

***Kent/Auburn/Sumner Station
Parking & Access
Improvements***

M2020-55 Report Out

System Expansion Committee Meeting

4/8/21



Why we are here

- Brief the Board on work staff has developed with the Design Build Project Manager (DBPM) focusing on cost savings alternatives for the Kent, Auburn and Sumner Parking & Access Improvements Projects
- No Actions are Requested



Motion No. M2020-55

Today's Agenda

- Kent, Auburn & Sumner Background
 - Board Approved Improvements
 - Ridership & Parking
 - Parking Utilization
- Budget Discussions
 - Current Budget
 - Cost Saving Approaches
- Summary

Kent, Auburn & Sumner

Background

- Approved by voters as part of ST2 2008
- Projects were delayed with 2010 re-alignment
- Environmental Analysis conducted 2014-16.
- Environmental approval has been completed for all three projects.
- Board has “selected the project to be built” for Kent and Auburn in early 2020 and Sumner in 2016.



Kent, Auburn & Sumner

Background

- Kent/Auburn - ready to “enter into design”
- Sumner – “Shovel Ready” and ready for Baseline action / procurement (hold since April 2020)
- A Design Build Project Management team is under contract (February 2020) to assist in delivering Puyallup (currently in construction), and Kent, Auburn & Sumner.
- Design build has been selected as the delivery method, therefore design development was stopped at 10% for Kent, Auburn and Sumner.



Kent Station

Previously Board Approved Improvements:

- Parking Garage (up to 534 stalls)
- Site improvements near station
- Pedestrian and bicycle improvements
- New bus layover facility (funding partnership with King County Metro)



Auburn Station

Previously Board Approved Improvements:

- Parking Garage (up to 675 spaces)
- Downtown pedestrian access improvements at the intersection of W Main Street and B Street NW
- Increases to bicycle storage at Auburn Station
- New bus shelters at up to 5 existing bus stops



Sumner Station

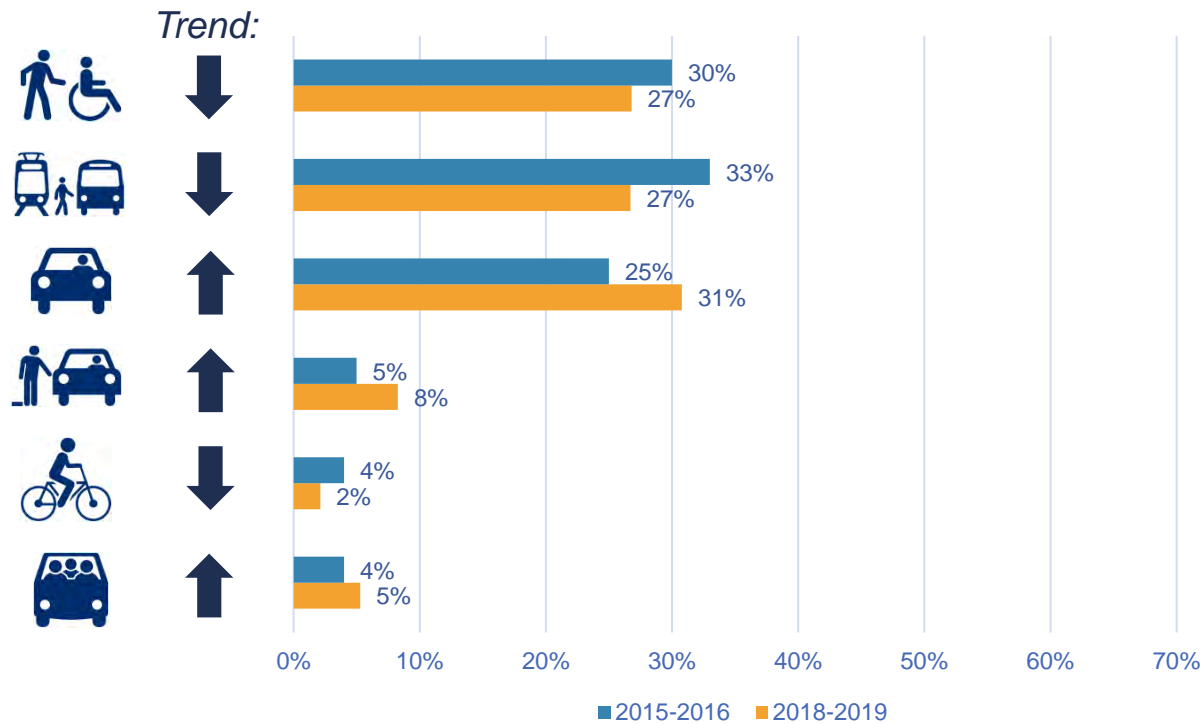
Previously Board Approved Improvements:

