

Resolution No. R2020-08

Selecting the Project to be Built for the Auburn Parking & Access Improvements project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	4/09/2020 4/23/2020	Recommend to Board Final action	Don Billen, Executive Director, PEPD Chelsea Levy, South Corridor Development Director, PEPD Jon Mihkels, Project Director, DECM

Proposed action

Selects the non-motorized, transit and parking improvements to be built to improve access to the Auburn Sounder Station as part of the Auburn Station Parking and Access Improvements project.

Key features summary

- This action defines and selects the bicycle, pedestrian, lighting, and parking access improvements to be built for the Auburn Station Parking and Access Improvements project.
- Parking improvements in the station area include a proposed parking garage site bounded by 1st Street NW on the south, an alleyway on the north, BNSF railway on the west, and A Street NW on the east.
- The proposed parking garage will have up to 675 parking stalls; 120 parking stalls would replace parking for the existing lot and up to 555 spaces would be available for transit users. Upon completion of the Project, the total Auburn Station dedicated parking area would be approximately 1,146 stalls.
- The proposed non-motorized access improvements would include:
 - Pedestrian improvements at the intersection of W Main Street and B Street.
 - Pedestrian improvements adjacent to the proposed garage site including painted crosswalks, signals, lighting, and signage.
 - Proposed bicycle improvements include modifications to prepare for future increases in bicycle storage options at Auburn Station.
 - Installation of up to five new bus shelters at existing bus stops along routes that connect with Auburn Station.
- Sound Transit issued a SEPA Determination of Nonsignificance and supporting environmental documents on January 29, 2020.

These improvements are consistent with what was identified by the Board in 2017 for further study during the environmental review.

Background

In November 2008, voters approved access improvements to the Auburn Sounder Station as part of the ST2 ballot measure to expand mass transit throughout the region. Subsequently, the Sounder Station Access Study was conducted to identify potential access improvements at Sounder stations. However, funding for these improvements was suspended as a result of the reduced revenue during the recession. The Sound Transit Board restored funding for the Auburn Sounder Station access improvements in January 2016, and Phase 1 of the Auburn Sounder Station Access Improvements project commenced in November 2016.

The analysis performed during Phase 1 led to the parking and access improvement options that are being advanced to the Board for identification of a preferred alternative. Four different site alternatives, listed below, were presented to the Board for consideration.

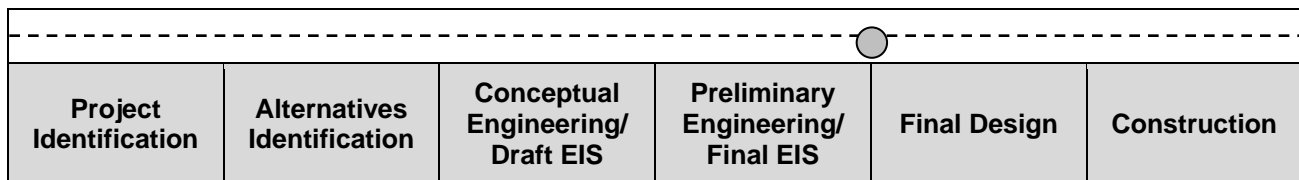
- Site 1: First and B Street site: located at the intersection of First and B Streets
- Site 2: Ace Hardware site: located at the intersection of C Street and Main Street
- Site 3: Existing Sound Transit surface parking lot: located adjacent to platform
- Site 4: Union of Aerospace Machinists site: located south of intersection of A Street and 2nd Street and south of existing Sound Transit parking garage

The sites were evaluated based on availability to provide reliable access, potential environmental conditions, consistency with regional and local plans, and comparison of constructability within financial resources. Site 1 would provide reasonable access for passengers to the platform.

The Sound Transit Board identified a preferred package of parking at Site 1 and access improvements to advance into environmental review and conceptual engineering. Site 1 was also recommended by Sound Transit staff and the City of Auburn.

Sound Transit evaluated these improvements and issued a Determination of Nonsignificance and supporting environmental documents under the State Environmental Policy Act (SEPA) on January 29, 2020. The Federal Transit Administration (FTA) concurred that the Project qualified as a categorical exclusion as described in its National Environmental Policy Act (NEPA) Rules on February 26, 2020.

Project status



Projected completion date for Design-Build Contract Procurement: 2021

Projected completion date for Final Design: 2022

Project scope, schedule and budget summary are located on page 139 of the December 2019 Agency Progress Report.

Fiscal information

Although there is no current fiscal action associated with this action, the eventual design and construction will have fiscal impacts. Those impacts will be addressed during future actions as they are presented.

