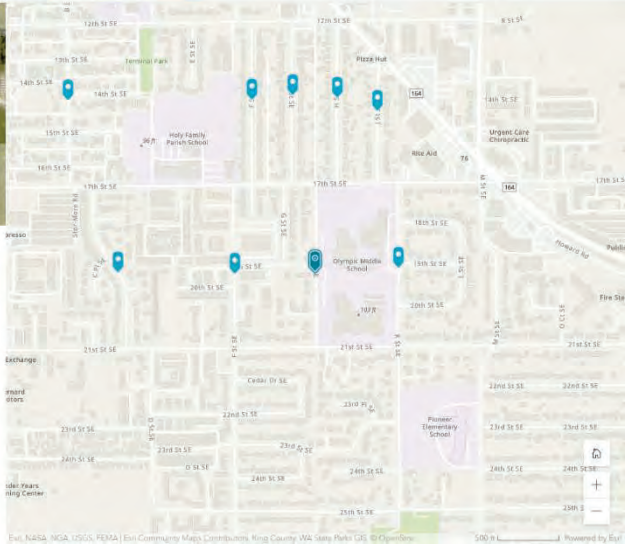
H Street SE Between 17th Street & 21st Street SE

On H St SE between 17th St SE and 21st St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on H St SE between 17th St SE and 21st St SE.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on H St SE.

What Do You Think?





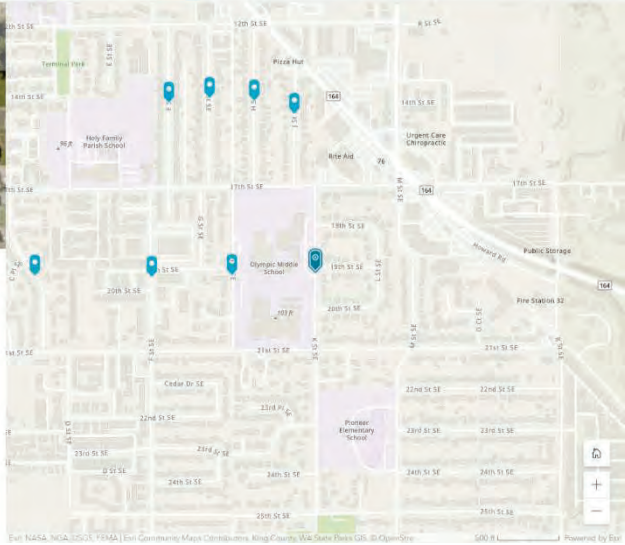
K Street SE Between 17th Street SE & 21st Street SE

On K St SE between 17th St SE and 21st St SE, we propose to:

1. Provide educational materials to residents through mailers and yard signs.
2. Install speed cushions on K St SE between 17th St SE and 21st St SE.

What do you think? Click the button below to let us know what you think of the proposed traffic calming measures on K St SE.

What Do You Think?



Tell Us What You Think

We want to hear from you! If you have any comments or questions about the Traffic Calming Program or our proposed traffic calming measures, please let us know by clicking on the below button and completing the short survey. You can also call us at 253-931-3010 or email NTCP@auburnwa.gov.

What Do You Think?

Program Feedback

Location

Please rate the traffic calming measures

100% (0/0)

Comment

1000

Submit



Програма обмеження швидкості руху транспорту в міських районах

Другий етап днів відкритих дверей для пріоритетної зони 2023 р.

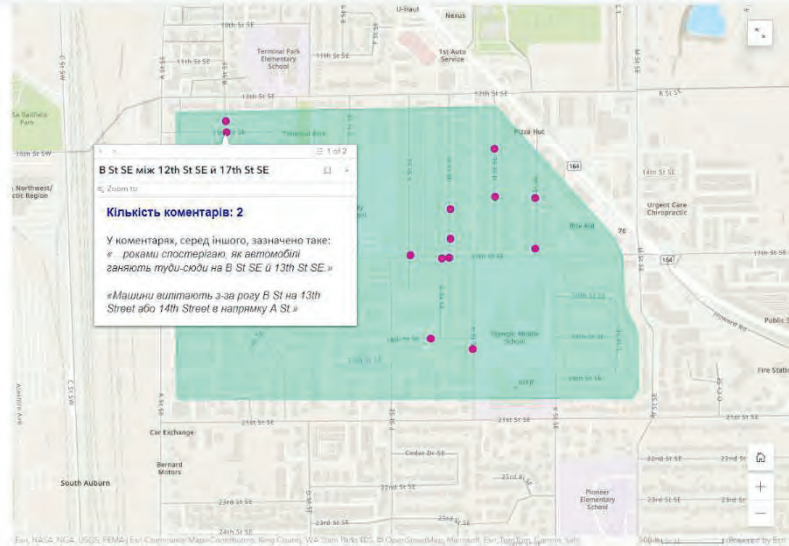
City of Auburn
November 20, 2023

[Результати перших днів відкритих дверей...](#) Дані Засоби обмеження швидкості руху... Запропоновані заходи з регулювання... Міг хочемо почути вашу думку?

Результати перших днів відкритих дверей

У березні 2023 р. місто провело опитування мешканців пріоритетної зони щодо місць у районі, де, на їхню думку, автомобілі перевищують швидкість. Було отримано 12 відповідей. Крім того, March 25, 2023 було проведено день відкритих дверей в очному форматі. Під час спілкування було висловлено сім зауважень і причин для занепокоєння.

На цій мапі зображено вулиці, щодо яких було отримано зауваження під час днів відкритих дверей в очному форматі й режимі онлайн. Рожевими крапками позначено місця, де, на думку мешканців, водії перевищують швидкість. Докладніше про кількість і зміст зауважень можна дізнатися, натиснувши на крапку чи біля неї.



Дані

Місто зібрало та проаналізувало дані щодо вулиць пріоритетної зони. Діється про дані щодо швидкості й середньодобової кількості транспортних засобів, місць ДТП, розташування автобусних зупинок, продуктивних магазинів і мінімаркетів, шкіл і парків, а також наявності тротуарів уздовж вулиць.

На цій мапі зазначено максимальну швидкість, із якою їздять 85 % транспортних засобів. Зміна кольору, від зеленого до жовтого й потім червоного, означає збільшення швидкості. Сірий колір означає, що більшість водіїв не перевищують установлене обмеження швидкості. Також на мапі представлено середню кількість транспортних засобів, які щоденно пересуваються вулицями в обох напрямках, місця ДТП, розташування зупинок громадського транспорту, продуктивних магазинів і мінімаркетів, шкіл і парків. Докладніші відомості див. в роз'ясненні умовних позначень.

02
/
06

Засоби обмеження швидкості руху транспорту

Берлінські подушки

Берлінські подушки — дві чи більше штучних нерівностей, які викладають поперек проїжджої частини. Нерівності заввишки 3 дюйми (7,6 см) створюють з асфальту. Завдяки проміжкам між «подушками» автомобілі екстрених служб можуть пропустити нерівність між колесами й не сповільнювати рух, але легкові автомобілі мають пригальмовувати.

Берлінські подушки можуть допомогти знизити швидкість руху автомобілів до 15–20 миль на годину (24–32 км/год), а також зменшити інтенсивність руху. Встановлення берлінських подушок не вплине на можливість паркування на вулиці.

03
/
06

Кругові перехрестя

Кругові перехрестя мають підвищені островці, розташовані в центрі, які змушують водіїв зменшити швидкість, щоб обігнути їх. На вулицях, що мають виїзд на кругове перехрестя, встановлено знаки «Дати дорогу», і водії, які під'їжджають до перехрестя, мають пропустити водіїв, що вже їдуть ним.

Кругові перехрестя також зменшують ступінь тяжкості наслідків ДТП на перехресті завдяки нижчій швидкості транспортних засобів і в'їзду під кутом.



