

Swift II BRT
Everett, Washington
Small Starts Project Development
(Rating Assigned November 2017)

Summary Description	
Proposed Project:	Bus Rapid Transit 12.3 Miles, 18 Stations
Total Capital Cost (\$YOE):	\$73.63 Million
Section 5309 Small Starts Share (\$YOE):	\$43.19 Million (58.7%)
Annual Operating Cost (opening year 2019):	\$6.16 Million
Current Year Ridership Forecast (2014):	3,700 Daily Linked Trips 1,089,800 Annual Linked Trips
Horizon Year Ridership Forecast (2035):	4,700 Daily Linked Trips 1,412,800 Annual Linked Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	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: The Project is intended to increase passenger capacity; increase critical mobility options and transportation choices; improve transit travel time, reliability, and connections; and reduce vehicle trips. The project serves relatively dense development, including multiple activity centers comprised of both employment and residential uses such as 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. A locally preferred alternative (LPA) was adopted into the region's fiscally constrained long range transportation plan in June 2015. In September 2015, Community Transit selected a refined LPA. Community Transit completed the environmental review process with receipt of a documented Categorical Exclusion from FTA in April 2016. Community Transit anticipates receipt of a Small Starts Grant Agreement (SSGA) in 2018, and the start of revenue service in June 2019.

Significant Changes Since Last Evaluation (November 2016): The requested Section 5309 Small Starts funding decreased from \$47.91 million to \$43.19 million.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$43.19	58.7%
Section 5307 Urbanized Area Formula Program	\$3.36	4.6%
State:		
Washington Department of Transportation Regional Mobility Grant	\$13.80	18.7%
Local:		
Community Transit Capital Reserve Funds	\$13.28	18.0%
Total:	\$73.63	100.0%

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 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.

- Average population density across all station areas is 4,800 per square mile, which corresponds to a Medium-Low rating according to FTA benchmarks. Total employment served is 53,000, corresponding to a Medium-Low rating. Paid parking is absent throughout the corridor, resulting in a Low rating under FTA's parking cost benchmarks. The proportion of legally binding affordability restricted housing in the project corridor compared to the proportion in the counties through which the project travels is 1.60, which corresponds to a Medium rating.
- The project would link Paine Field with Bothell's Canyon Park area, both of which are 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.
- Most of the main corridor thoroughfare has sidewalks, and most station area roads have sidewalks on at least one side of the street.

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 (TOD), 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 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