Currently, the total cost estimate of all the Auburn Station improvements (non-motorized, parking and transit) is \$119.7M (YOE\$) and the Financial Plan cost estimate is \$77.7M (YOE\$). Assuming all station improvements were approved, there is an increase of \$42M (YOE\$) against what was estimated in the Financial Plan for the project.

The Fall 2019 financial projections can accommodate the project cost. Current economic conditions, however, will likely result in a significant loss in revenue and changes to long term projected financial capacity. Project affordability will be reviewed again prior to project baselining and entry to construction.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Extensive public involvement has occurred since project development was initiated. During Phase 1, Sound Transit worked closely with a Technical Advisory Committee, a Stakeholder Working Group, and the public to identify potential sites and access improvements, provide feedback on the evaluation, and to identify a recommended preferred alternative. Two open houses were held during Phase 1.

During Phase 2, Sound Transit has continued public and stakeholder involvement. This included: community tabling at the Auburn library, Auburn Farmers Market, Auburn Food Bank, and Auburn Valley YMCA; briefings to impacted property owners and businesses; and presentations to the Auburn Area Roundtable (a network of social service providers) and Auburn Valley Kiwanis Club. Sound Transit also held an open house in October of 2018 and an online open house in March of 2020.

Time constraints

After the Board selects a project to be built the Design-Build procurement process can begin. A one-month delay could create a significant impact to the project schedule's opening date as the procurement process would be delayed which in turn impacts the start of final design and construction.

Prior Board/Committee actions

Motion No M2017-138: (1) Identifies the Preferred Alternative for the Auburn Station Access Improvements Project to advance into environmental review, and; (2) approved Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

Resolution No. R2016-08: (1) Amended the Adopted 2016 Budget to create the Auburn Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorized the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

Motion No. M2016-10: (1) R,estored funding for the Kent and Auburn Access Projects in the Sound Transit 2 Finance Plan, and (2) directed staff to start work on those access projects and return with a budget amendment and Phase Gate actions when appropriate.

Environmental review – KH 3/30/20

Legal review – AJP 4/3/2020



Resolution No. R2020-08

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the non-motorized, transit and parking improvements to be built to improve access to the Auburn Sounder Station as part of the Auburn Station Parking and Access Improvements project.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, ST2, the plan for expanding high-capacity transit in the Central Puget Sound includes funding for improving access at Auburn Sounder Station by building a multi-level parking structure, bus layover spaces, and non-motorized improvements; and

WHEREAS, Sounder service between Auburn and Seattle continues to experience growth in demand with over 1,100 people a day riding Sounder from the Auburn Station, and a predicted Sounder South ridership increase of 42 percent by 2042; and

WHEREAS, pursuant to Motion No. M2017-138, the Sound Transit Board identified the Preferred Alternative for the Auburn Station Access Improvements for environmental review and approved Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process; and

WHEREAS, environmental compliance pursuant to the State Environmental Policy Act (SEPA) is complete and Sound Transit issued a Determination of Non-significance (DNS) on January 29, 2020 and the Federal Transit Administration (FTA) concurred that the Project qualified as a categorical exclusion as described in its National Environmental Policy Act (NEPA) rules on February 26, 2020 for the Auburn Station Parking and Access Improvements; and

WHEREAS, after due consideration of the environmental, social, economic, and other relevant factors and information, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the Auburn Station Improvements project described below.

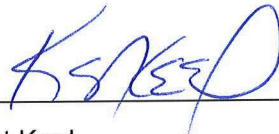
NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the following non-motorized, transit and parking improvements are selected to be built to improve access to the Auburn Sounder Station as part of the Auburn Station Parking and Access Improvements project:

- Parking improvements in the station area include:
 - A proposed parking garage site bounded by 1st Street NW on the south, an alleyway on the north, BNSF railway on the west, and A Street NW on the east. The proposed parking garage will have up to 675 parking stalls. This includes the replacement of 120 parking stalls

that currently exist at the lot for a total of 555 parking stalls for transit users. Upon completion of the project, the total Auburn Station dedicated parking area could be up to 1,146 stalls.

- Non-motorized access improvements include:
 - Pedestrian improvements at the intersection of W Main Street and B Street. These improvements are defined in the environmental analysis and include:
 - Rechannelizing the W Main Street approach to B Street NW and installing a curb extension and concrete median curb.
 - Implementing a bicycle left-turn pocket to accommodate bicycle access from westbound W Main Street into the station.
 - Installing a rapid flashing beacon at the W Main Street crossing just east of B Street NW.
 - Pedestrian improvements adjacent to the proposed garage site including painted crosswalks, signals, lighting, and signage.
 - Proposed bicycle improvements include modifications to prepare for future increases in bicycle storage options at Auburn Station.
- Transit improvements in the station area include:
 - Installation of up to five new bus shelters at existing bus stops along routes that connect with Auburn Station.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 23, 2020.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator