

**Swift Orange Line BRT
Everett, Washington
Small Starts Project Development
(Rating Assigned November 2019)**

Summary Description	
Proposed Project:	Bus Rapid Transit 11.3 Miles, 13 Stations
Total Capital Cost (\$YOE):	\$84.16 Million
Section 5309 CIG Share (\$YOE):	\$41.65 Million (49.5%)
Annual Operating Cost (opening year 2024):	\$9.30 Million
Current Year Ridership Forecast (2017):	3,900 Daily Linked Trips 1,163,300 Annual Linked Trips
Horizon Year Ridership Forecast (2030):	5,100 Daily Linked Trips 1,531,700 Annual Linked Trips
Overall Project Rating:	Medium-Low
Project Justification Rating:	Medium-Low
Local Financial Commitment Rating:	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 and Ride in Mill Creek. The project connects with CT’s two other Swift BRT lines, as well as Sound Transit’s Lynnwood Link Extension light rail project that is anticipated to open in 2024. The project includes improvements to two existing transit centers/park and ride facilities, 16 vehicles, queue bypass lanes and transit signal priority. The service is planned to operate 22 hours each day every 10 minutes during the day and every 20 minutes in the evening and on weekends.

Project Purpose: The project corridor includes several important trip generators, including Edmonds Community College, Lynnwood Transit Center, Alderwood Mall, and Mill Creek Town Center. The proposed project is planned to include fast, frequent and reliable service that would connect regional growth and activity centers and support economic vitality. CT anticipates that the project would also help reduce traffic congestion, particularly near the Interstate 5 (I-5) interchanges, given its intermodal connections with Sound Transit’s north-south Link light rail which will parallel I-5. In southern Snohomish County, the project would help to address a critical need for improved east-west transportation options.

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 anticipates completion of the environmental review process with receipt of a Documented Categorical Exclusion from FTA in Spring 2020, receipt of a Small Starts Grant Agreement in fall 2020, and the start revenue service in early 2024.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$41.65	49.5%
Section 5307 Urbanized Area Formula Program	\$10.00	11.9%
FHWA Flexible Funds (Surface Transportation Program)	\$7.00	8.3%
State:		
Washington Department of Transportation Connecting Washington Legislative Evaluation & Accountability Program project fund	\$5.00	5.9%
Local:		
Community Transit Capital Reserve Funds	\$20.51	24.4%
Total:	\$84.16	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

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 employees, corresponding to a Low rating. The proportion of LBAR housing in the project corridor compared to the proportion in the county through which the project travels is 2.61, corresponding to a High rating.
- The corridor consists of three segments, Lynnwood, Lynnwood/Mill Creek Municipal Urban Growth Area (MUGA), and Mill Creek. The Lynnwood segment is composed primarily of commercial, university and municipal land uses, while 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 ADA compliant.

ECONOMIC DEVELOPMENT RATING: Medium

Transit-Supportive Plans and Policies: Medium

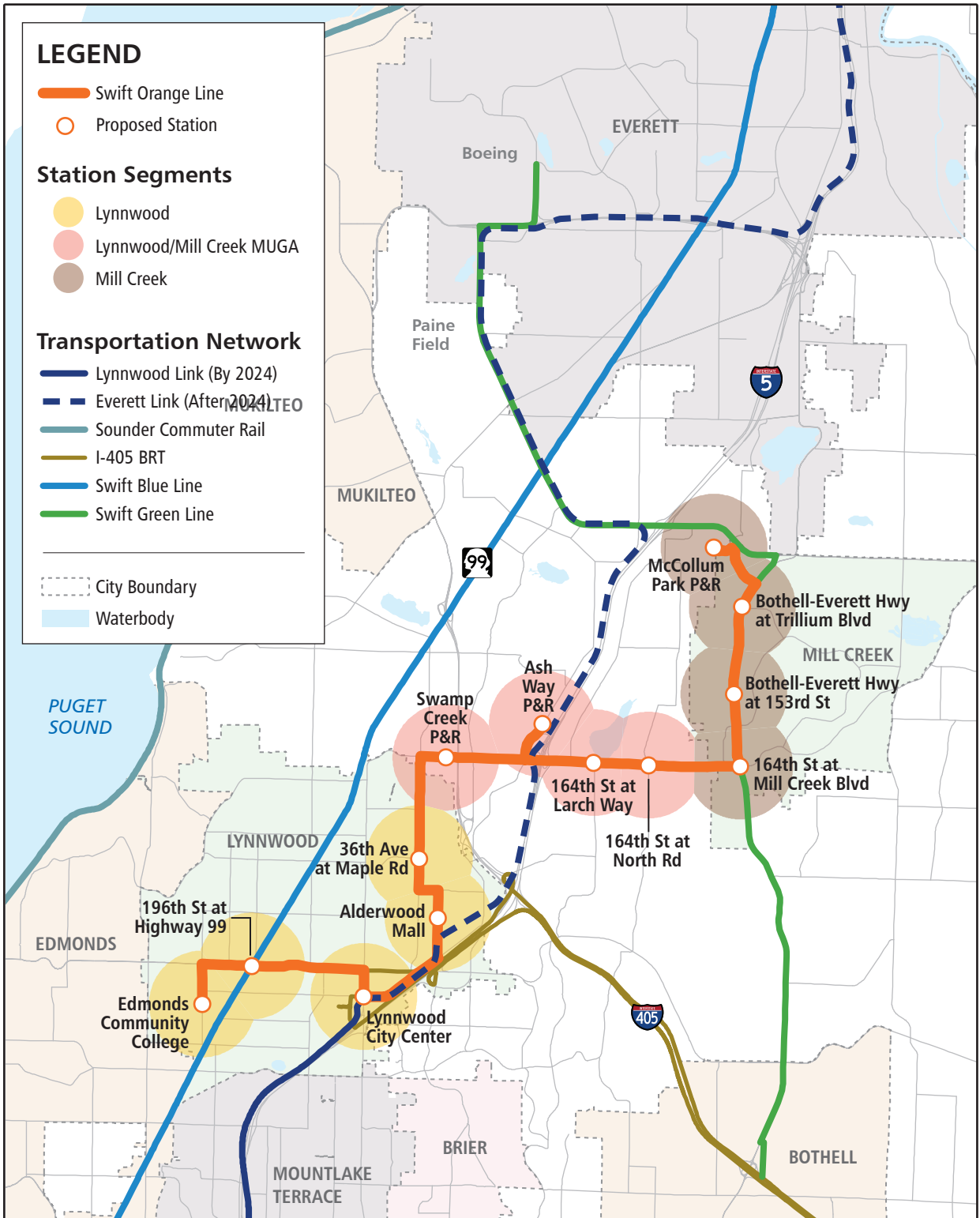
- *Transit-Supportive Corridor Policies:* Washington State policies and Puget Sound Regional policies are very supportive of transit-oriented development (TOD). Some of the local plans encourage increased development in the station areas. All of the plans support pedestrian facilities in the station 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 (TDR) program.

Performance and Impacts of Policies: Medium-Low

- *Performance of Land Use Policies:* A few examples of recent transit-oriented developments and station area development proposals were provided. These examples include dense housing and 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 for this land were not provided.

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.



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