04
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06

Дорожні знаки обмеження швидкості

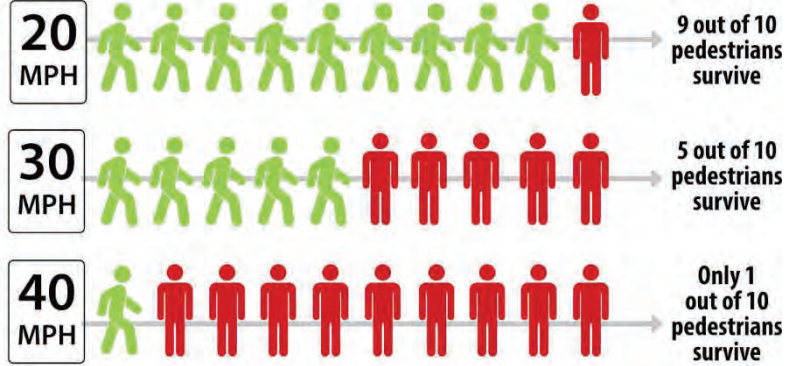
Повідомлення водіїв про обмеження швидкості — це один засіб зменшення швидкості транспорту.



05
/
06

Просвітницька робота

Якщо фізичні вдосконалення неможливі, поширення просвітницьких матеріалів може сприяти безпечному й відповідальному водінню.



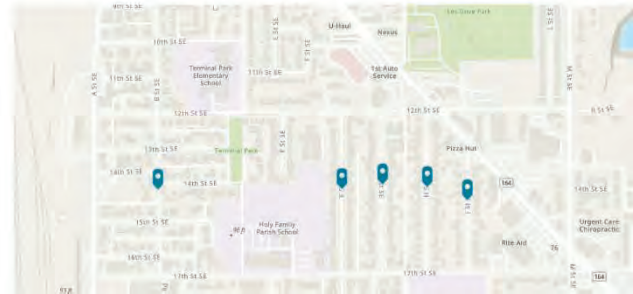
06
7
06

Запропоновані заходи з регулювання руху та інші заходи

Після розгляду коментарів, наданих під час першої онлайн-консультації та даних, які ми зібрали, горот розробило кілька запропонованих заходів з регулювання руху для Зони Уваги. На наведеній нижче карті показані вулиці, де ми пропонуємо заходи з регулювання руху. Клацніть на місці, щоб дізнатися більше про запропоновані заходи.



B Street SE
На B St SE між 12th St SE й 17th St SE пропонуємо:



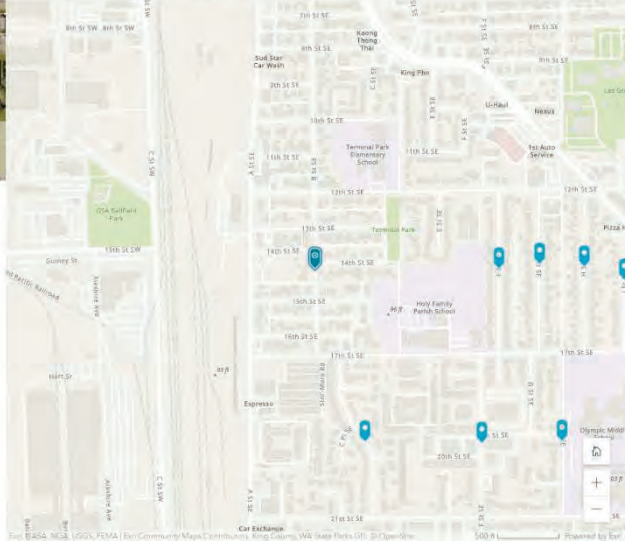


B Street SE

На B St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Зробити кругові перехрестя на перетині вулиць B St SE та 13th St SE, B St SE та 15th St SE. На всіх чотирьох під'їздах до кругових перехресть установити знаки «Дати дорогу».
3. На перетині вулиць 14th St SE та 16th St SE з B St SE встановити знаки «Стоп».

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для B St.



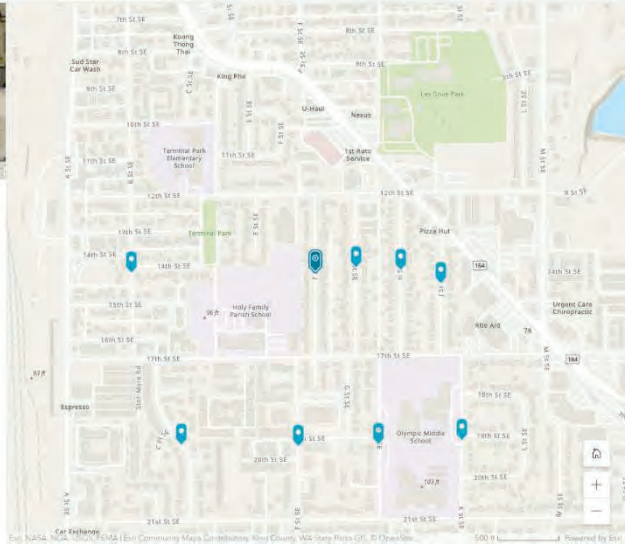
F St SE між 12th St SE й 17th St SE

На F St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 12th St SE й 17th St SE.
3. Установити на в'їзд на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?





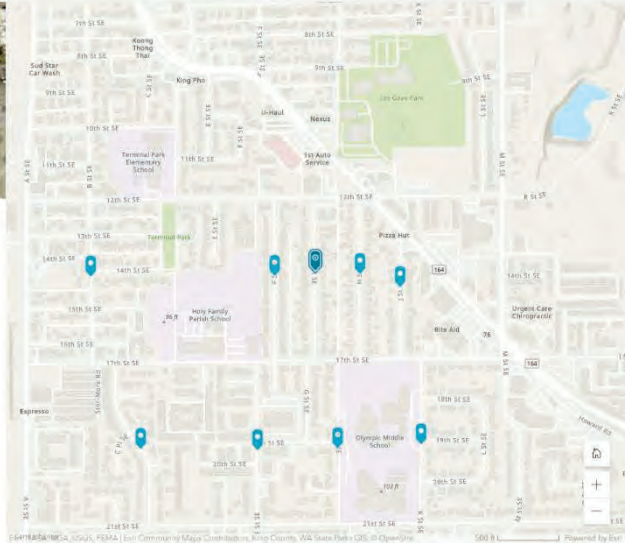
G Street SE між 12th St SE й 17th Street SE

На G St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на G St SE між 12th St SE й 17th St SE.
3. Установити на в'їзді на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для G St.

Якої ви думки про це?



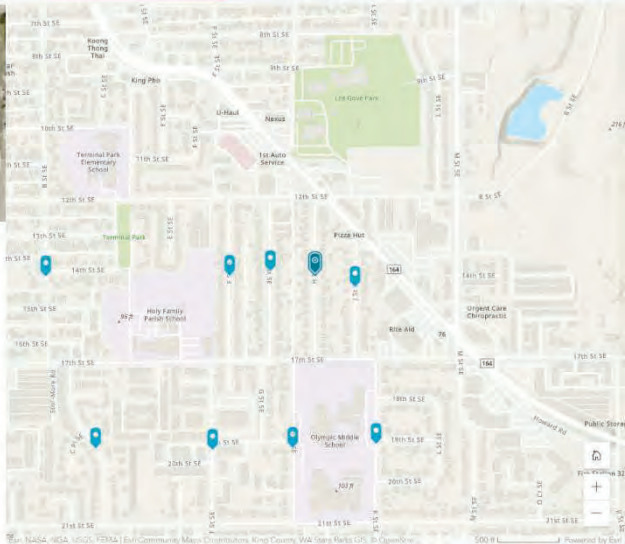
H Street SE між 12th St SE й 17th Street SE

На H St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на H St SE між 12th St SE й 17th St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для H St.

