Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	accepted
Accepted:	N/A
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvment
2. **Regional Transportation Plan ID**
   4415, 621, 5650, 2519
3. **Sponsoring Agency**
   WSDOT
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
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Project Description

1. **Project Scope**
   This project includes Business Access Transit (BAT) Lanes on State Route (SR) 99 between 148th Street SW (MP 50.20) and Airport Way (MP 52.27) in unincorporated Snohomish County. The work includes the building or rebuilding of roadway shoulders as managed BAT lanes, ADA improvements, bicycle and pedestrian facilities separated from travel lanes, new and improved signalized pedestrian crossings, safety improvements, transit speed and reliability improvements, and improved lighting. These facilities will be designed to meet WSDOT’s Level of Traffic Stress 2 or better, which could include sidewalk and bike lanes separated from travel lanes by a buffer, a wide shared use path separated by a buffer, or some other bicycle

and pedestrian facility separated from travel lanes with a buffer. The specific combination will be identified in the study currently underway.

2. **Project Justification, Need, or Purpose**
   The BAT lane and its associated speed and reliability improvements is one critical element in SR 99's evolution to a high-capacity transit corridor, high-density community, economic engine, and livable street that connects Everett and Seattle. Within the project limits, SR 99 and its bisecting streets serve two high-capacity and ten local bus routes carrying over 13,000 riders each weekday. The Swift Blue line and Route 101 run complementary limited-stop and local services along the length of the SR 99 corridor and carry nearly forty percent of all transit riders on Community Transit's system. South of the SR 99 project corridor (148th Street SW) these two routes use existing BAT lanes to maintain their current schedule reliability. Within the project limits, there are no BAT lanes now.
   SR 99 is currently congested, and the buses running on it are being delayed. Although these buses are starting the route on time, by the end of the route 30 percent of them are behind schedule. This indicates that not only are bus operations being disrupted on SR 99 but that the buses, once disrupted, are generally unable to return to schedule. The SR 99 corridor plays a prominent role in the region's future as an urban mixed land use corridor of county- and regional-significance. The area served by the project is targeted to grow significantly. 2044 population and employment are targeted to grow by fifty percent (50%) and two-hundred and seventy percent (270%), respectively, compared to 2018. Without improvements to SR 99 transit speed and reliability, the Swift Blue line and Route 101 will face increased delays negatively impacting the quality of life of and access to opportunities for communities, especially equity populations.
   The project's ADA improvements, bicycle and pedestrian facilities and crossings, and safety improvements will provide improvements to existing facilities, add new facilities, and improve safety for communities to access transit and community destinations critical to quality of life and accessing opportunities.

Project Location

1. **Project Location**
   MP 50.20 to 52.27
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   Snohomish
3. **Crossroad/landmark nearest the beginning of the project**
   MP 50.20, 148th Street SW
4. **Crossroad/landmark nearest the end of the project**
   MP 52.27, Airport Road
5. **Map and project graphics**
   SR_99_BAT_Lanes_Project_Map.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   Transportation Element: A Component of the GMA Comprehensive Plan (Nov 29, 2018),

   Appendix B, Summary of State Projects within Snohomish County, Pg B-5.
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**

14 Urban Principal Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

   The project is along a corridor connecting many regional, countywide, and local centers through strengthened Bus Rapid Transit and a more complete active transportation network. Figure 1 (Vicinity Map), included in the attachments, details the relevant regional, countywide, and local centers, as well as existing and planned high-capacity transit service. The project is on a corridor designated as a Highway of Regional Significance (non-HSS), a roadway with significant beneficial effects, primarily in terms of connections between major communities in the Central Puget Sound region and Snohomish County. Much of the project generally fronts the Paine Field/Boeing Everett Manufacturing Industrial Center to the west and is less than 600 feet from Paine Field at Airport Road. The project is on a critical segment connecting the Everett Regional Growth Center – Metro (approximately 6.5 miles to the north), the Lynnwood Regional Growth Center – Urban (approximately 3 mile to the south), the Seattle Northgate Regional Growth Center – Metro (approximately 10 miles to the south), and the Seattle South Lake Union Regional Growth Center – Metro, Seattle University Community – Metro, First Hill/Capitol Hill – Metro, and Seattle Downtown – Metro, all approximately 17 miles to the south.

   The project is located within and connects to one Snohomish County Candidate Countywide Center, Airport Road and Highway 99 Provisional Light Rail Station. In addition, the project currently connects to three Candidate Countywide centers via Community Transit: Ash Way Light Rail Station Area, Thrasher's Corner, and Mariner Light Rail Station Area. In the future, it will connect via the Everett Link light rail extension to the Light Rail Candidate Countywide Centers. The three light rail centers are located within the Urban Core Subarea.

   In the Draft 2024 Snohomish County Comprehensive Plan update, the study corridor is located within one Snohomish County local center, a Mixed-Use Corridor (MUC) located from Gibson Road to just north of 168th Street Southwest. The SR 99 MUC is also located within the Urban Core Subarea. MUC centers are higher density corridors within the Urban Core Subarea that contain a mix of residential and non-residential uses, and whose location and development are coordinated with the regional high-capacity transportation system.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

   There are 62,019 people in the 10 Census Tracts within 0.5 miles of the project. All Census Tracts have a higher percentage than the regional average for at least one of the six Puget Sound Regional Council (PSRC) Equity Focus Areas (see Figure 8: Census Tracts within 0.50 miles of the project, in the attachments). When compared to the region, these Census Tracts are composed of significantly higher percentages of equity populations.

   Equity Focus Areas:

   Of the ten Census tracts:

   -Nine have a higher percent People of color than the regional threshold (35.9%). Overall, the corridor population is 51% people of color.

   -Seven have a higher percent of people with low income than the regional threshold (20.7%). Overall, the corridor population is 28% people with low income.

   -None have a higher percent older adults (age 65+) population than the regional threshold (13.4%). Overall, the corridor population is 9.1% older adults.

   -Seven have a higher percent of youth (age 5-17) population than the regional threshold (15.4%). Overall, the corridor population is 17% youth.

   -Three have a higher percent of population with a disability than the regional threshold (11%)

and three are equal to the regional average. Overall, the corridor has 11.2% people with one or more disability.

-All ten have a higher percent of Limited English Proficiency Households than the regional threshold (8.5%). Overall, the corridor has 18% Limited English Proficiency households, more than twice the regional level.

See Figure 9: Demographic Data Summary by Census Tract for a summary of this data in tabular format.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   Intersectionality of Equity Focus Areas (EFAs):

   Equity Focus Areas/Opportunity Index/Air Quality Focus Communities. See Figures 10 through 18 for supporting graphics and data illustrations.

   All Census tracts but one have some level of intersectionality between the equity focus areas (EFAs) and/or other areas of intersectionality. Of the ten census tracts, two (2) are in tracts with PSRC Low Opportunity Indexes (OI), six are in Moderate OI tracts, and two in a High OI tract. Three Census Blocks served by the Study Corridor are identified in the top 10% of Air Quality Focus Communities.

   Below is a summary of the intersectionality of the equity focus areas, opportunity index, and air quality focus by Census Tract.

   -Census Tract 418.09: Exceeds the regional average for populations of people of color, , people with low incomes, youth, people with disabilities, and limited English proficiency households. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index and an Air Quality community.

   -Census Tract 418.10: Exceeds the regional average for populations of people of color, , people with low incomes, , people with disabilities, and limited English proficiency. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index and an Air Quality community.

   -Census Tract 418.12: Exceeds the regional average for populations of people of color, , people with low incomes, youth, people with disabilities, and limited English proficiency. The tract is identified as Low Opportunity by the PSRC Opportunity Index and an Air Quality Focus Community.

   -Census Tract 418.11: Exceeds the regional average for populations of people of color, youth, and limited English proficiency. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index.

   -Census Tract 419.01: Exceeds the regional average for populations of people of color, people with low incomes, youth, and limited English proficiency. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index and an Air Quality Focus Community.

   -Census Tract 419.05: Exceeds the regional average for populations of people of color, people with low incomes, youth, and limited English proficiency. The tract is identified as Low Opportunity by the PSRC Opportunity Index.

   -Census Tract 420.04: Exceeds the regional average for limited English proficiency households.

   -Census Tract: 501.02: Exceeds the regional average for populations of color, people with low incomes, youth and limited English proficiency. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index and Air Quality Focus Community.

   -Census Tract: 518.03: Exceeds the regional average for populations of color, people with low incomes, youth and limited English proficiency. The tract is identified as Moderate Opportunity by the PSRC Opportunity Index and Air Quality Focus Community.

   -Census Tract: 518.04: Exceeds the regional average for populations of color and households with limited English proficiency.

   See Figure 9: Demographic Data Summary by Census Tract for a summary of this data in tabular format.

Affected Tribes

The project will include consultation with the Muckleshoot Tribe, Samish Nation, Sauk-Suiattle Tribe, Snoqualmie Nation, Stillaguamish Tribe, Tulalip Tribes, and the Yakama Nation.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

   The SR 99 corridor supports significant existing population/employment activity and numerous centers (see Figure 1: Vicinity Map, in the attachments). SR 99 is a link between the Metropolitan Cities of Seattle and Everett, as well as the main street for the Core City of Lynnwood and Snohomish County's unincorporated Urban Core (see Figure 2: Snohomish County Urban Core Subarea, in the attachments).
   The City of Everett is designated Metropolitan City just north of the project area and the Everett Regional Center is about 7 miles from the project corridor. The project corridor is connected to the Everett Regional Growth Center and the Port of Everett/Naval Station by SR 99/Evergreen Way and the Swift Blue Line and local routes 101 (Community Transit) and 8 (Everett Transit). The population and employment of the Everett Regional Center is 4,070 and 13,060 respectively.
   The City of Lynnwood is a designated Core City is just south of the project area. In 2018, the population was 38,568 and the employment was 28,628. The Lynnwood Regional Center is about eight miles from the project corridor. The project corridor is connected to the Lynnwood Regional Growth Center by SR 99 and the Swift Blue Line and local routes 101 (Community Transit). The population and employment of the Lynnwood Regional Center is 4,270 and 13,760 respectively.
   Just west of the project limits, the Paine Field/Boeing Everett Manufacturing Industrial Center (Paine Field) parallels the study corridor from Airport Road to Russell Way. The project corridor is connected to Paine Field by SR 525, Airport Road, the Swift Green Line and Community Transit Routes 105, 107, 417, and 880. The population and employment of the Paine Field is 1,690 and 41,450 respectively.
   The project corridor sits on the west side of the Snohomish County Urban Core area. The project area includes census tracts falling wholly or in part within a ½ mile of the project. The area includes census tracts in and out of the Urban Core area but all fall within the southwest Urban Growth Area (UGA). In 2020, the Urban Core Subarea population was 73,447 and the 2019 employment was 14,243.
   This project will support existing housing and employment densities by making the existing transit services more attractive to users. SR 99 within the project limits serves two high-capacity and ten local bus routes carrying over 13,000 riders each weekday. The Swift Blue line and Route 101 run complementary limited stop and local services along the length of the SR 99 corridor and carry nearly forty percent of all transit riders on Community Transit's system.
   South of the SR 99 project (148th Street SW) the Swift Blue Line and Route 101 use existing BAT lanes to improve reliability. However, within the project limits, there are no BAT lanes. SR 99 is currently congested and the buses running on it are being delayed. Although these buses are starting the route on time, by the end of the route 30 percent of these buses are behind schedule. This indicates that not only are the bus operations being disrupted on SR 99 but that the buses, once disrupted, are generally unable to return to schedule.