- Provide 505 net new spaces
- Up to a 623 space garage
- Consolidated bus loop and new bus routing – currently served only by ST
- Connected to Bonney Lake Park & Ride's 356 spaces with Sound Transit Express
- Providing leased replacement parking during construction



Passenger Access Trends

Mode of access/egress



Sounder



Annual Ridership:
 2015 3.81 million
 2018 4.65 million

Sounder Passenger Access

Mode of access/egress (2018-2019)

Kent Station


 18%

 18%

 44%

 12%

 1%

 7%

Auburn Station


 22%

 18%

 38%

 13%

 3%


 4%


Sumner Station


 16%

 24%

 37%

 15%

 1%

 6%

Parking Quantities

Station	Ave Daily Sounder Riders (2019)	Existing Parking Stalls	Proposed New Parking Stalls / Net Stalls +/-
Kent	1,900	996	534 / 420
Auburn	1,600	633	675 / 555
Sumner	1,200	302*	623 / 505

*Served by ST Express 596 from Bonney Lake Park & Ride 5-miles away (356 stalls +/-)

Parking Utilization

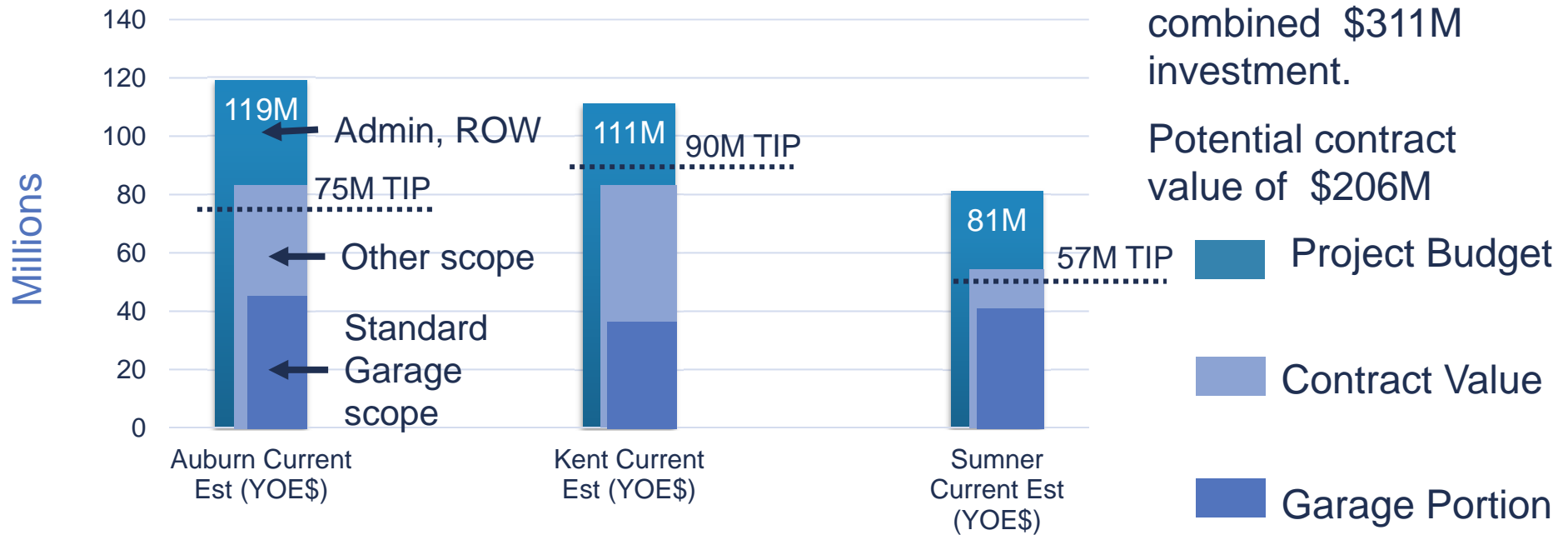
COVID Impacted Counts

Location	Stall Capacity	April 2019 Count	2019 Utilization	April 2020 Count	2020 Utilization
Kent Garage	877	852	97%	46	5%
Kent Lot	119	123	103%	22	18%
Auburn Garage	520	517	99%	44	8%
Auburn Lot	113	112	99%	11	10%
Sumner Lot	302	294	97%	43	14%
Bonney Lake Lot	359	327	91%	25	7%

Budget Discussion

Project Budget Estimates

Current Estimate vs. TIP



The 3 project budgets (Auburn/Kent/Sumner) are currently a combined \$311M investment.

Potential contract value of \$206M

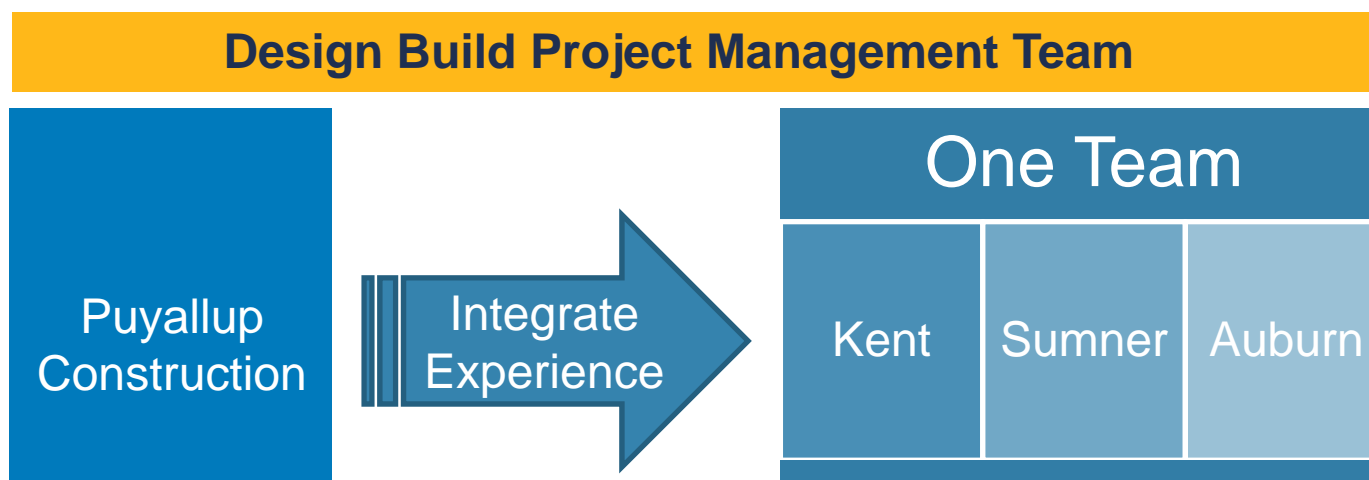
What can be done to reduce project costs?