Якої ви думки про це?





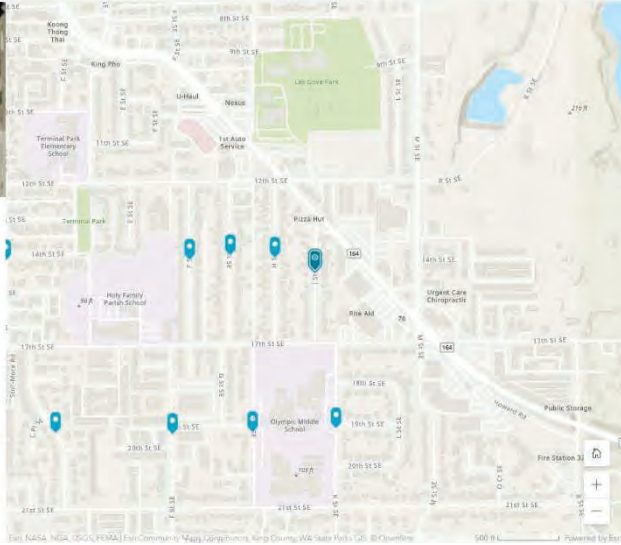
J Street SE між Auburn Way S й 17th Street SE

На J St SE між Auburn Way S й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на J St SE між Auburn Way S й 17th St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для J St.

Якої ви думки про це?



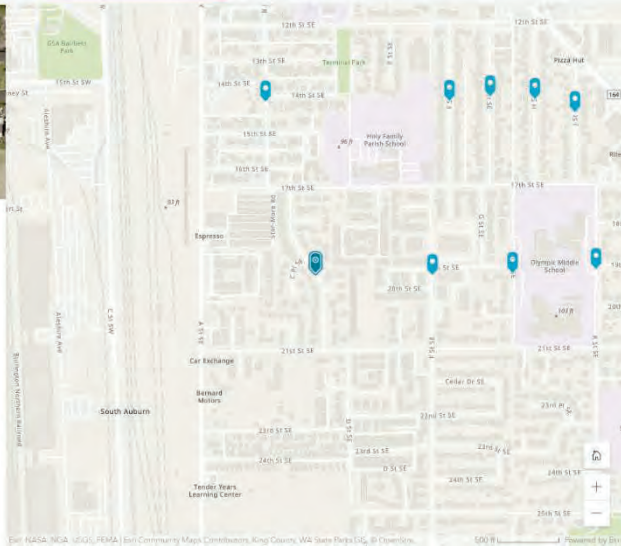
C Street SE між 17th Street SE й 21st Street SE

На C St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити на в'їзді на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для C St.

Якої ви думки про це?





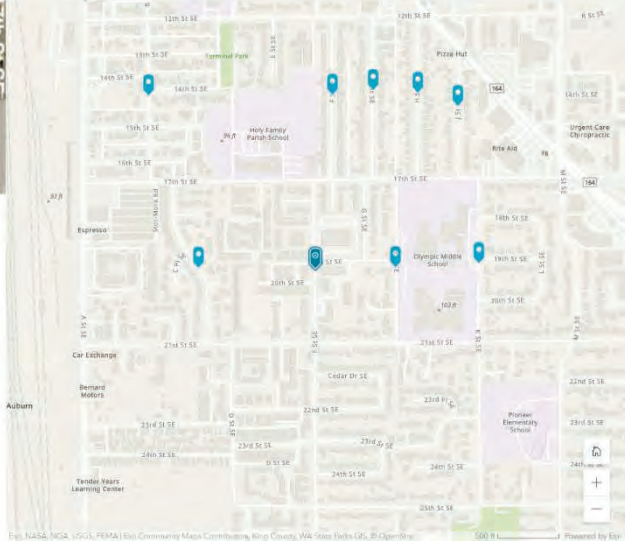
F Street SE між 17th Street SE й 21st Street SE

На F St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?



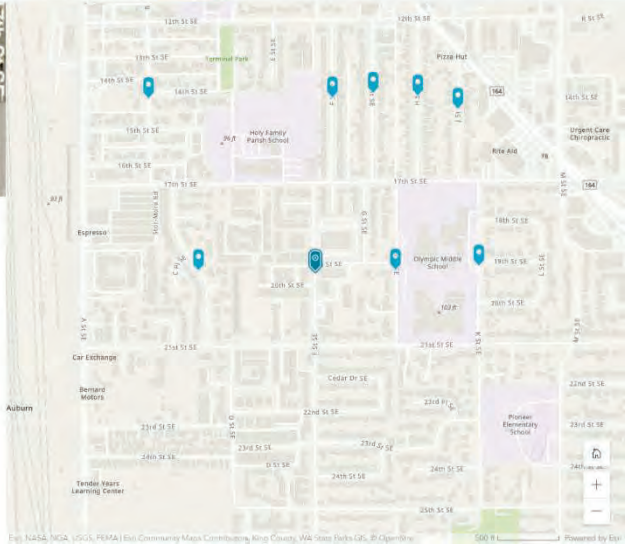
F Street SE між 17th Street SE й 21st Street SE

На F St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?





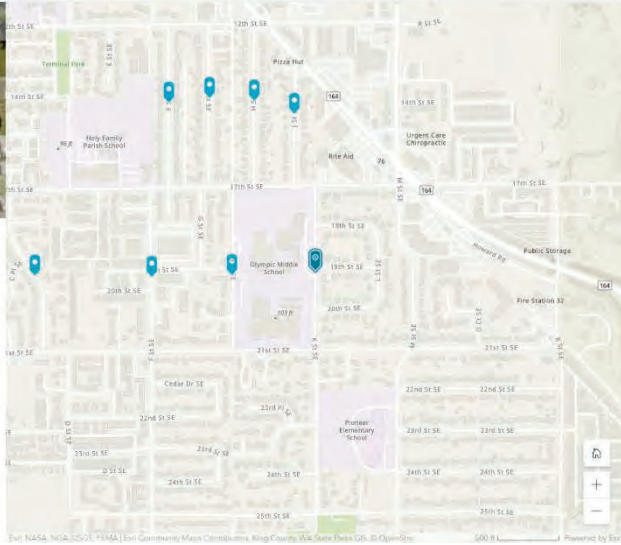
K Street S між 17th Street SE й 21st Street SE

На K St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та цитів із плакатами.
2. Установити берлінські подушки на K St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для K St.

Якої ви думки про це?



Ми хочемо почути вашу думку

Ваша думка вкрай важлива для нас! Щоб надіслати зауваження та запитання щодо Програми обмеження швидкості руху транспорту або запропонованих заходів з обмеження швидкості, натисніть кнопку нижче й пройдіть коротке опитування. Також можна зателефонувати нам за номером 253-931-3010 або написати на адресу NTCP@auburnwa.gov.

Якої ви думки про це?

Коментарі до програми

0

Місце

-Виберіть-

Оцініть заходи з обмеження швидкості.

☆☆☆☆☆

Коментар

1000

Надіслати



Програма обмеження швидкості руху транспорту в міських районах

Другий етап днів відкритих дверей для пріоритетної зони 2023 р.