   In 2022, WSDOT surveyed 366 study corridor users about their perceived safety and security. Of pedestrians or bicyclists, 85 percent felt either very unsafe (52%) or somewhat unsafe (33%). Only two percent (2%) felt very safe. Of those feeling unsafe while walking or biking on the SR 99, 71 percent cited missing sidewalks, 66 percent fast traffic, 61 percent too few crosswalks, 47 percent nowhere to bike, 42 percent lighting, 38 percent unsafe crossings at signalized intersections, 23 percent too many driveways, and 19 percent sidewalk inaccessibility.
   The project will support existing housing/employment densities by adding and improving active transportation facilities and crossings and by providing opportunities to improve the safety and security of the active transportation facilities.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   The SR 99 corridor plays a prominent role in the region's future providing critical access to several centers of county- and regional-significance.
   Future Population and Employment
   In the City of Lynnwood, the 2044 population and employment forecasts are 63,745 and 50,540, respectively. The 2035 population and employment targets for the Lynnwood Regional Growth Center are 16,700 and 22,200, respectively per Strategy LU-C of their Comprehensive Plan.

The City of Everett 2035 citywide and Regional Center population targets are 55,200 and 22,000, respectively. The citywide employment target is 143,000. Of note, the Port of Everett, located approximately 7 miles north of the project is investing nearly $60 million into its Seaport, with plans of nearly $140 million more over the next 10 years.
The Snohomish County Urban Core area is forecast to experience significant population and employment growth in the short-term and long-term. Under the PSRC's VISION 2050, 75% of new employment growth and 65% percent of new population growth is to be directed to high-capacity transit corridors and centers including the SR 99 corridor within the project limits.
One candidate countywide center, Airport Road and Highway 99 Provisional Light Rail Station, is within the project limits, and 3 candidate countywide centers (Ash Way Light Rail Station Area, Mariner Light Rail Station Area, and Thrasher's Corner) are connected to the project by current or future high-capacity transit. One local center (SR 99 Mixed Use Corridor (MUC) includes the project corridor. (See Figure 1: Vicinity Map, in the attachments). According to the DRAFT Urban Core Subarea Plan, the area served by the project is anticipated to grow significantly. 2044 population and employment are targeted to grow by fifty percent (50%) and two-hundred and seventy percent (270%), respectively, compared to 2018.
The Paine Field/Boeing Everett Manufacturing Industrial Center (Paine Field) has a net developable acreage of 4,002 acres. The City of Everett Subarea Plan for Paine Field has a 2030 employment forecast of between 58,000 and 68,000 employees. Paine Field Airport (PAE) has commercial, general aviation and military flights. In 2019, it had 1,022,046 commercial passengers and that is forecasted to more than quadruple by 2040 according to the PAE Masterplan, drawing more non-employment trips to the area.
The project will directly support existing development and redevelopment plans by creating the BAT lanes, bicycle and pedestrian facilities and other improvements called for in the existing and draft Snohomish Comprehensive Plan. It will also support the planned activity increases because:
1. The speed and reliability of BAT lane equipped transit supports more transit use; effectively increasing mobility on SR 99 without the impacts of more cars on adjacent land uses and without the costs to Community Transit for more service to make up for time lost to congestion.
2. Changes at the SR 99/Airport Road intersection can provide better connections at the convergence of the Paine Field/Everett Manufacturing/industrial center, planned Link light rail Station/County-wide mixed-use center, the Swift Blue and Green Line, and Routes 101 and 105.
3. The project bicycle and pedestrian facilities along the project corridor remove active transportation gaps and reconnect communities, facilitating access to the center.
Without the SR 99 BAT lanes and transit speed and reliability improvements, the Swift Blue line and Route 101 will face decreased reliability negatively impacting the quality of life of current transit riders and encouraging vehicles instead of transit.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

The project will expand access to high, middle and/or living wage jobs for the large EFA populace identified in Section A. It will do so in three basic ways:
A. It will increase the functional person capacity of SR 99 by making transit and active transportation more attractive as discussed in response to question B2. This facilitates growth without the quality-of-life impacts of increased vehicles on SR 99, a limiting factor for growth-especially to residential growth.
B. It will improve the reliability of the transit service on the project corridor.
C. It will improve access to employment opportunities outside of the project corridor for EFA populations living dependent on transit. The transit routes on the corridor are late about 30 percent of the time making transfers to other transit routes unreliable, and therefore risky, for those that must make those connections to be at work on time. By improving the reliability of these routes and their connections, the feasibility of employment outside the corridor significantly improves.
A sampling of the current and future connections made more reasonable by the BAT lanes are provided below:
• Link light rail - Northgate Regional Growth Center – Metro, Seattle University Community – Metro, First Hill/Capitol Hill – Metro, and Seattle Downtown – Metro
• Community Transit routes 115, 116, and 120 – Lynnwood Regional Growth Center
• Community Transit routes 113, 119, 880 – Ash Way Light Rail Station Area,
• Swift Green Line and CT route 105 – Paine Field/Boeing Everett Manufacturing Industrial Center, Mariner Light Rail Station Area Center, and Thrasher's Corner
• Swift Orange Line (starting April 2024) – Mill Creek, Lynnwood, Alderwood Mall, and Edmonds College
• Sound Transit Stride – Lynnwood City Center, downtown Bellevue, Canyon Park, and, via CT routes, Mukilteo Ferry Terminal

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

As indicated in previous responses, the project by its nature will support access to centers and HTC station area development. Seventy-five percent (75%) of new jobs are to be placed in the HTC station areas and centers such as are in the area. The project corridor is well-positioned to support employment growth in the industry clusters identified in the adopted Regional Economic Strategy for large, established businesses and medium to small businesses. The region's population is becoming increasingly diverse and has developed a strong base of ethnic goods and services, and transit improvements can support further growth in this sector.
Regional Economic Strategy Industry Clusters
Washington State Department of Commerce data on locations and size of the businesses in the PSRC Regional Economic Strategy clusters shows businesses within 0.5 miles of this project match the PSRC Industry Cluster with a range of small to large businesses. This project provides improved active transportation facilities, transit access, and transit reliability for communities to access the Swift Blue line and Route 101 and thereby improved access to these employment opportunities.
Aerospace. County-wide there are about 45,000 employees in the aerospace cluster heavily concentrated in the Paine Field area, but also located north and south of Paine Field along the broad SR 99 corridor. The location quotient of Aerospace in the County is more than 36 times the national average and three times the regional average.
Maritime, Military, and Transportation & Logistics. County-wide there are about 3,000 employees in maritime cluster, over 6,000 sailors and employees in the Military cluster, and about 1,400 employees in the Transportation and Logistics cluster. In 2019, Washington Maritime Blue published a strategy for the Blue Economy in Washington state, finding that the global ocean economy is expected to double by 2030 to $3 trillion. Near the SR 99 corridor, there are job concentrations in the Port of Everett/Naval Station Everett and Paine Field areas, both locations connected to the SR 99 project by high capacity transit.
The Port of Everett is investing nearly $60 million into its Seaport, with plans of nearly $140 million more over the next 10 years. The port currently supports 39,225 total direct, induced, and indirect jobs. This project will support this growth by connecting residents to future jobs via BRT. Swift Blue line and Everett Transit Route 6 provide access to living wage job opportunities at the Port of Everett for residents along the project limits.
Clean & Information/Communication Technology. Clean Technology in Snohomish County is about 11,000 employees, with concentrations of these businesses in the Paine Field Area and in Lynnwood near the I-5/I-405 interchange. Information & Communication Technology in Snohomish County is about 3,000 employees.
Ethnic Goods and Service Providers. The SR 99 project area is home to many providers of ethnic goods and services. WSDOT identified twenty-five ethnic grocery stores in the project area and SR 99 segment to south in Lynnwood (Twelve (12) Ethiopian/Eritrean, seven (7) Latin, three (3) middle eastern, and three (3) sold primarily Slavic foods. Of the 70 places of worship in that area 27 were identified which cater to a specific language or ethnicity including Chinese, Filipino, Japanese, Korean, Latinx, middle eastern, Romanian, and Slavic communities.

5. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.**

Most directly the BAT lanes will benefit commuters, residents, and business employees and customers that ride transit with Swift Blue and Green Lines, local buses, flex service, and paratransit riders benefiting the most. SR 99 congestion is forecasted to rise (LOS F) by 2044 impacting transit operations. BAT lanes allow transit to bypass congestion to stay on schedule. Since many routes will see increased reliability, this will especially benefit transit riders who transfer to other routes. These user groups riding transit routes crossing SR 99 will benefit from potential intersection BAT lanes, queue jumps, and/or signal priority. These routes include the Swift Green line and Route 105 at Airport Road and Routes 113, 119 and 196 at 148th Street.
Community Transit operates paratransit services for customers who find traditional transit service inaccessible due to a disability. Paratransit services are available within three-quarters of a mile from all local bus service routes during hours of operation. Community Transit currently provides DART paratransit service to approximately 6,850 registered customers with disabilities. User groups utilizing paratransit service will benefit from BAT lane access.
Commuters/Residents/Business Employees and Customers/Recreational Users
Bicycle and pedestrian facilities along and across SR 99 benefit commuters, residents, business employees and customers, and recreational users. These facilities ensure access to the high-capacity transit network, improve access to essential destinations and services, improve access to employment opportunities near project, and provide facilities for recreation users. The existing SR 99 bicycle and pedestrian facilities are deficient or missing altogether. Existing bicycle and pedestrian facilities and signalized crossings are insufficient to provide significant benefit for these user groups and to support planned SR 99 development. BRT stations, bus stops, and planned centers are bisected by SR 99 with too few opportunities for pedestrians and bicyclists to comfortably cross. Existing active transportation facilities are detailed in Figure 6: Existing Sidewalks and Figure 7: Existing Bicycle Facilities in the attachments.
Commuters/Freight Operators
Commuters who drive and freight operators benefit from improvements including improved lighting, new opportunities to make left turns to access destinations, and increased travel reliability.

All Users
In particular, the current study will focus on injury minimization at crash locations in support of WSDOT's Target Zero and FHWA's Safe Systems Approach, with a goal of decreasing accident severity which benefits all users, especially vulnerable users.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

   This BAT lane project will complete a physical gap in the transit priority network on the unincorporated segment of SR 99. This critical gap affects Community Transit's Blue Line, a Bus Rapid Transit (BRT) route. BRT, a type of High-Capacity Transit that attracts more riders than frequent bus service, is a package of bus, bus station, and bus lane (transitway) features, with BAT lanes one of its defining characteristics. The National Institutes of Health estimates that BRT nationwide has a 35 percent ridership advantage over less frequent transit service. Given the existing and future potential for congestion in the area, BAT lanes are likely to have outsized benefits here compared to other parts of the U.S.
   This project includes other improvements, specifically bicycle and pedestrian facilities, improved crossings at intersections, new signalized crossings, and transit speed and reliability improvements such as transit signal priority (TSP). These facilities will be chosen to meet WSDOT's Level of Traffic Stress 2 or better, meaning a sidewalk and bike lanes separated from travel lanes by a buffer, a wide shared use path separated by a buffer, or some other combination of bicycle and pedestrian facilities separated from traffic by a buffer. The specific combination will be identified in the study currently underway. A purpose of the study is to support the future land use vision, a denser, mixed used corridor built around or centered on frequent and reliable Bus Rapid Transit and local routes was well as active transportation.
   In addition to improvements detailed above, this project will provide or accommodate the following:
   • Green Line BAT lanes and light rail accommodations near the intersection of SR 99/Airport Road (Draft Snohomish County Plan Transportation Element, Project RI-001),
   • Transit signal priority at 148th Street Southwest, Lincoln Way, Gibson Road, and Airport Road,
   • Multimodal and safety improvements at Gibson Road and 148th Street Southwest (e.g. Draft Snohomish County Plan Transportation Plan Element, Projects RI-003 & RI-015),
   • New signalized pedestrian crossings where the route directness and demand dictate as appropriate,
   • ADA facilities and other modifications to existing facilities.
   The project spans the majority of a Snohomish County local center, a Mixed-Use Corridor (MUC) located from Gibson Road to just north of 168th Street Southwest. The SR 99/Airport Road intersection area, the northern project limit, is part of a candidate countywide center and adjacent to a future Light Rail Station. The project will directly enhance active transportation and transit access to these centers.
   The project will also build stronger connections between communities adjacent to the project and the regional's centers. The Blue Line directly serves the Everett Regional Center to the north, and connects with the RapidRide E Line serving South Lake Union, Seattle Uptown, and Seattle Downtown to the south. This year (2024) the Blue Line will be extended to connect with the Link light rail which serves the University District, South Lake Union, Capitol Hill, Downtown Seattle, and other Regional Centers to the south. The Blue Line connects with the Green Line to serve the Paine Field/Boeing Everett Manufacturing/Industrial Center to the West and Bothell Canyon Park to the East.
   The project will also provide opportunities to address transportation system and safety needs related to freight and automobiles as identified in study. The study will consider options including Transportation Systems Management and Operations (TSMO) strategies such as using traffic signal timing to create a green wave for low-speed traffic moving through the project segment and other improvements recommended in local Comprehensive Plans.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

   This project includes BAT lanes to increase transit reliability. Currently, thirty percent of trips starting on-time are behind schedule before finishing the route. Unreliability makes the existing transit service less attractive than when compared to other modes like driving alone. Without the BAT lane project, the delay is likely to increase making the transit service even less reliable and attractive. This project will also provide opportunities to implement or accommodate other improvements that increase the efficiency of the corridor as identified by the WSDOT study. Efficiency improvements being considered by the study for inclusion in this BAT lane project include the following:
   • ITS/TSMO improvements that improve the flow of transit and automobile traffic by reducing signal delay per person.