- ***Optimize Procurement & Contract Packaging***
- ***Scope Flexibility or Reductions***
- ***Jurisdictional Alignment and Partnership***
- ***Standard Garage Design***

Procurement & Packaging

Opportunities of packaging three garages under one design build contract:

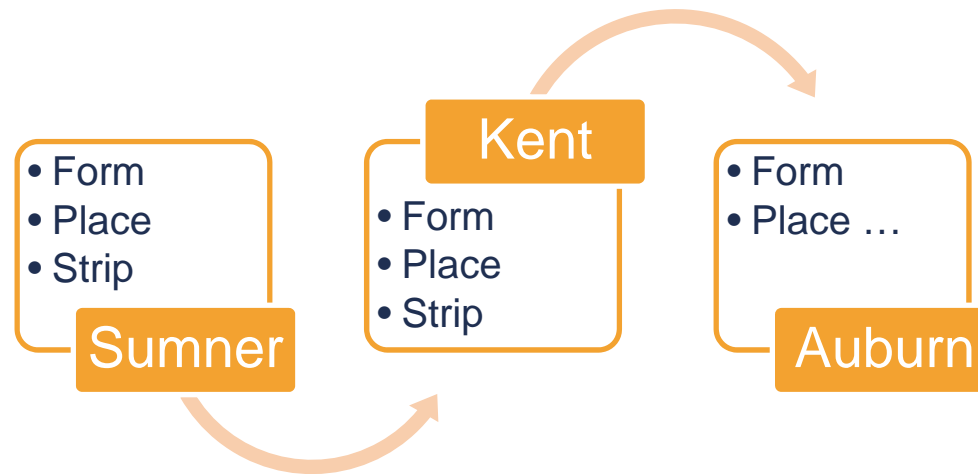
- Achieve efficiencies with one procurement & management effort. May result in approximately 15% savings on project management costs.



Procurement & Packaging

Opportunities of packaging three garages under one design build contract:

- Provide schedule flexibility to maximize design builder efficiencies. May result in approximately 5% savings of construction contract cost.



Procurement & Packaging

Opportunities of packaging three garages under one design build contract:

- Allow flexibility in requirements and scope to encourage innovative proposals – minimize civil works and maximize parking.



Scope Flexibility

- Acknowledge the current 10% design solution can be reframed by an innovative proposer to better align budget with increased parking improvements over site civil work.
- Flexibility – Allow form of parking to be a mix of structured and surface when possible.
- Consider outcome with fixed cost, prioritized scope (i.e. parking), and allowing proposing teams to compete on the scope that can be provided within the cost. Requires flexibility and prioritization of project scope.

Jurisdictional Alignment

Partnership Opportunities

- Establish certainty and agreement regarding permit & review processes to ensure predictable schedule once delivery is underway.
- Finalize and execute agreements (Development, Utility, etc.) prior to beginning procurement phase.
- Challenge public partners to build upon the public transit investment.

Standardization

- Build upon the similarities in the projects and deliver the “same” garage with a “kit of parts”.
- Work with jurisdictions to concur on minor local variation such as aspects of cladding.
- Use of similar equipment, specifications and standards will contribute to efficiencies in delivery and cost.



Summary

Summary

- Innovative procurement and packaging strategies can reduce costs for the three projects.
- Schedule flexibility can be used to enable the design builder to optimize efficiencies & reduce costs.
- Jurisdictions have a role in ensuring the value of the public transit investment is achieved.

Fundamentally, a re-definition of project scope would be needed to align the Kent, Auburn & Sumner project budgets with the original TIP budget.

Requested Direction with Re-alignment

Identify Board priority:

- Prioritize delivering the current defined scope (such as number of stalls), acknowledging increased costs.

OR

- Prioritize cost savings (closer to TIP or other amount), while allowing scope flexibility.

Board re-alignment direction will inform how staff develop and implement the tools and strategies presented earlier.

Thank you.

Thank you.



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