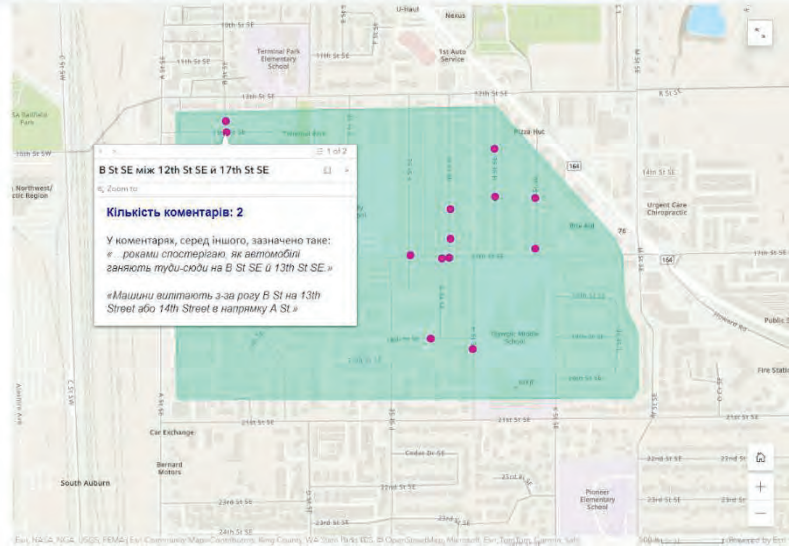
City of Auburn
November 20, 2023

[Результати перших днів відкритих дверей...](#) Дані Засоби обмеження швидкості руху... Запропоновані заходи з регулювання... Міг хочемо почути вашу думку

Результати перших днів відкритих дверей

У березні 2023 р. місто провело опитування мешканців пріоритетної зони щодо місць у районі, де, на їхню думку, автомобілі перевищують швидкість. Було отримано 12 відповідей. Крім того, March 25, 2023 було проведено день відкритих дверей в очному форматі. Під час спілкування було висловлено сім зауважень і причин для занепокоєння.

На цій мапі зображено вулиці, щодо яких було отримано зауваження під час днів відкритих дверей в очному форматі й режимі онлайн. Рожевими крапками позначено місця, де, на думку мешканців, водії перевищують швидкість. Докладніше про кількість і зміст зауважень можна дізнатися, натиснувши на крапку чи біля неї.



Дані

Місто зібрало та проаналізувало дані щодо вулиць пріоритетної зони. Діється про дані щодо швидкості й середньодобової кількості транспортних засобів, місць ДТП, розташування автобусних зупинок, продуктивних магазинів і мінімаркетів, шкіл і парків, а також наявності тротуарів уздовж вулиць.

На цій мапі зазначено максимальну швидкість, із якою їздять 85 % транспортних засобів. Зміна кольору, від зеленого до жовтого й потім червоного, означає збільшення швидкості. Сірий колір означає, що більшість водіїв не перевищують установлене обмеження швидкості. Також на мапі представлено середню кількість транспортних засобів, які щоденно пересуваються вулицями в обох напрямках, місця ДТП, розташування зупинок громадського транспорту, продуктивних магазинів і мінімаркетів, шкіл і парків. Докладніші відомості див. в роз'ясненні умовних позначень.



02
/
06

Засоби обмеження швидкості руху транспорту

Берлінські подушки

Берлінські подушки — дві чи більше штучних нерівностей, які викладають поперек проїжджої частини. Нерівності заввишки 3 дюйми (7,6 см) створюють з асфальту. Завдяки проміжкам між «подушками» автомобілі екстрених служб можуть пропустити нерівність між колесами й не сповільнювати рух, але легкові автомобілі мають пригальмовувати.

Берлінські подушки можуть допомогти знизити швидкість руху автомобілів до 15–20 миль на годину (24–32 км/год), а також зменшити інтенсивність руху. Встановлення берлінських подушок не вплине на можливість паркування на вулиці.



03
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06

Кругові перехрестя

Кругові перехрестя мають підвищені острівці, розташовані в центрі, які змушують водіїв зменшити швидкість, щоб обігнути їх. На вулицях, що мають виїзд на кругове перехрестя, встановлено знаки «Дати дорогу», і водії, які під'їжджають до перехрестя, мають пропустити водіїв, що вже їдуть ним.

Кругові перехрестя також зменшують ступінь тяжкості наслідків ДТП на перехресті завдяки нижчій швидкості транспортних засобів і в'їзду під кутом.



04
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06

Дорожні знаки обмеження швидкості

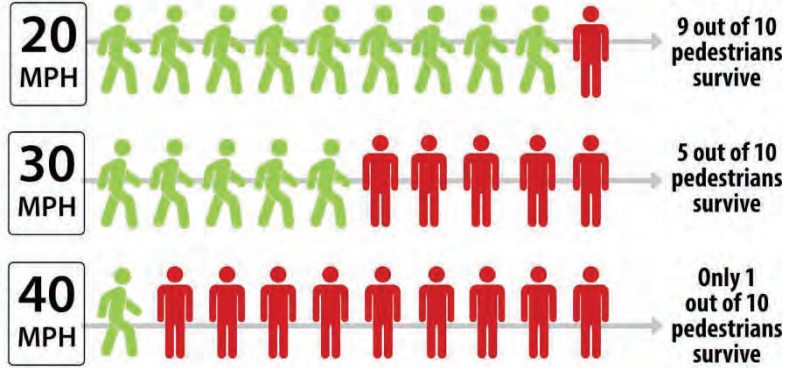
Повідомлення водіїв про обмеження швидкості — це один засіб зменшення швидкості транспорту.



05
/
06

Просвітницька робота

Якщо фізичні вдосконалення неможливі, поширення просвітницьких матеріалів може сприяти безпечному й відповідальному водінню.



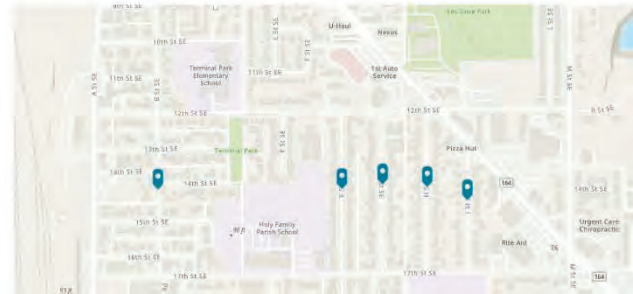
06
7
06

Запропоновані заходи з регулювання руху та інші заходи

Після розгляду коментарів, наданих під час першої онлайн-консультації та даних, які ми зібрали, горот розробило кілька запропонованих заходів з регулювання руху для Зони Уваги. На наведеній нижче карті показані вулиці, де ми пропонуємо заходи з регулювання руху. Кладіть на місці, щоб дізнатися більше про запропоновані заходи.



B Street SE
На B St SE між 12th St SE й 17th St SE пропонуємо:



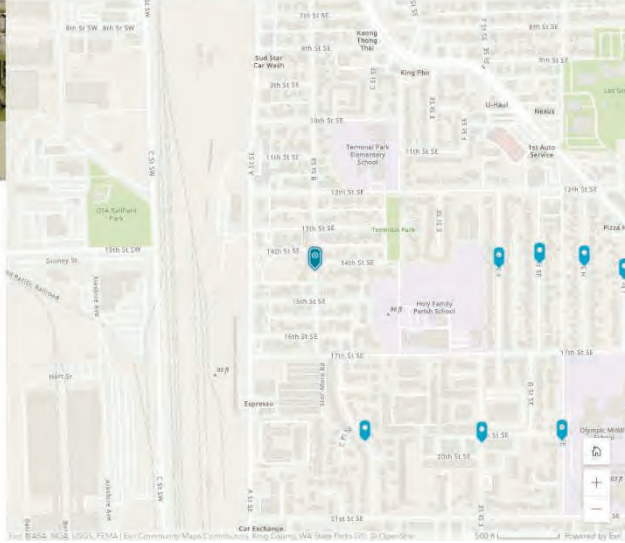


B Street SE

На B St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Зробити кругові перехрестя на перетині вулиць B St SE та 13th St SE, B St SE та 15th St SE. На всіх чотирьох під'їздах до кругових перехресть установити знаки «Дати дорогу».
3. На перетині вулиць 14th St SE та 16th St SE з B St SE встановити знаки «Стоп».

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для B St.