• TDM/TSMO improvements that increase active transportation use and increase ease of access to transit to reduce travel (automobile) demand. These include improvements to pedestrian and bicycle facilities, new signalized crossings, and improvements existing signalized intersections.
• Transit related efficiency improvements to improve transit signal priority, queue jumping, and station improvements.

The Draft 2024 Snohomish County Comprehensive Plan Transportation Element identified adequate access to public transit as one of the most important factors in whether a transit system will be effective. SR 99 currently represents an active transportation barrier for those trying to cross or traveling along the corridor. Active transportation gaps that discourage walking and bicycling trips for those crossing the corridor include insufficient signalized crossing opportunities. High traffic speeds and volumes, along with sidewalk gaps and missing bicycle facilities make walking and biking trips along the corridor unpleasant. As development along the corridor increases, these gaps will only exacerbate the negative experiences of pedestrians and bicyclists. As noted in previous responses, this project will include bicycle and pedestrian facilities along SR 99; intersection improvements focused on active transportation and transit improvements; new signalized crossings; and pedestrian level lighting.

These active transportation improvements are critical for increased access to fast and reliable high-capacity transit on the corridor and beyond. Addressing the lack of access to transit is a key factor in making transit a viable alternative to driving. Design recommendations such as improved crossing visibility, signalization, and other safety improvements will make crossing SR 99 a more pleasant experience for those that walk, bike or roll. Active transportation improvement with lower motorist speeds through speed management and TSMO strategies will make the corridor more attractive to all active transportation users. By improving the active transportation experience, the project will seek to improve accessibility to station areas, access points, and major destinations.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

BAT lanes with transit priority enhancements have long been an identified needs in local Comprehensive Plans, Community Transit plans, and WSDOT plans. Among other places, this is evidenced in the following documents:
• Project ID 4415. SR 99/Evergreen Way: 148th St SW to Airport Road. “Construct BAT lanes on Evergreen Way / Highway 99 148th Street SW to Airport Road”. Sponsor: WSDOT NWR. (Regional Transportation Plan-2022-2050, Appendix D2, PSRC, 2022. Page 211 unmarked, Project ID: 4415).
• Project ID 621. SR 99/ Evergreen Way Transit HOV Treatments. “BAT lanes on Evergreen Way/Highway 99 from 115th Street SW to 46th Street”. Sponsor: Everett. (Regional Transportation Plan-2022-2050, Appendix D2, PSRC, 2022. Page 25 unmarked, Project ID: 621)
• Project ID 5650. 118th St SW (Airport Road). “Widen 128th St SW/Airport Road to increase vehicle capacity along the corridor and across I-5 through the addition of a BAT lane and a dedicated transit, bike and pedestrian crossing of I-5. The project will provide needed speed and reliability improvements on the corridor for the existing Community Transit Swift BRT…. This project will be coordinated with WSDOT project 1706.” (Regional Transportation Plan-2022-2050, Appendix D2, PSRC, 2022. Page 216 unmarked, Project ID: 5650)
• SR 99 / Evergreen Way 148th Street SW to Airport Rd. Description: “Construct BAT lanes on Evergreen Way / Highway 99 from 148th Street SW to Airport Road” (Transportation Element: A Component of the GMA Comprehensive Plan Appendix B, Pg B-5., Snohomish County Public Works, Nov 29, 2018).
• UC 7.6. “An interconnected system of high-occupancy vehicle (HOV) or Business Access and Transit (BAT) lanes and treatments shall be provided to serve the Light Rail Community land use designation within the Urban Core Subarea”. (Draft Urban Core Subarea Plan, Page 108).
• Tier 1 Bus Routes [including SR 99 project corridor] are to have transit speed improvement projects-at a minimum Transit Signal Priority. (Everett Comprehensive Plan-2015-2035, Transportation Element, Pages 47 & 48).
• Swift Blue Line Retrofits. “Community Transit will be making some speed and reliability improvements along the existing Swift Blue Line corridor to help riders move through the corridor more quickly and predictably. Community Transit will also be upgrading stations along the corridor to improve the customer experience with updated signage and payment systems, better lighting, and, in some cases, make security improvements.” (Community Transit 2023-2028 Transit Development Plan. Page 38)
• Project ID 2519. Link LRT Extension from Lynnwood to Everett. “This project extends light rail from the Lynnwood Station to Everett Station via the Southwest Everett Industrial Center. The project includes six new stations ... The project also includes one provisional station, at SR 99/Airport Road…” (Regional Transportation Plan-2022-2050, Appendix D2, PSRC, 2022. Page 216 unmarked, Project ID: 2519)

There are no bicycle facilities on the project corridor. This project will include bicycle facilities as identified in the Everett Comprehensive Plan. (Everett Comprehensive Plan (2015-2035), Transportation Element: Bikes lanes on SR 99 from Airport Way to Manor Way). In addition, the Draft Snohomish County Subarea Plan calls for consideration of improvements that facilitate the storage and charging of electric bicycles and scooters in the area.
Below are the initial WSDOT purpose and need findings for the study that highlight other identified needs.
Purpose: The preliminary purpose of the SR 99 Study is to create a safe and reliable corridor for all users while reconnecting bordering communities. The fourteen needs are:
1. Consistently reliable travel time and lower speed for motorists.
2. Reduce high-speed, long-distance use of BAT lanes by motorists.
3. Consistently reliable and quick travel for Swift BRT riders.
4. Continuous bicycle and pedestrian facilities with Level of Traffic Stress scores of two [2] or better to meet state Complete Streets requirements.
5. Additional signalized crossings to meet WSDOT's Complete Streets Route Directness Index requirements, to link common origins and destinations, to reconnect neighborhoods, and to connect transit stops.
6. Pedestrian and cyclist nighttime visibility and comfort through lighting.
7. More opportunities for motorists to make left turns across SR 99.
8. Simpler transfers between Swift Blue and Green lines, and/or other future high-capacity transit.
9. Injury minimization at fatality, significant injury, and active transportation involved crash locations in support of WSDOT's Target Zero and FHWA's Safe Systems Approach.
10. Equitable transportation facilities for people with disabilities and Limited English proficiency (LEP).
11. Forward-compatible projects that facilitate the storage and charging of electric bicycles and scooters.
12. Corridor suitability for planned high-capacity transit (HCT) centered development.
13. Enhancements to environmental sustainability along SR 99.
14. Enhancements to fiscal sustainability for the corridors' communities and transportation agencies.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   The project includes improvements to create a more comfortable environment for active transportation, with new and rebuilt active transportation facilities suitable for all ages, and abilities and more direct active transportation routes across SR 99.
   Opportunities for more direct active transportation routes includes connecting existing and planned trails on both sides of SR 99. The Draft 2024 Snohomish County Comprehensive Plan details the Countywide Bicycle Facility System. Of note, there are five (5) east-west bicycle connections that cross SR 99 within the project limits. These include an existing countywide connector bike route at Airport Road, four planned Countywide Connector Bike Routes on Lincoln Way, Shelby Road, and Gibson Road (planned), and an existing urban neighborhood connector bike route on 148th Street.
   The project includes more frequent signalized crossings of SR 99. In the project limits, there are only four signalized intersections with crosswalks, which have an average spacing of 0.70 miles. The study will detail locations for new signalized crossings with crosswalks based on community feedback, technical guidance, access to destinations, and current and future land use.
   As a result of this spacing, people often choose to cross SR 99 outside of signalized intersections or choose not to travel. Crossing outside of a signalized intersection can be challenging and presents a health risk due to high corridor speeds, the number of travel lanes (4 to 7), and the lack of pedestrian refuges. There are no signalized crossings near many critical destinations including bus stops at Russell Way/Manor Way, north of Lincoln Way, north of 40th Avenue West, and at 40th Avenue West; high density housing; mobile home parks; and essential destinations including grocery stores, services and Lake Stickney Park.
   Choosing not to travel also exacerbates health challenges. Active transportation is an important aspect in health management, along with eating healthy foods and access to health care. Lack of transportation facilities can limit access to fresh foods and medicines. The U.S. Department of Agriculture identifies multiple census tracts along the corridor as being "Low Income and Low (Food) Access" in 2019 (see Figure 20: Low Income and Low Food Access in the attachment). The SR 99 corridor provides access to at least one community health care clinic, just north of the project corridor, and several hospitals/doctor's offices.
   The projects analyzed are all shown to reduce vehicle miles travelled (VMT). The modeled results indicate VMT reductions from BAT lanes at 183 miles/day, bike facilities at 13,403 miles/day, and pedestrian facilities at 353 miles/day. These reductions in VMTs from bike and pedestrian facilities will not only reduce harmful criteria air pollutant and greenhouse gas emissions, but they also result in greater adoption of active transportation, resulting in public health benefits.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide**

benefits or positive impacts to these equity populations by improving their mobility.

EFAs and disparities. The project area includes multiple census tracts within the six PSRC equity focus areas (EFAs) and high intersectionality among the EFAs. Among the disparities experienced by these EFAs are feeling unsafe while walking/bicycling/getting to transit on SR 99, lack of opportunity per PSRC measures, and exposure to air pollution. The project will eliminate the transportation gaps that contribute to these disparities.

Community members have expressed feeling unsafe while walking or bicycling and challenged when turning on and off SR 99. These concerns are summarized in Section B, question 2. Results from a Fall 2022 WSDOT survey of 250 people indicate that 37% percent of the POC/Latinx respondents walk, bicycle, or take public transit in the corridor and that 84% of these feel unsafe while walking or bicycling. The positive impacts of the project on safety are detailed in Section E.

PSRC data shows that these residents live in areas with limited opportunity. Forty-eight thousand or 77 percent of the corridor residents have limited access to opportunity.

Nearly 20,000 or 31 percent of the corridor residents live in Air Quality Focus Communities (AQFC), areas disproportionately impacted by pollution. The Census Tracts with the AQFCs are also the areas with the least access to private vehicles. Seven census tracts (43,025 people-68 percent of the corridor) have the worst diesel pollution and disproportionate impacts score and three (15,416 people-24 percent) have the second worst score in the Washington Environmental Health Disparities map. The entire population has diesel pollution scores significantly higher than the state. Airport Road is a T1 freight corridor (highest amount freight trucks). AQFCs are present are through the project limits. In the northern part of the project, start and stop at the SR 99/Airport Road intersection adds to area pollution from freight, cars, transit, and Paine Field Airport. The positive impacts of the project on air quality are detailed in Section F.

