

**Swift Orange Line BRT  
Everett, Washington  
Small Starts Project Development  
(Rating Assigned November 2020)**

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 11.3 Miles, 13 Stations
<b>Total Capital Cost (\$YOE):</b>	\$80.97 Million
<b>Section 5309 CIG Share (\$YOE):</b>	\$37.15 Million (45.9%)
<b>Annual Operating Cost (opening year 2024):</b>	\$8.86 Million
<b>Current Year Ridership Forecast (2017):</b>	2,100 Daily Linked Trips 635,100 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2030):</b>	3,400 Daily Linked Trips 1,035,300 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium-High
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	High

**Project Description:** The Snohomish County Public Transportation Benefit Area, known as Community Transit (CT), proposes to implement bus rapid transit (BRT) in the corridor between Edmonds Community College in Lynnwood and the McCollum Park- Park and Ride in Mill Creek. The project includes improvements to two existing transit centers/park and ride facilities, 13 vehicles, queue bypass lanes, and transit signal priority. The service is planned to operate 19 hours per day, with buses every 10 minutes during weekdays and every 20 minutes in the evenings and on weekends.

**Project Purpose:** The corridor includes several important activity centers such as Edmonds Community College, Lynnwood Transit Center, Alderwood Mall, and Mill Creek Town Center. The project is planned to include fast, frequent and reliable transit service connecting these activity centers as well as to two other Swift BRT lines and Sound Transit light rail service.

**Project Development History, Status and Next Steps:** The locally preferred alternative was selected in October 2018. The project entered Small Starts Project Development in November 2018. The project was adopted in the region’s fiscally constrained long-range transportation plan in December 2019. CT completed the environmental review process with receipt of a Documented Categorical Exclusion from FTA in May 2020. CT anticipates receipt of a Small Starts Grant Agreement in 2021, and the start of revenue service in early 2024.

**Significant Changes Since Last Evaluation (November 2019):** CT advanced the project design from 15 percent to 60 percent and reduced the number of vehicles from 16 to 13, which lowered the project cost from \$84.2 million to \$81.0 million. CT also reduced the CIG request from \$41.7 million (50 percent) to \$37.2 million (45.9 percent). Lastly, CT changed the proposed opening year span of service from 22 hours per day to 19 hours per day to better align with existing BRT services.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 CIG	\$37.15	45.9%
Section 5307 Urbanized Area Formula Program	\$14.09	17.4%
FHWA Flexible Funds (Congestion Mitigation and Air Quality Program)	\$7.00	8.6%
<b>State:</b>		
Washington State Department of Transportation Connecting Washington Legislative Evaluation & Accountability Program Project Funds	\$5.00	6.2%
<b>Local:</b>		
Local Sales Tax funded Capital Reserves	\$17.73	21.9%
<b>Total:</b>	<b>\$80.97</b>	<b>100.0%</b>

**NOTE:** The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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***LAND USE RATING: Medium***

The land use rating reflects population density within one-half mile of proposed stations, employment served by the line, and the share of legally binding affordability restricted (LBAR) housing in the station areas compared to the share in the surrounding county.

- The station areas have an average population density of 4,700 persons per square mile, which corresponds to a Medium-Low rating by FTA benchmarks. The project would serve 28,200 jobs, corresponding to a Low rating. There are no off-street paid parking lots or on-street metered spaces in the project corridor, corresponding to a Low rating. The ratio of station area to county LBAR housing is 2.61, corresponding to a High rating.
- The corridor consists of three segments, Lynnwood, Lynnwood/Mill Creek Municipal Urban Growth Area, and Mill Creek. The Lynnwood segment is composed primarily of commercial, university and municipal land uses, and the other two segments consist primarily of housing. While many trip generators exist along the corridor, the development pattern is typically low-density suburban sprawl, with single-family homes and some denser apartments and multi-family housing. The built environment is auto-centric in nature, with buildings typically surrounded by abundant free surface parking.
- The corridor has connected sidewalks, but they are adjacent to the vehicle lanes. Crosswalks are rarely marked, and many pedestrian facilities are not Americans with Disabilities Act compliant.