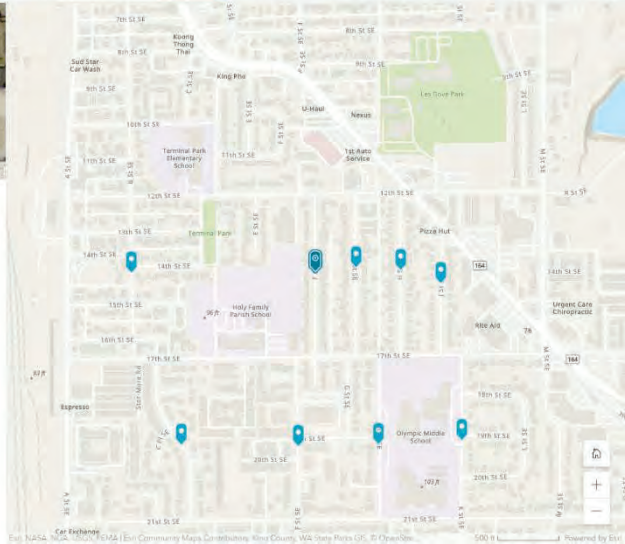
F St SE між 12th St SE й 17th St SE

На F St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 12th St SE й 17th St SE.
3. Установити на в'їзд на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?





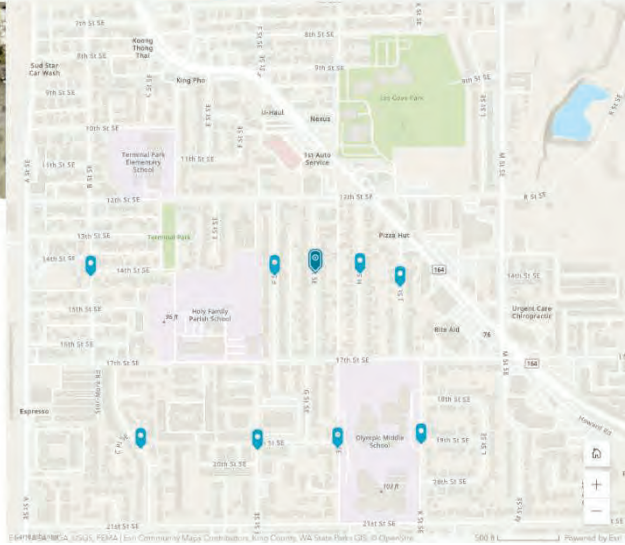
G Street SE між 12th St SE й 17th Street SE

На G St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на G St SE між 12th St SE й 17th St SE.
3. Установити на в'їзді на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для G St.

Якої ви думки про це?



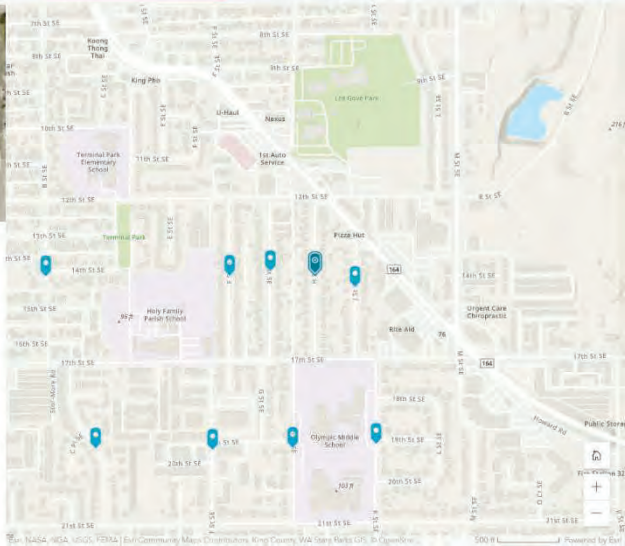
H Street SE між 12th St SE й 17th Street SE

На H St SE між 12th St SE й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на H St SE між 12th St SE й 17th St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для H St.

Якої ви думки про це?





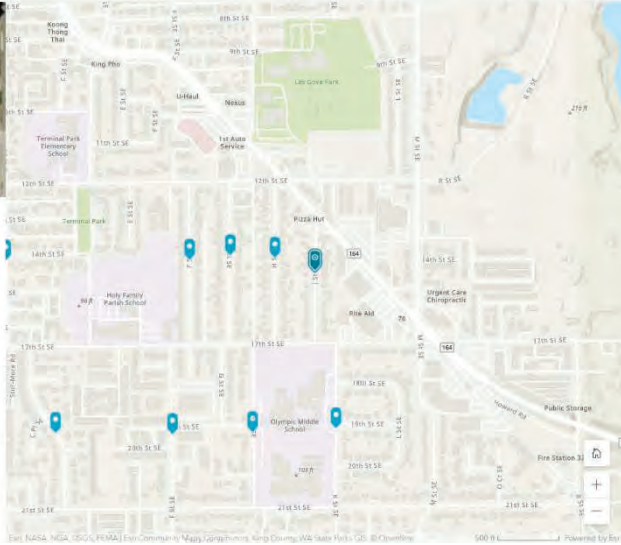
J Street SE між Auburn Way S й 17th Street SE

На J St SE між Auburn Way S й 17th St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на J St SE між Auburn Way S й 17th St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для J St.

Якої ви думки про це?



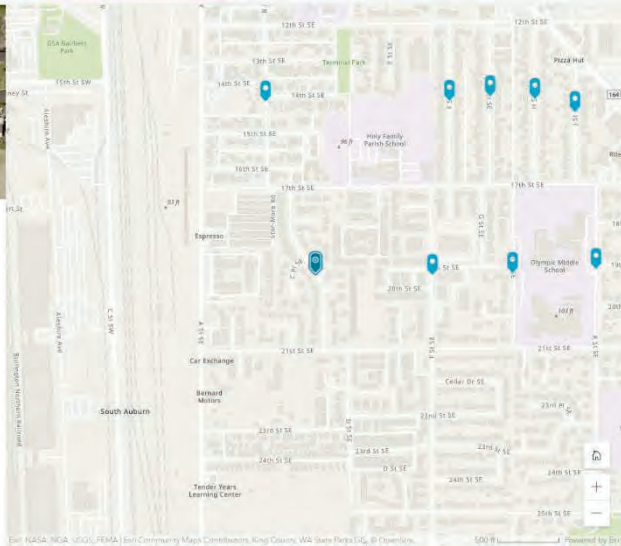
C Street SE між 17th Street SE й 21st Street SE

На C St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити на в'їзді на вулицю знаки обмеження швидкості, щоб водії знали про обмеження швидкості руху.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для C St.

Якої ви думки про це?





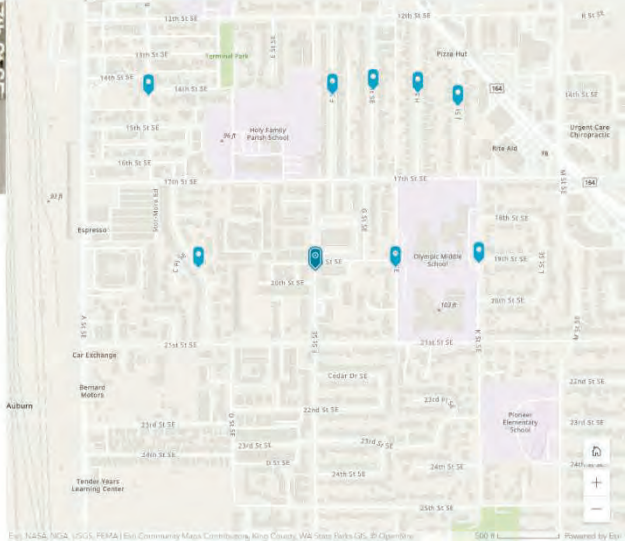
F Street SE між 17th Street SE й 21st Street SE

На F St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?