Existing transportation gaps include:

- lack of BAT lanes
- lack of transit queue jumps for crossing routes
- lack of transit signal priority (TSP)
- lack of bicycle facilities
- large segments with no sidewalks
- long distances between signalized crosswalks
- limited lighting
- multiple intersections without crosswalks and/or at acute angles to SR 99

The project will address these gaps as follows:

BAT lane and TSP. The base project is to fill the BAT lane gap. As described in section B question 4, the BAT lanes and TSP will benefit the EFAs by increasing on-time transit operations on and across SR 99, and reduced missed connections.

Queue Jumps. The project offers opportunities to directly create or accommodate queue jump facilities at signalized cross-street intersections with SR 99 with transit demand. Queue jumps also increase on-time operations and reduce missed connections.

SR 99 Linear Pedestrian and Bicycle Facilities. The project will create bicycle facilities, fill gaps in the pedestrian network, and improve existing pedestrian facilities – all at a Level of Traffic Stress 2 or better, as detailed in section C. This creates more comfortable walking, riding, and rolling opportunities in the area, improving access to transit.

Intersection Improvements and New Signalized Crossings. The project includes intersection improvements for all modes, as well as new signalized crossings to improve intersection Level of Traffic Stress and gaps in route directness. These improvements will better connect with the four trails and six pairs of transit stops in the project area, and improve access to destinations such as high density housing, mobile home parks, grocery stores, services, and parks.

More signalized crossings will shorten walking distance necessary to reach signalized street crossings. New signalized crossings will increase the attractiveness and accessibility of transit.

Lighting. The project will include lighting improvements to support all modes. The vast majority of pedestrian/bicyclist related fatal and significant injury crashes have occurred in dark conditions. Current lighting tends to benefit vehicular traffic and is less effective in lighting pedestrians. Eliminating lighting gaps will improve the comfort and safety of crossing SR 99 and its intersections.

Side Street Crosswalks and Angles. The project will include improved crosswalks at cross streets and other intersection improvements such as realigning curbs and/or markings to ‘square up’ side streets and shorten the crossing exposure for pedestrians. Safely negotiating the acute angled intersections require motorists to rotate their necks and take more time than is typical to turn. Longer crossing distances mean active transportation users are more exposed to crossing automobile traffic. These factors present disparate challenges for some older or disabled users of all modes.

Corridor Speeds. The project corridor has posted speeds of 45 and 50 mph. Current roadway design speeds, and the design elements common to them, are not optimal for cueing drivers to look for and slow down for vulnerable users. This results in quality-of-life disparities related to mobility and access. The specific vision for corridor design and operations will be identified in the study currently underway.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

The project will utilize WSDOT'S Draft Community Engagement Plan and draw upon the PSRC best practices. The WSDOT Engagement Plan identifies Guiding Principles for Community Engagement for all policies, plans, programs, and projects and identifies strategies for engagement and decision-making with communities.
The WSDOT Study and the preliminary engineering phase (this grant application) will include extensive focused engagement with equity populations (people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency) within 0.5 miles of the project. The goal of the focused engagement is to develop the multimodal vision for the corridor that will then be designed by this project. Figures 11 to 15 detail the intersectionality of Equity Focus Areas within 0.5 miles of the project. The goal of focused engagement with equity populations is to learn their transportation needs and priorities and to seek feedback at key decision points. Ultimately, the goal of the Pre-Design Study and this project is to collaborate with community, especially equity populations, agency partners and other key stakeholders to develop the vision for SR 99 that addresses transportation needs and priorities of the community, especially equity populations. Collaboration means WSDOT will look to the community for advice and innovation in formulating solutions and incorporate their advice and recommendations into the decisions to the maximum extent possible.
Focused engagement strategies that will be used include:
-attending community events, meetings, and informal gatherings;
-developing and supporting workshops, meetings, and activities;
-developing flyers and utilizing social media to inform the community;
-developing online open house and survey to seek feedback that influences decisions;
-engaging with community-based organizations (CBO) to share information and seek feedback;
-seeking feedback directly from community members at bus stops, businesses, and other community locations;
-translating all engagement materials to identified LEP languages;
-providing compensation to participate in engagement and provide feedback; and
-providing interpreters for engagement efforts.
WSDOT/CBO partnership is critical to facilitate co-creating the vision for SR 99 with equity communities in the planning phase. Partnership will continue into the design of that vision in the preliminary engineering phase. For interpreter services, WSDOT will utilize community members for interpreter services and compensate them accordingly for their time. Focused engagement will be included in all phases of the project from planning to design to construction.
Community input from previous plans will also be incorporated into decision-making for this project, including comprehensive plans from Lynnwood, Everett, Mukilteo, the Draft 2024 Snohomish County Comprehensive Plan, Community Transit's 2023 – 2028 Transit Development Program and Long Range Plan, and the SR 99 Targeted Corridor Study.

2. **Describe how this outreach influenced the development of the project.**

Community feedback from the Draft 2024 Snohomish County Comprehensive Plan engagement is reflected in the SR 99 Pre-Design Study. Comments included: congestion concerns on state routes; concerns about displacement risk of existing residences, businesses, and institutions caused by redevelopment; support for infill development; and support climate change mitigation.

From the 1,657 responses in the Snohomish County Light Rail Communities Station Area Planning - Community Preferences Survey, the top three desired improvements across modes (in order of preference) were: 1. dedicated lanes on the roads for each mode (buses, bikes, etc.); 2. better street, sidewalk, and bike connections between neighborhoods; and 3. Roadway safety. All of these are addressed by improvements in this project.

Respondents to the Snohomish County Light Rail Communities Station Area Planning - Land Use and Transportation Survey indicated a preference for mid-block crossings, one of the top three most supported ways to slow traffic. This need and community preference is reflected in the inclusion of new signalized crossings in this project.

In 2022, WSDOT surveyed 366 study corridor users. 84 percent of all respondents felt unsafe when walking and bicycling and 89 percent reported experiencing challenges when they drive. For walking and biking, respondents identified missing sidewalks, fast traffic, few crosswalks, nowhere to bike, lighting, unsafe crossings at signalized intersections, too many driveways, and sidewalk inaccessibility as the attributes that made them feel unsafe. For vehicle mobility, challenges identified include high speeds on SR 99, difficulty turning into or out of traffic, and insufficient lighting. All of these attributes of the corridor are addressed by elements of this project.

The project timing reflects the urgency of the need expressed by the community. The funding will accelerate the delivery of these much-needed improvements.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

Regional growth and housing market pressure can cause the displacement of residents. Displacement can be physical (when housing units either deteriorate or are redeveloped), economic (when costs rise), or cultural (when community institutions, networks, and resources move). The introduction of light rail to the Urban Core Subarea is anticipated to increase the housing market pressure in the subarea. Snohomish County and the jurisdictions adjacent to this project have all implemented policies and plans to prevent displacement and support the housing needs of a diverse and growing population.
The corridor presents a variety of opportunities and associated anti-displacement strategies as identified by the PSRC HOP tool. See Figure 19: PSRC Housing Opportunities in attachments. These include:
• Promote Investment and Opportunity
• Improve Access & Housing Choices
• Transform and Diversify
• Improve Access & Affordability
Snohomish County and jurisdictions adjacent to the project are currently implementing policies that align with the opportunities identified above. These include:
-Encouragement of mixed-use development to address "missing middle" housing. (Ordinance Number 22-016, Snohomish County Council)
-Parking requirement reductions (Countywide Planning Policies. Snohomish County, Policy Number HO-14)
-Amendment of parking standards for townhouses. (Ordinance Number 12-115, Snohomish County Council)
-Revised ADU regulations (Ordinance Number 21-018 and Number 22-016, Snohomish County Council)
-Adoption of plans that align policies, regulations, and funding to allow greater development predictability. (Rethink Housing Action Plan, Everett, 2021)
-Upzoning in multiple municipal plans in Snohomish County (T&D)
-Preservation of affordable housing (Countywide Planning Policies. Snohomish County, Policy Number HO-14)
-Maintenance of existing affordable housing stock, including mobile home and manufactured housing Ordinance Number 22-016, Snohomish County Council)
-Development of interlocal agreements between Housing Authority of Snohomish County and several cities with the Alliance of Housing Affordability.
The Urban Core Subarea Plan, a Snohomish County Comprehensive Plan element, includes an overarching goal and multiple policies related to displacement:
• GOAL UC 6 Preserve, improve, and expand housing stock to provide a range of accessible, healthy, and safe housing choices that are affordable to all income segments within the urban core subarea.
o UC 6.1 Locate higher-density housing, including units that are affordable and accessible, in and around areas designated as Light Rail Community and Mixed Use Corridor.
o UC 6.2 Establish a targeted inclusionary housing program within areas designated as Light Rail Community and Mixed Use Corridor as a means of increasing affordable housing supply for extremely low-, very low-, low- and moderate-income households along with market rate housing near transit.
o UC 6.3 The County should coordinate with Sound Transit as Sound Transit implements its affordable housing mandate to identify and plan for affordable housing developments.
o UC 6.4 Increase the housing variety at a range of affordability levels allowed in existing single-family neighborhoods and medium density residential zones within the Urban Core Subarea, including missing middle housing types such as duplexes, triplexes, fourplexes, and townhomes.
• UC 6.5 Encourage investments to protect the socioeconomic diversity and cultural stability of established historically and currently marginalized communities within the Urban Core Subarea.
• UC 6.6 The County shall coordinate with community organizations and housing and service providers to increase housing within the Urban Core Subarea by supporting land-banking efforts for affordable housing, promoting homeownership opportunities for low- and moderate-income households, and providing special needs housing.
• UC 6.7 Evaluate plans, investments, and new development for the potential to increase housing costs for, or cause displacement of historically and currently marginalized communities, and low- and moderate-income households and renters within the Urban Core Subarea. Identify and implement strategies to mitigate the anticipated impacts.
• UC 6.8 Implement a mitigation/relocation program for extremely low-, very low-, and low-Area Median Income (<80% AMI) income households displaced because of public or private redevelopment, the conversion of publicly assisted housing stock, or the result of

manufactured community closures or conversions within the Urban Core Subarea.
• UC 6.9 Establish indicators for monitoring the affordability and availability of housing for all income levels within the Urban Core Subarea, as part of the countywide monitoring program. Periodically evaluate if adjustments in policy and implementing actions are needed to further housing goals within the Urban Core Subarea

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of FHWA's Proven Safety Countermeasures, and specifically address the following:**

