

**Swift II BRT**  
**Everett, Washington**  
**Small Starts Project Development**  
**(Rating Assigned November 2015)**

Summary Description	
<b>Proposed Project:</b>	Bus Rapid Transit 12.3 Miles, 18 Stations
<b>Total Capital Cost (\$YOE):</b>	\$66.59 Million
<b>Section 5309 Small Starts Share (\$YOE):</b>	\$43.19 Million (64.9%)
<b>Annual Operating Cost (opening year 2018):</b>	\$5.79 Million
<b>Current Year Ridership Forecast (2014):</b>	3,600 Daily Linked Trips 1,060,300 Annual Linked Trips
<b>Horizon Year Ridership Forecast (2035):</b>	4,700 Daily Linked Trips 1,412,800 Annual Linked Trips
<b>Overall Project Rating:</b>	Medium
<b>Project Justification Rating:</b>	Medium
<b>Local Financial Commitment Rating:</b>	Medium

**Project Description:** The Snohomish County Public Transportation Benefit Area (known as Community Transit) proposes to extend bus rapid transit (BRT) service from a new transit center in Everett to the existing Canyon Park park-and-ride lot. The project includes 3.6 miles of exclusive bus lanes, transit signal priority, a new transit center, intersection and sidewalk improvements to increase access, and the purchase of 13 vehicles. Service is planned to operate for 19 hours a day, seven days a week every 10 minutes during peak periods and every 20 minutes during weekday off-peak periods and on weekends.

**Project Purpose:** Community Transit believes the project will improve east-west transportation options in Snohomish County, connect major activity centers, and provide an additional high capacity transit option. The project will serve relatively dense development, including multiple activity centers comprised of both employment and residential uses including the Paine Field/Boeing Manufacturing/Industrial Center, Bothell-Canyon Park Regional Growth Center, and Mill Creek Town Center.

**Project Development History, Status and Next Steps:** The project entered Small Starts Project Development in December 2014. Community Transit selected a locally preferred alternative in September 2015, and had it adopted into the region's fiscally constrained long range transportation plan in June 2015. Community Transit anticipates completion of the environmental review process with a Documented Categorical Exclusion in early 2016, receipt of a Small Starts Grant Agreement in late 2016, and the start of revenue service in summer 2018.

## Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
<b>Federal:</b>		
Section 5309 Small Starts	\$43.19	64.9%
Section 5307 Formula Funds	\$3.36	5.0%
<b>State:</b>		
Washington Department of Transportation Regional Mobility Grant – Seaway Transit Center	\$6.80	10.2%
2015 State Transportation Package	\$10.00	15.0%
<b>Local:</b>		
Community Transit Local Sales Tax and Reserve Funds	\$0.84	1.3%
Community Transit State Grant Matching Funds	\$1.70	2.6%
Snohomish County Public Works Road Fund Levy	\$0.40	0.6%
City of Everett Right-of-Way Donation	\$0.30	0.4%
<b>Total:</b>	<b>\$66.59</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-Low***

The land use rating reflects population and employment densities within ½-mile of proposed station areas, as well as the share of legally binding affordability restricted housing in the corridor compared to the share in the surrounding county.

- Average population density across all station areas is 4,800 per square mile, which achieves a Medium-Low rating according to FTA guidelines. Total employment served is 53,000 employees, corresponding to a Medium-Low rating.
- The proportion of legally binding affordability restricted (LBAR) housing in the project corridor compared to the proportion in the county through which the project travels is 1.60, which corresponds to a Medium rating.
- Paid parking is absent throughout the corridor, resulting in a Low rating under FTA’s typical parking cost criteria. The CBD parking space to employee ratio of 0.66 stalls per employee corresponds to a Low rating by FTA metrics.
- The project designates the Paine Field/ Boeing-Everett Complex as the Central Business District and proposes a BRT link to Bothell’s Canyon Park vicinity. Both termini are policy-designated Regional Growth Centers. The service route operates along local highways that are characterized by large road widths, high speed travel and large traffic volumes. Building setbacks are significant to allow for ample off-street parking, usually situated along the streetfront.

**ECONOMIC DEVELOPMENT RATING: *Medium***

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

- Regional, municipal, and specific area plans are updated to reflect the corridor’s designation as a high capacity transit corridor. Policy and zoning designations that support increased density, transit-oriented development, and alternative transport are consistent and unilaterally adopted. Local plans supporting station area development identify upgrades to pedestrian facilities for Americans with Disabilities Act compliance, promote mixed use, and establish urban design standards.
- New policies and zoning designations that support increased density, transit-oriented development, and active streetscapes are consistent and unilaterally adopted by each jurisdiction. Zoning incentives encourage higher density land use, while design review standards promote active streetscapes.
- Local jurisdictions offer floor area ratio bonuses and additional height allowance incentives to encourage higher density mixed use. Snohomish County adopted a transfer development rights (TDR) credit program that allocates 2,400 TDR credits to municipalities along the corridor. Increased stakeholder engagement is anticipated for the project’s next phase. The Transit Supportive Planning Toolkit developed by the regional Growing Transit Community Partnership is to be used by local governments as they create transit-supportive plans.

**Performance and Impacts of Policies: *Medium***

- The Swift I BRT (predecessor) corridor has new mixed use and higher density developments assisted by zoning and policy changes comparable to those adopted for the Swift II corridor. Major regional employer Boeing is currently planning an additional 1.2 million square feet of manufacturing space for expanded aircraft production. Substantial transit-adjacent development within the corridor jurisdictions demonstrates the local commitment to transit-oriented development (TOD) principles.
- The corridor has ample opportunity for revitalization and sustained growth. An estimated 55 percent of station area land is vacant or has development valued at less than the cost of land (underutilized). Current receptivity towards higher density uses, as demonstrated by existing conditions, suggests potential for future infill and TOD.

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

- A 2014 needs assessment found that about six percent of the rental units and less than one percent of the ownership units in Snohomish County are affordable to households making 30 percent of the

countywide area median income (AMI). Almost 11 percent of all Snohomish County households are at or below that income threshold.





















- The Puget Sound Regional Council's Growing Transit Communities Strategy determined that 43 percent of the region's households make less than 80 percent of (AMI) and the supply of subsidized housing falls short of demand.
- Snohomish County oversees an Affordable Housing Trust Fund, which provides funding for acquisition, construction, or rehabilitation of affordable housing, as well as operations and maintenance and rental assistance vouchers. The County has also identified the total number and distribution of affordable housing units each jurisdiction should have, as well as the number of affordable housing units based on household income level.

# Swift II

Snohomish County, Washington

**Figure 1. Project Map**

**Swift II Project**

-  Alignment
-  Stations
- Half-Mile Station Area Segments**
  -  Regional Manufacturing Industrial and Employment (RMIE) Segment
  -  Urban Village Segment
  -  Mixed Use Corridor/Urban Center (MUC/UC) Segment
  -  Mill Creek Town Center Segment
  -  Mixed Use Urban Center Segment
  -  Regional Growth Center Segment
- Other Regional Transit Facilities**
  -  Swift (Hwy 99) Alignment
  -  Swift (Hwy 99) Stations
  -  Proposed Lynnwood to Everett LINK LRT Extension Alignment
  -  Proposed Lynnwood to Everett LINK LRT Extension Stations
- Activity Centers**
  -  Paine Field Airport
  -  Boeing
- Other Features**
  -  Highway
  -  Roads
  -  Railroads
  -  Existing Park and Rides
  -  Waterbody
  -  City Boundaries