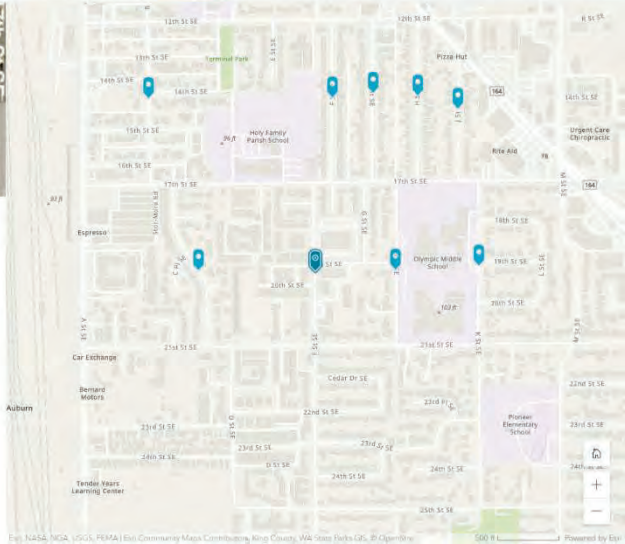
F Street SE між 17th Street SE й 21st Street SE

На F St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та щитів із плакатами.
2. Установити берлінські подушки на F St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для F St.

Якої ви думки про це?





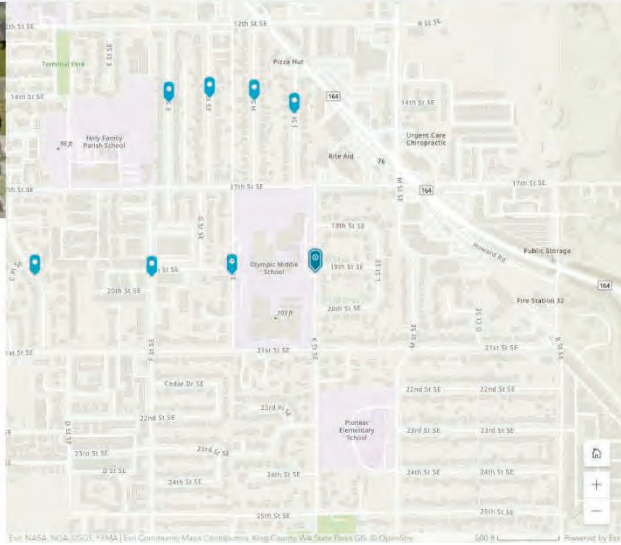
K Street S між 17th Street SE й 21st Street SE

На K St SE між 17th St SE й 21st St SE пропонуємо:

1. Поширити просвітницькі матеріали серед мешканців за допомогою поштової розсилки та цитів із плакатами.
2. Установити берлінські подушки на K St SE між 17th St SE й 21st St SE.

Якої ви думки про це? Натисніть кнопку нижче й поділіться своєю думкою щодо пішохідних переходів / заходів з обмеження швидкості, запропонованих для K St.

Якої ви думки про це?



Ми хочемо почути вашу думку

Ваша думка вкрай важлива для нас! Щоб надіслати зауваження та запитання щодо Програми обмеження швидкості руху транспорту або запропонованих заходів з обмеження швидкості, натисніть кнопку нижче й пройдіть коротке опитування. Також можна зателефонувати нам за номером 253-931-3010 або написати на адресу NTCP@auburnwa.gov.

Якої ви думки про це?

Коментарі до програми

0

Місце

-Виберіть-

Оцініть заходи з обмеження швидкості.

☆☆☆☆

Коментар

1000

Надіслати

Welcome to the second online open house for the 2023 neighborhood traffic calming program. In this video you will learn about the information available in this open house and how to share your thoughts with us.

To enter the open house, click on the button for the language you prefer. This webpage includes the first open house results, the data we collected, types of traffic calming measures, our proposed traffic calming measures, and our contact information. If you would like to go to a particular section, just click the name of that section. To return to the top of the page, click on Neighborhood Traffic Calming Program.

The First Open House Results shows what you told us during the first open house. To make the map full screen, click here. The pink dots show where people were concerned about speeding. If you click on a pink dot, you can see how many comments were left and some examples of the comments for that street. If you click near an intersection, you may have to click through the pop-ups to see all the streets. To make the map smaller again, click here.

Scroll down the page to go to the next section. This section shows the data that the City collected, including vehicle speeds, daily average number of vehicles, locations of past collisions, bus stops, grocery and convenience stores, schools, and parks.

The next section shows some different types of traffic calming measures. Scroll down to learn about each different type.

The next section describes the traffic calming measures the City is proposing for each street in the focus area. To learn about a specific street, you can either click on a green location icon [pause to show] or click on a street name [pause to show]. For each street, you can tell us what you think about these proposals by clicking on the “What Do You Think?” button [pause to show]. To return to the full map and list, click on the “X” [pause to show].

The final section provides the phone number and email that you can use to provide feedback. You can also click on the “What Do You Think?” button to fill out a short survey.

In the survey, if your comment is about a specific street, please choose the street name from the drop-down list. If you have a comment about the program in general, please choose “General”.

We will review the information you share when finalizing our traffic calming plans.

Feel free to email us at NTCP@auburnwa.gov for more information and thank you for your participation.

Le damos la bienvenida a la Segunda Jornada Virtual de Puertas Abiertas del Programa de Moderación del Tráfico en el Vecindario 2023. En este video obtendrá información sobre esta jornada de puertas abiertas y sobre cómo compartir sus ideas con nosotros.

Para ingresar a la jornada, haga clic en el botón del idioma que prefiere. Esta página web incluye los resultados de la Primera Jornada de Puertas Abiertas, **los datos que recopilamos, los tipos de medidas de moderación del tráfico y las medidas de moderación del tráfico que proponemos, además de nuestra información de contacto**. Si desea dirigirse a una sección en particular, haga clic en el nombre de esa sección. Para volver a la parte superior de la página, haga clic en el Programa de Moderación del Tráfico en el Vecindario.

Los resultados de la Primera Jornada de Puertas Abiertas nos muestran lo que nos dijo durante dicha jornada. Para mostrar el mapa en pantalla completa, haga clic aquí. Los puntos de color rosa muestran las ubicaciones en las que las personas mostraron preocupación por la velocidad de los autos. Si hace clic sobre uno de los puntos rosas, podrá ver cuántos comentarios se han dejado y algunos ejemplos de los comentarios de esa calle. Si hace clic cerca de una intersección, tal vez tenga que hacer clic en las ventanas emergentes para ver todas las calles. Para achicar el mapa nuevamente, haga clic aquí.

Deslice la página hacia abajo para ir a la próxima sección. Esta sección **muestra los datos que la ciudad recopiló**, lo que incluye la velocidad de los vehículos, el promedio de vehículos diarios, la ubicación de las colisiones pasadas, las paradas de autobús, las tiendas de comestibles y multiservicio, las escuelas y los parques.

La siguiente sección muestra algunos de los diferentes **tipos de medidas de moderación del tráfico**. Deslice la página hacia abajo para obtener más información sobre cada tipo.

La siguiente sección describe **las medidas de moderación del tráfico que la ciudad propone** para cada calle del área de enfoque. Para obtener información de una calle específica, puede hacer clic en el ícono de ubicación de color verde [pause el video para mostrarlo] o hacer clic sobre el nombre de la calle [pause el video para mostrarlo]. Puede darnos su opinión respecto de estas propuestas para cada una de las calles haciendo clic en el botón “What Do You Think?” (¿Qué le parece?) [pause el video para mostrarlo]. Para volver a la lista y al mapa completo, haga clic en la “X” **[pause el video para mostrarlo]**.

En la última sección, se proporcionan el número de teléfono y el correo electrónico que puede utilizar para hacernos llegar sus comentarios. También puede hacer clic en el botón “¿What Do You Think?” (¿Qué le parece?) para completar una breve encuesta.