From 2016 – 2020, there were 1,127 total crashes with 29% involving injuries. Fifteen were fatal or serious injury. In 2021 there were an additional 177 crashes and 36% of them involved injuries. Thirteen were fatal or serious injury. From 2016 to 2020, there were 27 pedestrian crashes (1 fatal and 8 serious injury) and 11 bike crashes (2 serious injury) with an additional 9 pedestrian crashes (1 fatal and 3 serious injury) and 1 bicycle crash in 2021. The top contributing causes for 2016 – 2021 crashes were inattention (20%), did not grant right-of-way (19%), Speed (11%), following too closely (11%), and other (10%). Of note, the 3-year average fatal and significant injuries more than doubled from 2016-2018 to 2019-2021, the pedestrian fatal and significant injuries increased by 60 percent, and the speed related crashes increased by 12 percent (See note below).
The SR 99 BAT lane project addresses safety and security both directly and indirectly. The project also directly addresses concerns identified by the user survey. The project addresses injury minimization at fatality, significant injury, and active transportation-involved crash locations in support of WSDOT's Target Zero and FHWA's Safe Systems Approach. The SR 99 BAT Lane project includes the following FHWA Proven Safety Countermeasures:
- Speed Management: Appropriate Speed Limits for All Road Users
- Bicycle and Pedestrian: Crosswalk Visibility Enhancements - Three main crosswalk visibility enhancements help make crosswalks and the pedestrians, bicyclists, wheelchair and other mobility device users, and transit users using them more visible to drivers.
- Bicycle and Pedestrian: Leading Pedestrian Interval - A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left. LPIs provide the following benefits: 1) Increased visibility of crossing pedestrian, 2) Reduced conflicts between pedestrians and vehicles, 3) Increased likelihood of motorists yielding to pedestrians, and 4) Enhanced safety for pedestrians who may be slower to start into the intersection.
- Bicycle and Pedestrian: Medians and Pedestrian Refuge Islands in Urban and Suburban Areas - A median is the area between opposing lanes of traffic, excluding turn lanes. Medians in urban and suburban areas can be defined by pavement markings, raised medians, or islands to separate motorized and non-motorized road users. A pedestrian refuge island (or crossing area) is a median with a refuge area that is intended to help protect pedestrians who are crossing a road.
- Bicycle and Pedestrian: Pedestrian Hybrid Beacons - As a safety strategy to address pedestrian crash risk, the PHB is an intermediate option between a flashing beacon and a full pedestrian signal because it assigns right of way and provides positive stop control. It also allows motorists to proceed once the pedestrian has cleared their side of the travel lane(s), reducing vehicle delay.
- Bicycle and Pedestrian: Walkway - Well-designed pedestrian walkways, shared use paths, and sidewalks improve the safety and mobility of pedestrians.
- Intersections: Lighting - Adequate lighting (i.e., at or above minimum acceptable standards) is based on research recommending horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment. Adequate lighting can also provide benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.
- Intersections: Corridor Access Management - Access management refers to the design, application, and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties. Thoughtful access management along a corridor can simultaneously enhance safety for all modes, facilitate walking and biking, and reduce trip delay and congestion.
The project will assess feasibility of incorporating two additional FHWA Proven Safety Countermeasures:
- Intersections: Dedicated Left- and Right-Turn Lanes at Intersections
- Intersections: Reduced Left-Turn Conflict Intersections
The project is located on a segment of SR 99 that prioritizes vehicle throughput. The project is focused on shifting to a multimodal focus by filling system gaps for transit (new BAT lane and speed and reliability improvements) and active transportation (separated bicycle and pedestrian facilities, new and improved pedestrian crossings, and lighting), improved crossings and by changing the context of the corridor (traffic calming, speed management, access, and lighting). The focus on changing the context and particularly speed management reduces reliance on enforcement and re-orients the design towards decreased speeds.
Note: UNDER 23 U.S. CODE § 148 AND 23 U.S. CODE § 407, SAFETY DATA, REPORTS, SURVEYS, SCHEDULES, LISTS COMPILED OR COLLECTED FOR THE PURPOSE OF IDENTIFYING,

EVALUATING, OR PLANNING THE SAFETY ENHANCEMENT OF POTENTIAL CRASH SITES, HAZARDOUS ROADWAY CONDITIONS, OR RAILWAY-HIGHWAY CROSSINGS ARE NOT SUBJECT TO DISCOVERY OR ADMITTED INTO EVIDENCE IN A FEDERAL OR STATE COURT PROCEEDING OR CONSIDERED FOR OTHER PURPOSES IN ANY ACTION FOR DAMAGES ARISING FROM ANY OCCURRENCE AT A LOCATION MENTIONED OR ADDRESSED IN SUCH REPORTS, SURVEYS, SCHEDULES, LISTS, OR DATA.

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

   In 2022, WSDOT surveyed 366 users about their perceived safety and security. While as a pedestrian or bicyclist in the study corridor 85 percent felt either very unsafe (52%) or somewhat unsafe (33%). Only two percent (2%) felt very safe. As a vehicle operator 71 percent experienced safety related challenges. Of those needing an assistive mobility device, none were using the sidewalks on SR 99 with more than half citing the lack of sidewalk accessibility.
   Of those feeling unsafe while walking or biking on the SR 99, 71 percent cited missing sidewalks, 66 percent fast traffic, 61 percent too few crosswalks, 47 percent nowhere to bike, 42 percent lighting, 38 percent unsafe crossings at signalized intersections, 23 percent too many driveways, and 19 percent sidewalk inaccessibility. Of those experiencing safety challenges while operating a vehicle, 71 percent cite high speeds on SR 99, 66 percent difficulty turning into or out of traffic, and 59 percent insufficient lighting. Sixteen percent wrote in the “other” that they feel personally insecure walking or biking in the corridor.
   There is a high degree of intersectionality in the project corridor. Communities on the east side of the project experience poverty and no access to a privately owned vehicle. Per the WDOH mapping tool data, the census tract flanking SR 99 project's east side (between Airport Road and 148th Street SW) has the second worst score (9) for both poverty and ‘no access to a private vehicle’ (9).
   The study underway focuses SR 99 alternatives that improve pedestrian and bicycle safety for EFA community members whom may be more apt to be walking or biking at night and/or in poor weather. Of the thirteen (13) 2016-2021 fatal and significant injury crashes that didn’t involve intoxicated/incapacitated participants, ten were involved pedestrians/bicyclists. Of these, 80% were in the dark, 80% of the pedestrians/bicyclists were crossing SR 99, 50% were at the Airport Road intersection, 20% were at the 148th Street SW intersection and 20% were midblock at SR 99 milepost 51.1 (north of Lincoln Way).

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

   WSDOT has adopted Target Zero. Target Zero identifies key countermeasures such as designing to reduce speeds, address crossings, separated infrastructure and complete networks for bicyclists and pedestrians, and reducing the risk of impaired crashes. These policies specifically informed the scope of the project. This project implements proven countermeasures to address the existing conditions as described above, specifically: designing to reduce the risk behavior of speeding (lane width reductions, visual cues, and other traffic calming elements), separated and complete pedestrian and bicycle networks, improving existing signalized pedestrian crossings, and new signalized pedestrian crossings.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

   WSDOT’s Strategic Plan emphasizes safety in the agency’s vision, mission, and values.
   -Vision: Washington travelers have a safe, sustainable, and integrated multimodal transportation system.
   -Mission: We provide safe, reliable, and cost-effective transportation options to improve communities and economic vitality for people and businesses.
   -Values: Safety, Engagement, Innovation, Integrity, Leadership, and Sustainability
   WSDOT has adopted a Target Zero program. Target Zero is a data-driven, long-term plan to identify priorities and solutions, create goals and develop a common understanding among the agencies working to keep Washingtonians safe. At the project level, appropriate countermeasures are selected to address the specific needs of the project. Safety will be a core component of this project, which is anticipated to identify potential countermeasures that are appropriate for the SR 99 corridor in Snohomish County.
   Additionally, WSDOT incorporates the Safe System Approach to road safety (Executive order E1085.01 – Road Safety – Advancing the Safe Systems Approach for All Users). The Safe System Approach is a holistic approach based on the following elements: safe roads, safe speeds, safe vehicles, safe road users, and post-crash care. In the Safe System Approach, WSDOT has a primary responsibility of road infrastructure planning, design, and operations. This includes speed management, multimodal context-sensitive geometric design, traffic systems management and operations, roadside features and road user actions affected by road infrastructure design and operations (such as signage, lighting, and striping), and the

safety management systems that support analysis and decision making.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**
   Transit and Ferry Service, Bicycle and Pedestrian Facilities, Other

Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   The most affected routes serving SR 99 in the project limits are the Swift Blue Line and Route 101. The study intends to support increased ridership and improve reliability and performance of transit routes running on SR 99, routes crossing the corridor, and on-demand services serving the corridor.

   The 2023 average daily and weekday ridership for the Swift Blue Line was 4,877 and 5,516, respectively and 661 and 791, respectively for Route 101. For other, less benefited, routes the average weekday ridership are as follows: Green Line (2,189), Rt. 105 (350), Rt. 107 (30), Rt. 112 (341), Rt. 113 (739), Rt. 119 (281), Rt. 415 (559), Rt. 417 (113), and Rt. 880 (228). More than half of total Community Transit system fixed route ridership rides on routes that operate on or cross the project corridor and would be positively benefited by the project elements. Demand response services riders would see increased accessibility, though ridership information is not available at the corridor level. See Figures 3 and 4 in the attachments for Community Transit's existing and proposed system maps, respectively.

   The project's focus on access to transit and BAT lanes will improve travel time reliability, extending transit riders' access to transit services further from the corridor by increasing the certainty of timed connections between routes. Other transit receiving increased ridership include King County Metro Rapid Ride E Line, all Everett Transit routes (via Everett Station), the Washington State Ferries Mukilteo-Clinton route. Sound Transit can also anticipate ridership increases on its Link light rail thanks to the Link Lynnwood Extension and the anticipated Blue Line extension which will create a direct connection between the two lines.

   The BAT Lane project will reduce emissions by: A. eliminating vehicle trips, B. shifting SOV trips to transit trips due to improved transit reliability and improve access to transit via walking, biking, and rolling, and C. improving traffic flow by removing a bottleneck using ITS/TSMO.
   A. The project will directly and indirectly eliminate vehicle trips. First, as discussed in previous responses, the project will improve and add new active transportation facilities and signalized crossings. These improvements have been shown to reduce the number of short trips by automobile as barriers to walking and bicycling are reduced. Second, also discussed previously, the project will help support transit access to and support the future growth of centers reducing reliance on vehicle trips. Third, reducing the barrier effect of SR 99 will facilitate shorter trips via transit and active modes decreasing VMT.
   To meet WSDOT's Complete Streets standards, all recommended improvements are expected to include the provision of pedestrian and bicycle infrastructure that meets Level of Traffic Stress (LTS) 2 standards or better and will meet needs for route directness.
   B. The project will induce a mode shift away from single occupant vehicles (SOVs) by attracting the SOV vehicle trips to transit. The BAT lanes and TSP will improve the reliability of the Swift Blue line and Route 101. Currently 30 percent of SR 99 transit trips fall behind schedule before reaching the end of the line. The benefits of the BAT lanes to riders will increase as the area grows.
   The project will also increase transit use by improving active transportation access to transit and by facilitating easier connections between the transit routes. Likewise, the corridor's transit improvements will complement the ongoing investments in the high-capacity transit system, most notably, the light rail and Stride system.
   C. An objective in the corridor is the delivery of more consistent vehicle and freight speeds resulting in lower emissions due to less stop and go travel. The project will smooth automobile and freight traffic operations on the corridor in three basic ways.
   Filling the gap in BAT lanes will address the bottlenecks that happen 148th Street SW both when transit vehicles and when vehicles exiting and entering traffic at business driveways merge into traffic. Potential TSMO complementary improvements will help manage speeds and the bunching of traffic. Airport Road is a T1 Freight Corridor, meaning it has the highest level of freight truck movement. Trucks, buses, and automobile traffic are stopping and starting here which contributes to emissions. See question C5 for the discussion of the intersection between air quality disparities and Equity Communities.

2. **What is the average transit trip length for the affected routes?**
   The average trip lengths for the predominantly affected routes, Swift Blue Line and CT Route 101, are 5.6 and 4.1 miles respectively. The average trip lengths for the remaining CT routes

are: Rt. 105 (6.2 mi), Rt. 107 (6.8 mi.), Rt. 112 (2.6 mi.), Rt. 113 (5.2 mi.), Rt. 119 (3.8 mi.), Rt. 415 (17.1 mi.), Rt. 417 (21.8 mi.), Rt. 880 (12.4 mi.) and Swift Green Line (3.7 mi). Demand response services in the corridor will also be affected by the study, but average trip length data is not available.