***ECONOMIC DEVELOPMENT RATING: Medium***

**Transit-Supportive Plans and Policies: Medium**

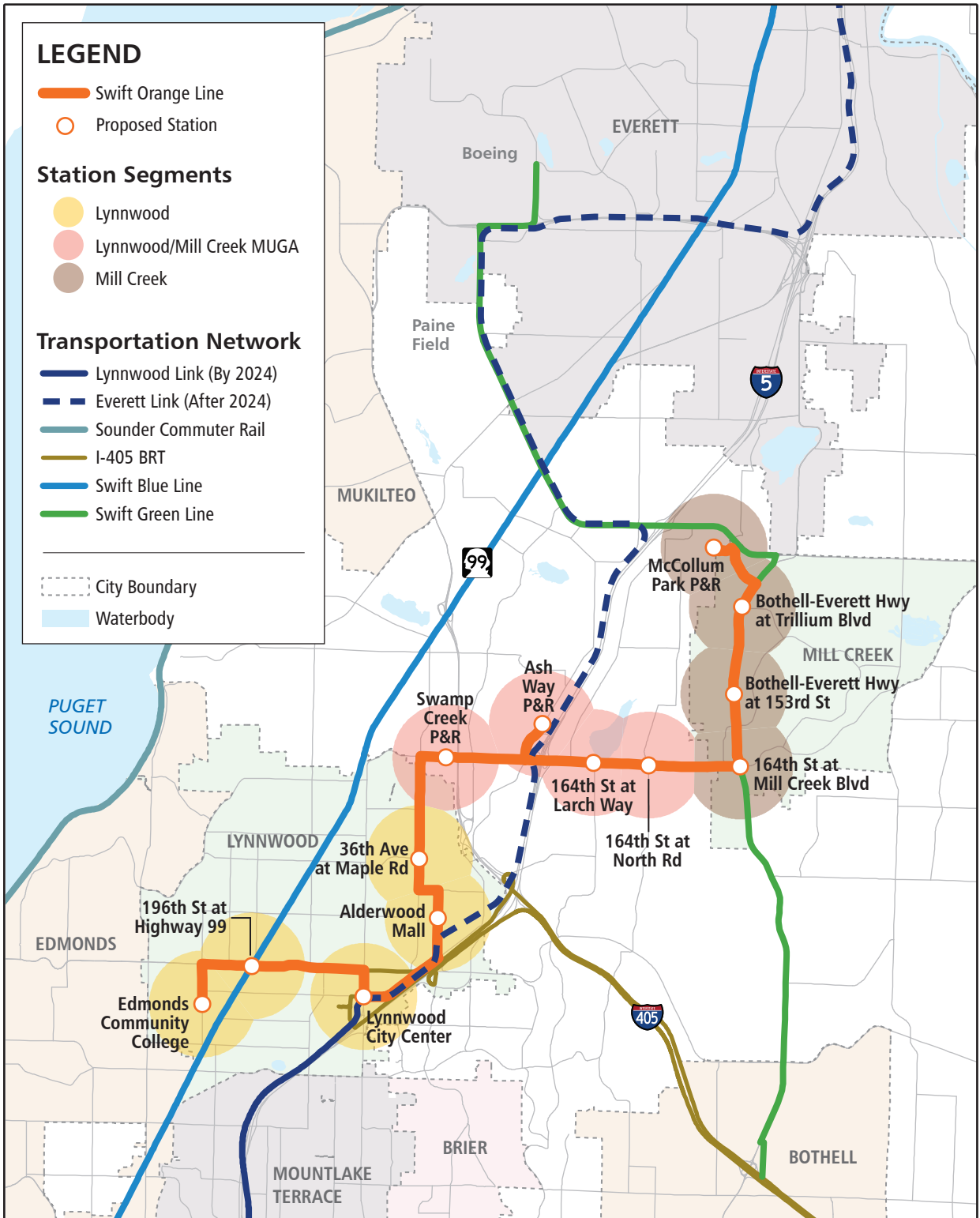
- *Transit-Supportive Corridor Policies:* Washington State policies and Puget Sound Regional policies are very supportive of transit-oriented development (TOD). Some of the local plans encourage increased development in the station areas. All of the plans support pedestrian facilities in the station areas.
- *Supportive Zoning Near Transit Stations:* There is little mixed-use zoning, but the stations are located at the intersection of various single-use zones, typically housing, office, and retail. The station areas' commercial and residential zoning densities vary from Medium-Low to High.
- *Tools to Implement Land Use Policies:* Advisory groups conduct outreach to government agencies and the community in support of TOD. Financial development incentives are limited to a regional TOD Fund and a Transfer of Development Rights program.

**Performance and Impacts of Policies: Medium**

- *Performance of Land Use Policies:* Examples of recent transit-oriented developments and station area development proposals were provided. These include dense housing and mixed-use redevelopment with increased connections or improved facades.
- *Potential Impact of Transit Investment on Regional Land Use:* Opportunities for development along the corridor include underutilized and vacant land. While 17 percent of land within station areas is adaptable for redevelopment, details on zoning were not provided. Population and employment in the corridor are expected to grow faster than the region as a whole between 2017 and 2030.

**Tools to Maintain or Increase Share of Affordable Housing: Medium**

- Local jurisdictions within Washington State may adopt robust affordable housing incentives, such as density bonuses and parking requirement reductions for Growth Management Areas. Corridor jurisdictions have not adopted most of these incentives. The Washington State Housing Finance Commission offers low-income housing tax credits and tax-exempt bonds as well as other financial tools.



**LEGEND**

- Swift Orange Line
- Proposed Station

**Station Segments**

- Lynnwood
- Lynnwood/Mill Creek MUGA
- Mill Creek

**Transportation Network**

- Lynnwood Link (By 2024)
- Everett Link (After 2024)
- Sounder Commuter Rail
- I-405 BRT
- Swift Blue Line
- Swift Green Line

   City Boundary

   Waterbody



**Swift Orange Line**  
Snohomish County, Washington

Figure 1. Project Map