En la encuesta, si su comentario es sobre una calle específica, elija el nombre de la calle de la lista desplegable. Si tiene algún comentario sobre el programa en general, elija “General”.

Revisaremos la información que nos comparta al finalizar nuestros planes de moderación del tráfico.

No dude en enviarnos un correo electrónico a NTCP@auburnwa.gov para obtener más información. ¡Gracias por su participación!

Вітаємо на другому етапі онлайн-днів відкритих дверей у межах програми обмеження швидкості руху транспорту в міських районах 2023 р. Із цього відео ви дізнаєтеся, яка інформація надається в межах цих днів відкритих дверей і як поділитися своєю думкою з нами.

Щоб увійти на сторінку, натисніть кнопку вибору мови. На вебсторінці розміщено результати перших днів відкритих дверей, зібрані нами дані, **відомості** про типи заходів з обмеження швидкості руху транспорту, наші пропозиції щодо зазначених заходів і контактні дані. Якщо вас цікавить інформація з певного розділу, натисніть його назву. Щоб повернутися на верхню частину сторінки, натисніть елемент «Програма обмеження швидкості руху транспорту в міських районах» (Neighborhood Traffic Calming Program).

Результати перших днів відкритих дверей узагальнюють **відомості**, надані вами під час проведення цього заходу. Щоб переглянути мапу в повноекранному режимі, натисніть тут. Рожевими крапками позначено місця, щодо яких люди виявляли занепокоєння через перевищення швидкості. Натиснувши на рожеву крапку, ви побачите кількість коментарів щодо відповідної вулиці й текст деяких із них. Якщо натиснути на ділянку біля перехрестя, можливо, доведеться переглянути кілька спливаючих вікон, щоб побачити дані про всі вулиці. Щоб вийти з повноекранного режиму, натисніть тут.

Гортайте сторінку вниз, щоб перейти до наступного розділу. У цьому розділі подано зібрані містом дані, зокрема щодо швидкості й середньодобової кількості транспортних засобів, місць ДТП, розташування автобусних зупинок, продуктових магазинів і мінімаркетів, шкіл і парків.

У наступному розділі наведено різноманітні типи заходів з обмеження швидкості руху транспорту. Гортайте вниз, щоб дізнатися більше про кожний тип.

У наступному розділі представлено пропозиції міста щодо заходів з обмеження швидкості руху транспорту для кожної вулиці пріоритетної зони. Щоб отримати інформацію щодо певної вулиці, можна натиснути зелений значок розташування [пауза для демонстрації] або назву вулиці [пауза для демонстрації]. Ви можете висловити думку про пропозиції щодо кожної вулиці, натиснувши кнопку «Якої ви думки про це?» (What Do You Think?) [пауза для демонстрації]. Щоб повернутися до повної мапи й переліку, натисніть значок «X» **[пауза для демонстрації]**.

В останньому розділі зазначено номер телефону та електронну адресу для зворотного зв'язку. Також можна натиснути кнопку «Якої ви думки про це?» (What Do You Think?) і пройти коротке опитування.

В опитуванні виберіть назву вулиці з розкривного списку, якщо ваш коментар стосується конкретної вулиці. Якщо у вашому коментарі йтиметься про програму загалом, виберіть пункт «Загальні питання» (General).

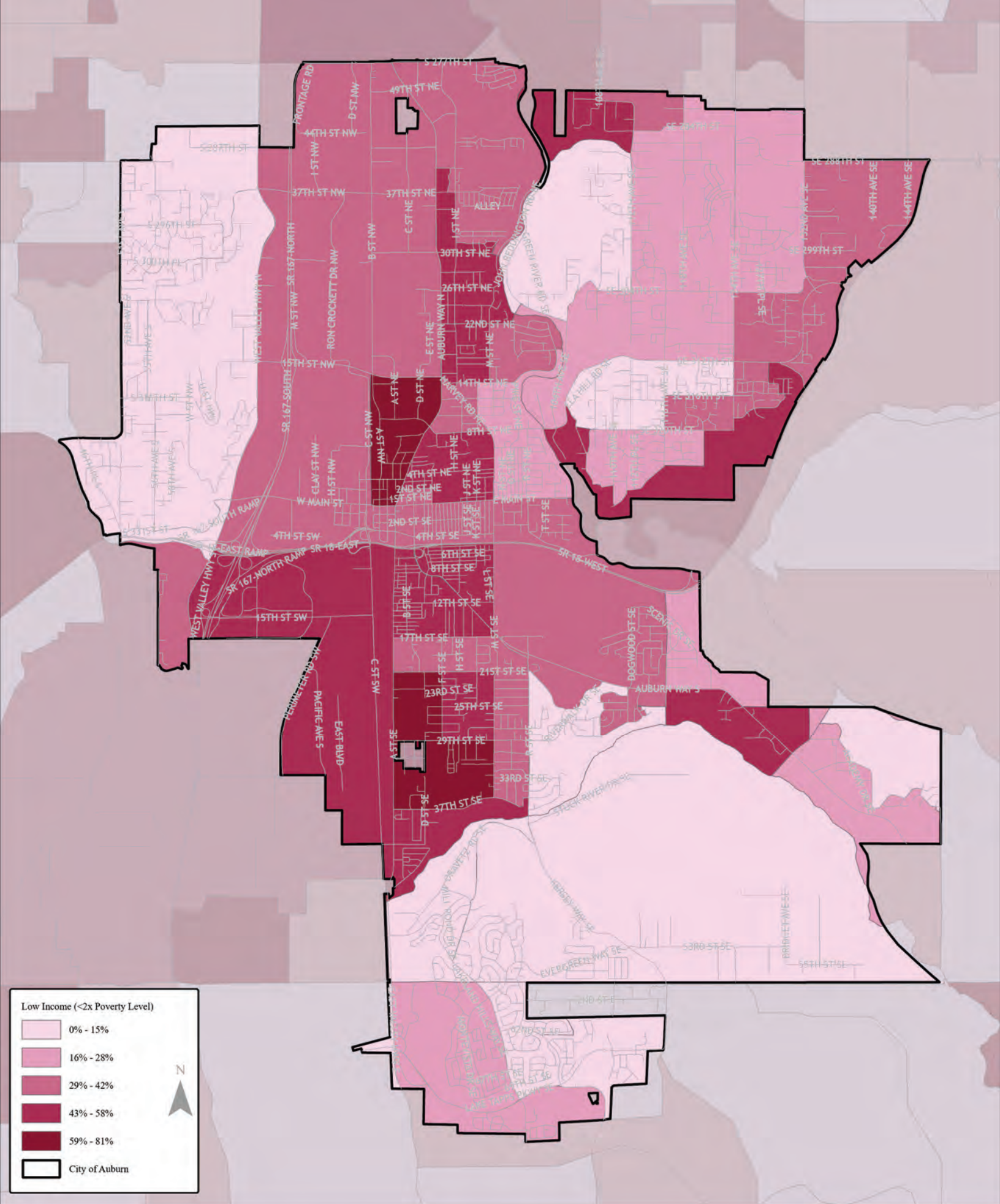
Ми розглянемо надану вами інформацію під час підготовки остаточної версії планів з обмеження швидкості руху транспорту.

Якщо вам потрібна додаткова інформація, пишіть нам на електронну адресу NTCP@auburnwa.gov. Дякуємо за участь!