3. **What is the average transit trip length of the entire system?**
   Average trip length of the entire Community Transit system is 7.4 miles.
4. **If the project includes a park and ride, how many new stalls are being provided?**
   N/A
5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   The study will be assessing and recommending new and improved traffic, transit, and active transportation facilities on SR 99 to support new transit ridership. Considered treatments will include intersection improvements such as additional and enhanced transit signal priority, revisions to lane channelization and signal operations, and low-stress crossing enhancements for motorists, pedestrians, and cyclists. Transit connections/transfers between the Swift Blue and Green Lines and Routes 101 and 105 at Airport Road will be of special concern to make transfers simple and low stress.

   At station areas, planning considerations will include new mid-block intersections and enhanced crossings, which will be compatible with the corridor's planned BAT lanes. For linear facilities along SR 99, considerations will include wider sidewalks and separated/buffered bike facilities, as well as speed management to improve safety and comfort for all modes. Other improvements aimed at enhancing first/last mile transit access from neighborhood path connections to SR 99, scooter/bike storage and charging locations, and curb management strategies.
6. **What is the expected increase in transit ridership from the project?**
   The estimated post-project peak period transit ridership along the corridor (boardings/peak period on the Blue Line and Route 101) is 3,202. The 2023 Peak period, all-days ridership is 2,957. This would be a peak period increase of 63 riders or 2.1 percent. This uses the PSRC spreadsheet which does not show more than the peak ridership.
7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   N/A
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   The ridership and trip length data were provided by Community Transit for 2023. The estimated ridership increases are from the PSRC Air Quality worksheet (2024-lockedpsrc-cmaqemmissionstool).

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   As a WSDOT-administered project, improvement to this corridor will be required to include pedestrian and bicycle facilities that meet WSDOT's Level of Traffic Stress (LTS) standards of level 2 or better. WSDOT's LTS design standards prescribe certain facilities (such as wider sidewalks, protected bicycle lanes, or shared used paths) based on daily traffic volumes, the number of lanes, and posted speed limits. The final pedestrian and bicycle facility configuration for the project will depend upon the needs of the community, which will be understood through the public engagement process.

   The active transportation improvements will reduce emissions in similar ways to BAT lanes describe in Section F question 1 response: A. eliminating vehicle trips, B. shifting SOV trips to transit trips due to improved transit reliability and improve access to transit via walking, biking, and rolling, and D., through the accommodation of future charging stations for electric bikes and scooters in line with the corridor need expressed in the Snohomish County Comprehensive Plan. See previous response in section F question 1 for additional details.
2. **What is the length of the proposed facility?**
   The length of the project corridor is approximately two centerline miles and four BAT lane miles.
3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   Among the opportunities for more direct bike/ped transportation routes will be the ability to link up existing and planned trails on both sides of SR 99. The Draft 2024 Snohomish County

Comprehensive Plan details the Countywide Bicycle Facility System. Of note, there are five (5) east-west bicycle connections that cross SR 99 within the project limits. There is one existing Countywide Connector Bike Route at Airport Road, four planned Countywide Connector Bike Routes Lincoln Way, Shelby Road, and Gibson Road (planned), and an existing Urban Neighborhood Connector Bike Route on 148th Street.
The project also offers opportunities to link existing transit stops across SR 99. SR 99 hosts the Swift Blue Line and Route 101, each with their own set of stops. These routes have five (5) sets of stops on SR 99. Crossing transit routes also have stops at SR 99. Most prominent among the crossing routes are the Swift Green Line and Route 105 at SR 99 and Airport Road. The WSDOT Study will include links for these stop pairs in the study and the project will provide an opportunity to implement these links.

4. **Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.**
   Use Regional Default
5. **What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles**
   Use Regional Default
6. **What is the average bicycle trip length?**
   Use Regional Default
7. **What is the average pedestrian trip length?**
   Use Regional Default
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   WSDOT

Air Quality and Climate Change: Other

1. **You selected “other” as an emissions-related element in your project’s scope of work. Please describe the improvements expected to result in emissions reduction and the sources used to determine expected results. These could include technology implementation, anti-idling programs, and any other project types that do not fit the options provided in this form.**
   The project will offer an opportunity to accommodate Snohomish County’s Draft Comprehensive Plan policy (UC 5.15 subsection c) for electric bicycle and scooter storage and charging stations. Additionally, Community Transit is in process of transforming their fleet from diesel-powered to zero-emissions buses, the largest single investment Community Transit has ever planned. The fleet will be zero-emissions by 2044.

   Low socio-economic communities and communities of color are disproportionately affected by poor air quality, since these communities tend to be closer to air pollution sources, including highways and industrial facilities. Exposure to transportation-related criteria air pollutants, including CO, PM2.5, NOx, and VOC are known to have both short- and long-term health impacts. Exposure to air pollution levels above the public health standard set by EPA can result in reduced capacity of the blood to carry oxygen (CO), respiratory and cardiovascular disease (PM2.5), respiratory issues (NOX), respiratory issues (VOCs, which are the primary precursor of O3 (ozone)).

   According to the Washington Environmental Health Disparities map, project is with 0.5 miles of 10 Census Tracts which rank a 6 (1 Tracts), 7 (2 Tract), 8 (4 Tract), and 9 (2 Tracts) of 10 for environmental health disparities. The population in census tracts with the lowest environmental health disparities (rank 1) on average lived 5.3 years longer than those in census tracts with the highest environmental health disparities (rank 10). Four of the 10 Census Tracts include Block Groups categorized as Air Quality Focus Communities. The modeled results from the BAT projects show a reduction of 0.2 kg/day of CO and 0.02 kg/day of NOx. The modeled results from the bike facilities projects show a reduction of 14.46 kg/day of CO, 0.02 kg/day of PM2.5, 0.47 kg/day of NOx, and 0.17X kg/day of VOC. The modeled results from the pedestrian facilities projects show a reduction of 0.38 kg/day of CO and 0.01 kg/day of NOx.

   These reductions in criteria air pollutants from these projects will reduce the air pollution concentrations in environmental justice communities that are already exposed to various other environmental factors, including noise exposure and poor nutrition. Since numerous studies have found that cumulative exposure of environmental factors interplay and accumulation of multiple factors) play a role in disease causation, reducing air pollution in

these communities is expected to result in better overall health outcomes in these communities.

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   July 2037
2. **Total project cost**
   $57,427,919.00

Funding Documentation

1. **Documents**
   SR_99_BAT_Lanes_Estimate.pdf, L4000117_SR_99_BAT_Lanes.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   TEIS printout from the 2023 Session for BIN L4000117.

Phase	Year	Alternate Year	Amount
PE	2028		$4,275,122.00

Total Request: $4,275,122.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
MAW	Reasonably Expected	$6,016,918.00
STBG(PSRC)	Unsecured	$4,275,122.00
		$10,292,040.00

Expected year of completion for this phase: 2034

ROW

Funding Source	Secured/Unsecured	Amount
MAW	Reasonably Expected	$2,613,820.00
		$2,613,820.00

Expected year of completion for this phase: 2033

Construction

Funding Source	Secured/Unsecured	Amount
MAW	Reasonably Expected	$21,441,405.00
Other Federal	Unsecured	$23,080,654.00
		$44,522,059.00

Expected year of completion for this phase: 2037

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**

Yes

2. **What is the actual or estimated start date for preliminary engineering/design?**
   N/A
3. **Is preliminary engineering complete?**
   N/A
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   N/A
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   N/A
7. **When are preliminary plans expected to be complete?**
   N/A

Project Readiness: NEPA

1. **Documents**
   SR_99_BAT_Lanes_Estimate.pdf, L4000117_SR_99_BAT_Lanes.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   TEIS printout from the 2023 Session for BIN L4000117.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   N/A
2. **What is the actual or estimated start date for right of way?**
   7/1/2032
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   June 2032
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   The scoping level estimate assumes the need for property acquisitions, temporary construction easements, and/or permits. However, exact right of way needs will be determined after the project has gone through a Complete Streets Assessment.
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

N/A

TEIS - CAPITAL PROJECTS BUDGETING AND REPORTING SYSTEM
Project Detail - Comparison Report

SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett

ProjectID(PIN): L4000117 **Bond Eligible:** N **Percent Complete:** 0% **Revenue Package:** PEF
Description:
Book Description: Funding is provided to construct 2.3 miles of 14 foot business access and transit (BAT) lanes in both directions on SR 99 from 148th St SW to Airport Rd.
Route: (No route assigned) **Mile Posts:** 0.00 - 0.00 **DOT Region:** Northwest
Program/Sub-Program: Improvement / Mobility **County:**
Sub-Category: Unassigned **Congressional District(s):**
Improvement Types: Unknown **Legislative Districts(s):** 21, 38
Major Corridor: I-5, Puget Sound Area - Improvements **Urban Area:** Unassigned
Project Origin: Unassigned **Location:**

	Project Costs						Project Status		
	23 - 25 - All Phases - All Fund Types			Total - All Phases - All Fund Types					
Phase	CURR-DM	23LEGCOR	Variance	CURR-DM	23LEGCOR	Variance	Start Date	End Date	Phase Status
Preliminary Engineering	0	0	0	0	6,016,918	6,016,918	01/01/1900	01/01/1900	Legislatively Approved
State - MAW	0	0	0	0	6,016,918	6,016,918			
Right of Way	0	0	0	0	2,584,390	2,584,390	01/01/1900	01/01/1900	Legislatively Approved
State - MAW	0	0	0	0	2,584,390	2,584,390			
Construction	0	0	0	0	21,470,835	21,470,835	01/01/1900	01/01/1900	Legislatively Approved
State - MAW	0	0	0	0	21,470,835	21,470,835			
Project Total	0	0	0	0	30,072,142	30,072,142			
State - MAW	0	0	0	0	30,072,142	30,072,142			

PROJECT ESTIMATE - BREAKDOWN BY UNIT BID ITEM

SR: 99 MP: 50.20 to MP : 52.27

Title: SR 99/148th ST SW Vic to Airport Rd Vic - Corridor Improvement

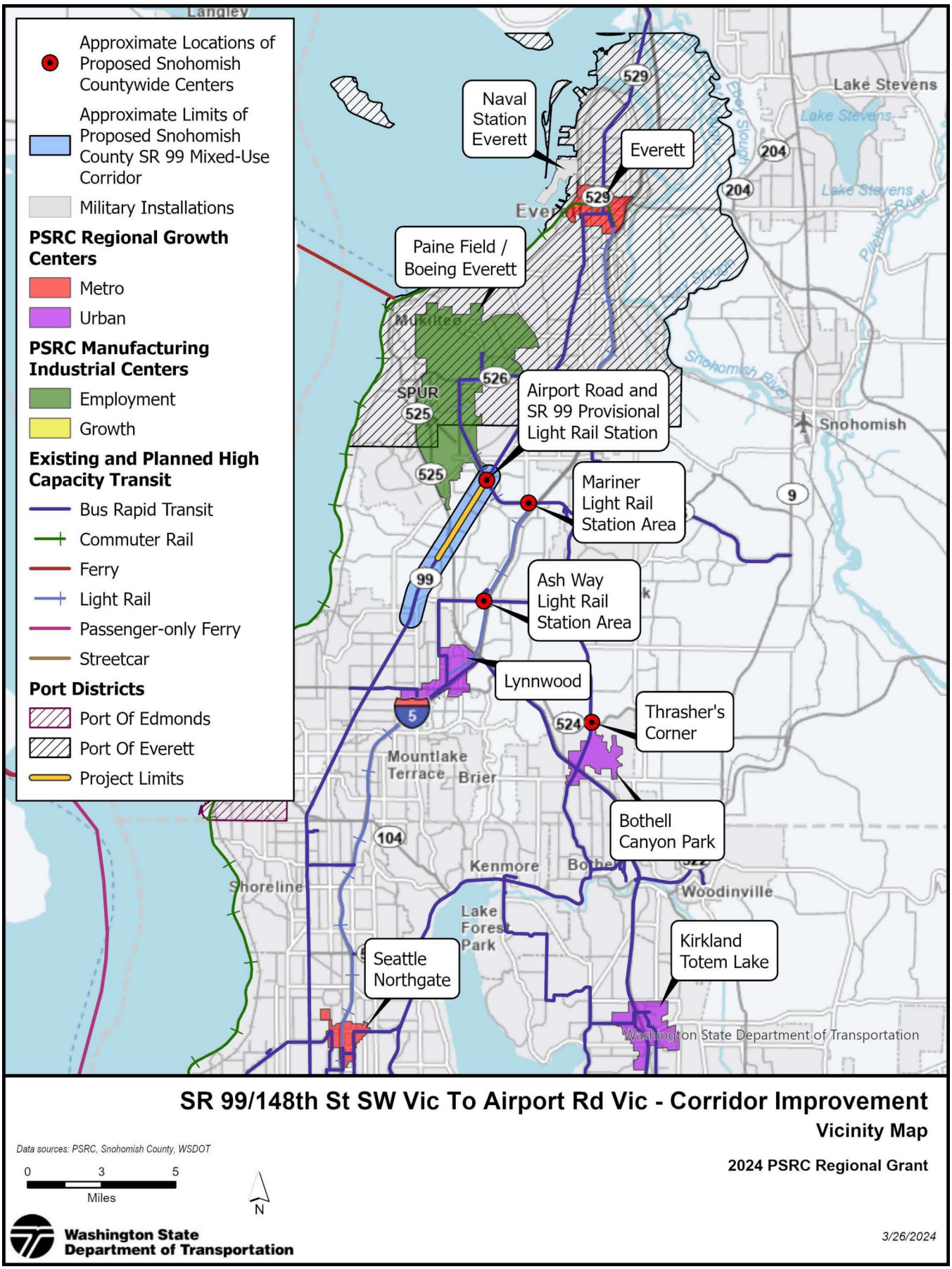
TOTAL ESTIMATE		
	TOTAL	INFLATED
PE	$8,280,000	$10,292,040
R/W	$2,180,000	$2,613,820
CN	$34,540,000	$44,522,059
Total	$45,000,000	$57,427,919

				SECTION 1		SECTION 2		SECTION 3		SECTION 4		Project Totals: Totals		Cost Summary
Work Item #	Work Item	Price per Unit	Unit	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Qty	Cost	Cost
	Preparation													
0025	Clearing and Grubbing	$50,000	Acre	0.28	$13,779	0.40	$20,000	0.50	$25,000	0.00	$0	1.18	$58,779	
0050	Removal Of Structure And Obstruction	1	LS	1	$50,000	1	$120,000	1	$120,000			3	$290,000	
0190	Removing Plastic Line	$0.50	LF	2,007	$1,003	8,420	$4,210	13,430	$6,715	0.00	$0	23,856	$11,928	
0204	Removing Plastic Crosswalk	$5.00	SF		$0		$0	496	$2,480	0.00	$0	496.00	$2,480	
0200	Removing Plastic Traffic Marking	$15.00	EA		$0		$0	125	$1,875	0.00	$0	125.00	$1,875	$365,062
	Grading													
0310	Roadway Excavation Incl. Haul	$40	CY	698	$27,912	3,773	$150,903	3691	$147,624	0	$0	8,161	$326,439	
0431	Gravel Borrow Incl. Haul	$30	CY	1954	$58,608	2304	$69,116	984	$29,521	0	$0	5,242	$157,245	
0470	Embankment Compaction	$5	CY	1056	$5,280	1,245	$6,227	532	$2,660	0	$0	2,833	$14,166	$497,850
	Drainage													
xxxx	Drainage	1	EST	1	$150,000	1	$250,000	1	$250,000	1	$0	1	$650,000	
xxxx	Srtormwater Retrofit	1	EST	1	$30,000	1	$50,000	1	$50,000	1	$0	1	$130,000	$780,000
	Structure													
xxxx	Fish Passage	1	LS	1	$6,620,000								$6,620,000	
4006	Structure excavation Cl. A	$50	CY	800	$40,000	0	$0	0				800	$40,000	
4013	Shoring Extra excavation Cl. A	$6	LS	3,600	$21,600	0	$0	0				3,600	$21,600	
4025	Gravel Backfill for Wall Inc	$30	CY	600	$18,000	0	$0	0				600	$18,000	
xxxx	Reinforced Conc. Retaining Wall/Barrier	$100	SF	2,000	$200,000	3,060	$306,000	0	$0	0	$0	5,060	$506,000	$7,205,600
	Surfacing													
5100	Crushed Surfacing Base Course	$40	Ton	443	$17,705	2,030	$81,198	2,002	$80,080	0	$0	4,475	$178,983	$178,983
	Hot Mix Asphalt													
5711	Planing Bituminous Pavement	$6.00	SY	768	$4,609	0	$0	0	$0	0	$0	768	$4,609	
5767	HMA Cl 1/2 In PG ____	$145	T	563	$81,635	3,441	$498,945	2,104	$305,080	0	$0	6,108	$885,660	
5830	Job Mix Compliance Price Adjustment	Calc	%	5%	$4,082	5%	$24,947	5%	$15,254	5%	$0	5%	$44,283	
5835	Compaction Price Adjustment	Calc	%	5%	$4,082	5%	$24,947	5%	$15,254	5%	$0	5%	$44,283	$978,835
	Erosion Control & Planting													
6403	ESC Lead	150	Day	38	$5,625	40	$6,000	38	$5,625	15	$2,250	130	$19,500	
6470	Street Cleaning	1	EST	5,000	$5,000	10,000	$10,000	10,000	$10,000	5,000	$5,000	30,000	$30,000	
6471	Inlet Protection	$150	EA	9	$1,350	76	$11,400	83	$12,450	0	$0	168	$25,200	
6414	Seeding, Fertilizing, and Mulching	$20,000	Acre	0.28	$5,511	0.40	$8,000	0	$0	0.00	$0	0.68	$13,511	
xxxx	Landescape and planting	1	LS	1	$20,000	1	$20,000	1	$10,000	0	$10,000	1	$60,000	
6490	Erosion Water Pollution Control	1	Est	1	$10,000	1	$10,000	1	$3,000	1	$3,000	1	$26,000	
6635	High Visibility Silt Fence	$5	LF	3,500	$17,500	5,000	$25,000	5,000	$25,000	0	$0	13,500	$67,500	$241,711
	Traffic													
6700	Cement Conc. Traffic Curb and Gutter	$80	LF	1,584	$126,720	3,432	$274,560	2,406	$192,512	0	$0	7,422	$593,792	
6840	Precast Sloped Mountable Curb	$30	LF	0	$0	150	$4,500	12,839	$385,170	0	$0	12,989	$389,670	
6809	Plastic Line	$2	LF	898	$1,795	8,659	$17,318	8,659	$17,318	0	$0	18,216	$36,432	
6810	Plastic Wide Line	$4	LF	898	$3,590	8,659	$34,637	8,659	$34,637	0	$0	18,216	$72,864	
6881	Plastic Drainage Marking	$50	EA	9	$450	76	$3,800	83	$4,150	0	$0	168	$8,400	
6857	Plastic Crosswalk	$10	SF	112	$1,120	176	$1,760	1,344	$13,440	0	$0	1,632	$16,320	
6859	Plastic Stop Line	$10.00	LF	20	$200	28	$280	160	$1,600		$0	208	$2,080	
6871	Plastic Traffic Letter	$90.00	EA	14	$1,260	66	$5,940	36	$3,240	0	$0	116	$10,440	
6833	Plastic Traffic Arrow	$200	EA	1	$200	6	$1,200	60	$12,000	0	$0	67	$13,400	
6882	Raised Pavement Marker Type	$600	LF	0.22	$135	2.16	$1,299	2	$1,299	0	$0	5	$2,732	
6895	Temporary Pavement Marking – Short Duration	$1	LF	8,000	$8,000	18,000	$18,000	22,000	$22,000	0	$0	48,000	$48,000	
6890	Permanent Signing	1	LS	1	$20,000	1	$30,000	1	$30,000	0	$0	1	$80,000	
6956	Sequential Arrow Sign	$8	HR	1,500	$12,000	1,600	$12,800	1,500	$12,000	600	$4,800	5,200	$41,600	
6993	Portable Changeable Message Sign	10	HR	3,000	$30,000	3,200	$32,000	1,500	$15,000	1,200	$12,000	8,900	$89,000	
6973	Other Temporary Traffic Control	1	LS	1	$31,500	1	$33,000	1	$22,500	1	$8,000	1	$95,000	
6980	Flaggers	$80	HR	3,000	$240,000	3,200	$256,000	3,000	$240,000	600	$48,000	9,800	$784,000	
6992	Other Traffic Control Labor	$80	HR	2,250	$180,000	1,600	$128,000	1,500	$120,000	100	$8,000	5,450	$436,000	
6974	Traffic Control Supervisor	1	LS	1	$67,500	1	$72,000	1	$67,500	1	$27,000	1	$234,000	
6982	Construction Signing Class A	$30	SF	300	$9,000	100	$3,000	100	$3,000	100	$3,000	600	$18,000	
7447	Transportable Attenuator (s)	$18,000	EA	1	$18,000	2	$36,000	2	$36,000	1	$18,000	6	$108,000	
7449	Operation of Transportable Attenuator (s)	$80	HR	300	$24,000	640	$51,200	600	$48,000	120	$9,600	1,660	$132,800	
7450	Repair Transportable Attenuator (s)	$8,000	EA	1	$8,000	2	$16,000	2	$16,000	1	$8,000	6	$48,000	
xxxx	Contractor Provided Uniformed Police Off	$100	HR	0	$0	0	$0	144	$14,400	0	$0	144	$14,400	
xxxx	Temporary Video Detection System	$10,000	EA	1	$0	0	$0	1	$15,000	0	$0	1	$15,000	
xxxx	Illumination(Removal & New Luminaire)	1	LS	1	$15,000	0	$0	5	$75,000	0	$0	1	$90,000	$3,379,930
	Other													
7003	Type B Progress Schedule	$1	LS	5,000	$5,000	5,000	$5,000	5,000	$5,000	5,000	$5,000	20,000	$20,000	
7038	Roadway Surveying	$1	LS	5000	$5,000	10,000	$10,000	5,000	$5,000	5,000	$5,000	25,000	$25,000	
7055	Cement Conc. Sidewalk	$110	SY	1,056	$116,160	2,499	$274,912	1,604	$176,469	0	$0	5,159	$567,541	
7058	Cement Conc. Sidewalk Ramp Type 2A	$6,000	SY	4	$24,000	8	$48,000	16	$96,000	0	$0	28	$168,000	
xxxx	Traffic Island	$40	SY	0	$0	100	$4,000	4,156	$166,254	0	$0	4,256	$170,254	
7042	ADA Features Surveying	$500	EA	4	$2,000	8	$4,000	16	$8,000	0	$0	28	$14,000	
7059	Cement Conc. Driveway Entrance Type	$200	SY	50	$10,000	889	$177,778	167	$33,333	0	$0	1,106	$221,111	
7480	Roadside Cleanup	1	EST	$1	$10,000	1	$15,000	$1	$10,000	$1	$5,000	1	$40,000	
7725	Reimbursement for Third Party Damage	1	EST	$5	$5	0	$0	$0	$0	$0	$0	5	$5	
xxxx	Cement Concrete Bus Pad	1	LS	0	$0	0	$0	0	$0	1	$450,000	1	$450,000	
7736	SPCC Plan	1	LS	$1	$500	$1	$750	$1	$750	$1	$500	1	$2,500	
	Modular Block Wall	80	SF	1,200	$96,000	1,267	$101,376	$4,752	$380,160	$0	$0		$577,536	$2,255,948
	Subtotal for Percentages													
	Construction Subtotal:				$8,480,416		$3,371,002		$3,400,350		$632,150		$15,883,919	$15,883,919
	Miscellaneous	30.0%			$2,544,125		$1,011,301		$1,020,105		$189,645			$4,765,176
	Construction Subtotal:				$11,024,541		$4,382,303		$4,420,455		$821,795			$20,649,095
	Mobilization	10.0%			$1,102,454		$438,230		$442,046		$82,180			$2,064,909
	Subtotal:				$12,126,995		$4,820,533		$4,862,501		$903,975			$22,714,004
	Design Builder Engineering	20%			$2,425,399		$964,107		$972,500		$180,795			$4,542,801
	Sales Tax	10.5%			$1,273,335		$506,156		$510,563		$94,917			$2,384,970
	Subtotal:				$15,825,729		$6,290,796		$6,345,563		$1,179,687			$29,641,775
	Construction Engineering	12.5%			$1,978,216		$786,350		$793,195		$147,461			$3,705,222
	and contingencies	4.0%			$633,029		$251,632		$253,823		$47,187			$1,185,671
	Construction Total:				$18,436,974		$7,328,777		$7,392,581		$1,374,335			$34,540,000
	Utility Relocation	Est			$30,000		$60,000		$60,000		$0			$150,000
	Right of Way Cost	Est			$515,000		$450,000		$300,000		$0			$1,265,000
	Administration				$0				$0		$0			$0
	Condemnation	60%			$309,000		$270,000		$180,000		$0			$579,000
	R/W Total:				$854,000		$780,000		$540,000		$0			$2,180,000
	Preliminary Engineering:	22.0%			$4,244,014		$1,783,931		$1,745,168		$302,354			$8,075,467
	ADA Transition Plan	$7,000	/EA	4	$28,000	8	$56,000	16	$112,000			28	$196,000.0	$196,000
	Total Preliminary Engineering				$4,272,014		$1,839,931		$1,857,168		$302,354			$8,280,000
	Project Costs:				$23,562,989		$9,948,709		$9,789,749		$1,676,689			$45,000,000