Appendix D

City of Auburn Maps

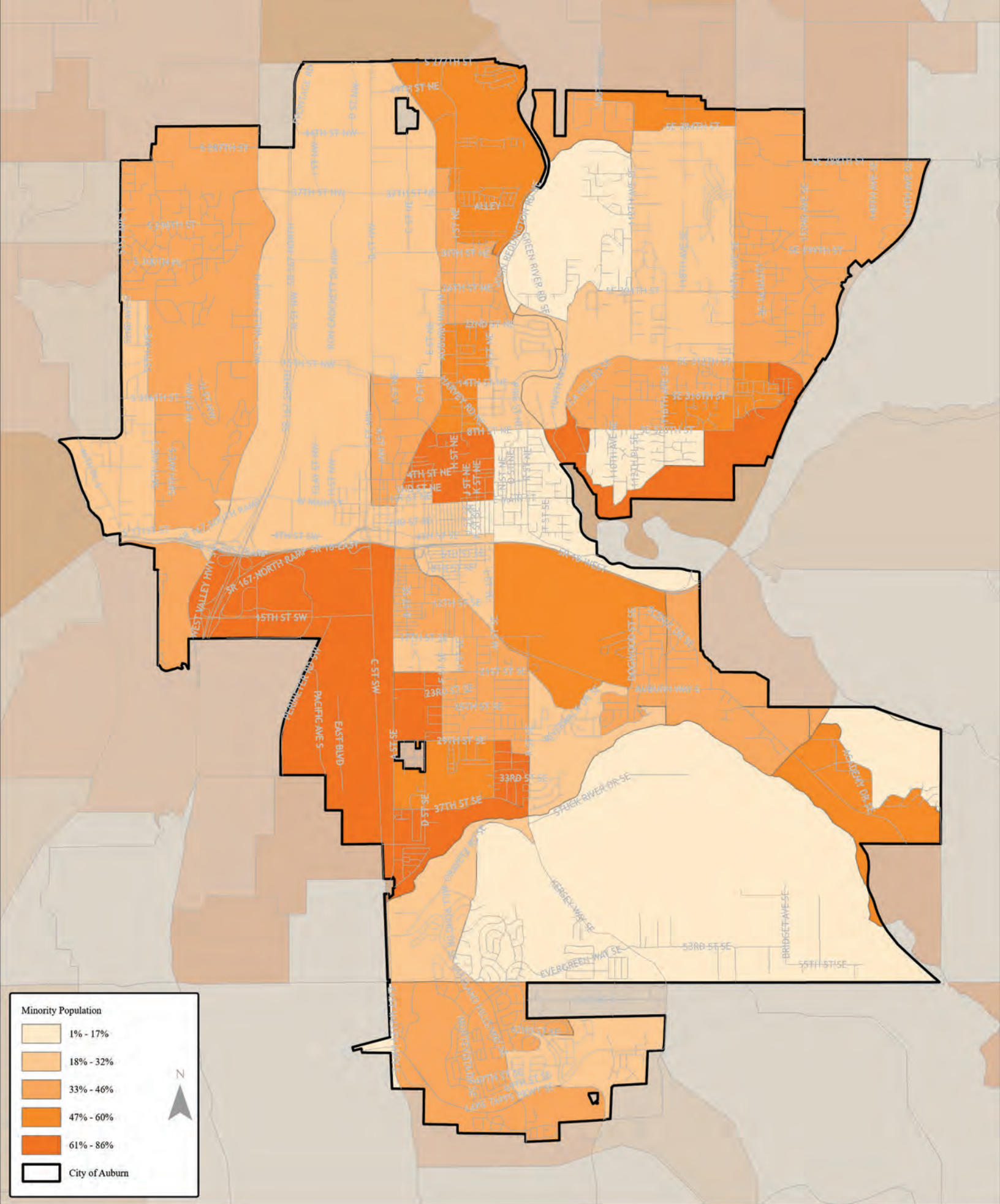
- Map of Low-Income Population 2023
- Map of Minority Population Population 2023
- Map of Limited English Proficient Population 2023



Low Income (<2x Poverty Level)

- 0% - 15%
- 16% - 28%
- 29% - 42%
- 43% - 58%
- 59% - 81%

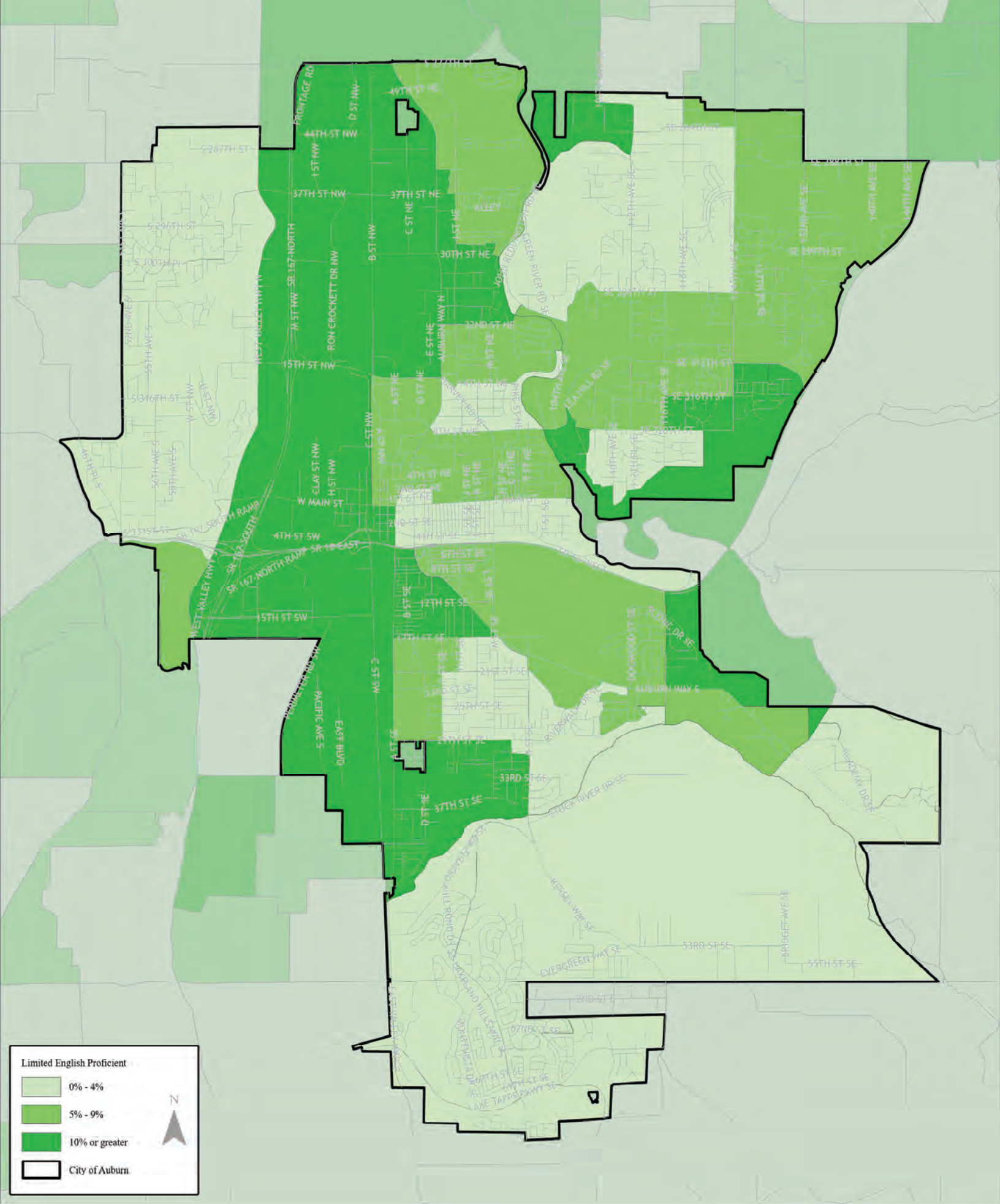
City of Auburn



Minority Population

- 1% - 17%
- 18% - 32%
- 33% - 46%
- 47% - 60%
- 61% - 86%
- City of Auburn

N



Limited English Proficient

- 0% - 4%
- 5% - 9%
- 10% or greater
- City of Auburn

N