ASSUMPTIONS:

1. This project will build a BAT Lane (Bus Lane) on both directions of SR 99 between MP 50.20 to MP 52.27.
2. This proejct will correct one fish barrier within the project limits as required by the injunction.
3. This project estimate assumes 170 working days to be completed in construction.
4. This estimate is parametric. This project will be required to go through a Complete Streets Assessment.
5. This project will be considered a Significant Agency Action under the HEAL Act.

Figure 1: Vicinity Map



Ric Ilgenfritz, Chief Executive Officer

April 3, 2024

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: PSRC's FHWA Funds – WSDOT SR 99 BAT Lane, 148th Street SW to Airport Road, Design Application

Dear Mr. Brown:

Community Transit is pleased to submit this letter of support for the Washington State Department of Transportation (WSDOT) State Route (SR) 99 Business Access / Transit (BAT) Lanes Design Study application for the 2024 PSRC Transportation Improvement Program (TIP) Surface Transportation Block Grant (STBG) funding, PROJECTS IN REGIONAL GROWTH CENTERS.

Community Transit's partnership with WSDOT is instrumental in advancing regional projects that bolster the state's transportation infrastructure and expand mobility options for residents. Our continued collaborative partnership enhances accessibility, improves connectivity, and contributes to the overall well-being and mobility of the region. The project corridor provides BAT Lane and associated multimodal mobility for communities within one candidate countywide center and one local center and serves as a critical connection for communities to employment opportunities in the Everett Regional Growth Center – Metro, the Seattle Northgate Center – Metro, and at Paine Field/Boeing Everett Manufacturing Industrial Center. The Swift Blue Line operates on the study corridor, and the Swift Green line and multiple other Community Transit routes cross SR 99 providing transfer opportunities. The corridor is home to about 64,000 people of which all are in PSRC Equity Focus Areas.

The project is a critical step in giving SR 99 the facilities necessary to support the community identified land use centers in this vital portion of the region. While filling an important gap in SR 99's BAT lanes, for more consistent and predictable transit travel times, the project will provide new and improved multimodal facilities in-line with State policy, law, and the findings of a Pre-Design Study now underway. Among the anticipated results will be low-stress pedestrian and bicyclist facilities; frequent, comfortable and enhanced crossings for bicyclist and pedestrians; crossings opportunities for motorists to access destinations; simpler and more comfortable transit transfers at Airport Road; injury minimization in support of WSDOT's Target Zero and FHWA's Safe Systems Approach; ADA and Limited English Proficiency provisions; and the ability to store and charge electric bicycles and scooters.

If funded, this proposed project will establish a working example for center-based, multimodal design in the SR 99 corridor, applying equitable community input and technical review. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their application for PSRC's FHWA STBG Funding.

Sincerely,

Ric Ilgenfritz
Chief Executive Officer
Community Transit

#CONNECTSNOCO
3201 Smith Ave, Ste 200 | Everett WA 98201

April 4, 2024

Josh Brown, Executive Director
Puget Sound Regional Council
1201 3rd Ave, Suite 500
Seattle, WA 98104

RE: PSRC's FHWA Funds – WSDOT SR 99 BAT Lane, 148th Street SW to Airport Road, Design Application

Dear Mr. Brown:

Connect Snohomish County (Connect SnoCo) is pleased to submit this letter of support for the Washington State Department of Transportation (WSDOT) State Route (SR) 99 Business Access / Transit (BAT) Lanes Design Study application for the 2024 PSRC Transportation Improvement Program (TIP) Surface Transportation Block Grant (STBG) funding.

Connect SnoCo is a sibling organization to the Snohomish County Transportation Coalition. The purposes of Connect SnoCo include developing and advocating for legislation, regulation, and government programs to:

- Solve mobility gaps for residents and workers;
- Promote walking, bicycling, rolling, and riding transit;
- Promote complete, compact communities centered by high-capacity transit; and
- Address health, pollution, public emergency, social injustice, and traffic safety challenges of the built environment

— especially for the priority populations of people with low incomes, people with disabilities, older adults, youth, tribes, people of color, refugees, immigrants, and people who speak English as a second language or not at all.

The study corridor provides multimodal mobility for communities within one candidate countywide center and one local center and serves as a critical connection for communities to employment opportunities in the Metro Everett Regional Growth Center and the Paine Field/Boeing Everett Manufacturing Industrial Center. The *Swift* Blue Line operates on the study corridor, and the *Swift* Green line and multiple other Community Transit routes cross SR 99 providing transfer opportunities. The corridor is home to approximately 64,000 people, of which all are in PSRC Equity Focus Areas.

Snohomish County's SR 99 / Evergreen Way corridor also has the highest rates of pedestrian fatalities of all roadways in the county, with significant poverty, vehicle-related air pollution. Some of the county's most racially diverse and densest neighborhoods are located in and near the study corridor.

The project is a critical step in giving SR 99 the facilities necessary to support the community-identified land use centers in this vital portion of the region. While filling an important gap in SR 99's BAT lanes for more consistent and predictable transit travel times, the project will provide new and improved multimodal facilities in-line with state policy, law, and the findings of a Pre-Design Study now underway. Among the anticipated results will be:

- Low-stress pedestrian and bicyclist facilities;
- Frequent, comfortable and enhanced crossings for people biking and walking;
- Crossing opportunities for motorists to access destinations;
- Simpler and more comfortable transit transfers at Airport Road;
- Injury minimization in support of WSDOT's Target Zero and FHWA's Safe Systems Approach;
- ADA and Limited English Proficiency provisions; and
- The ability to store and charge electric bicycles and scooters.

If funded, this proposed project will establish a working example for center-based, multimodal design in the SR 99 corridor, applying equitable community input and technical review.

Connect SnoCo fully supports WSDOT as they seek resources for this critical project. Thank you for considering their application for PSRC's FHWA STBG Funding.

Sincerely,

Brock Howell
Executive Director
206-8546-4788
brock@connectsnoco.org

SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvment – PSRC FHWA Regional Competition

Table of Figures

Figure 1: Vicinity Map

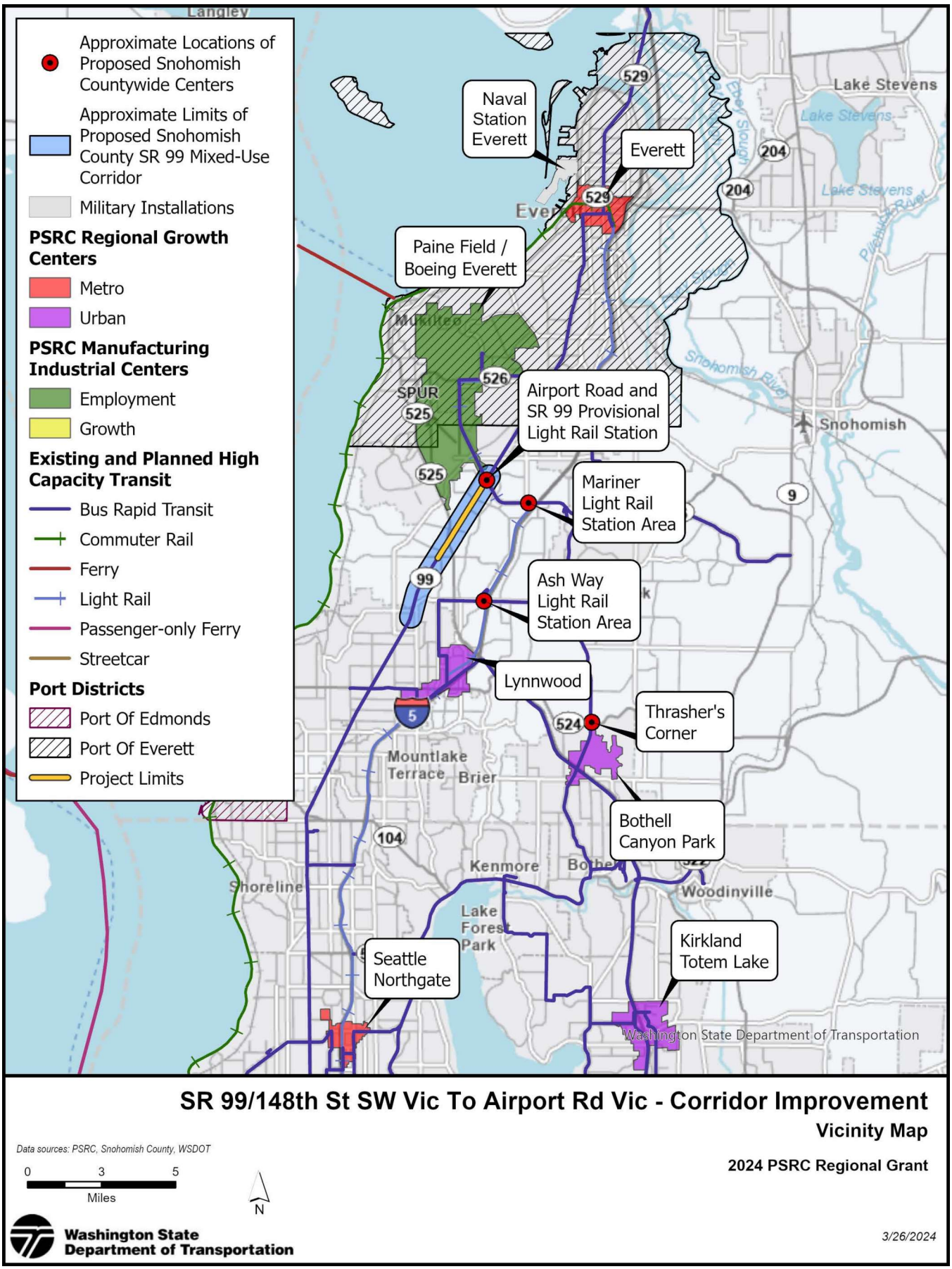


Figure 2: Snohomish County Urban Core Subarea

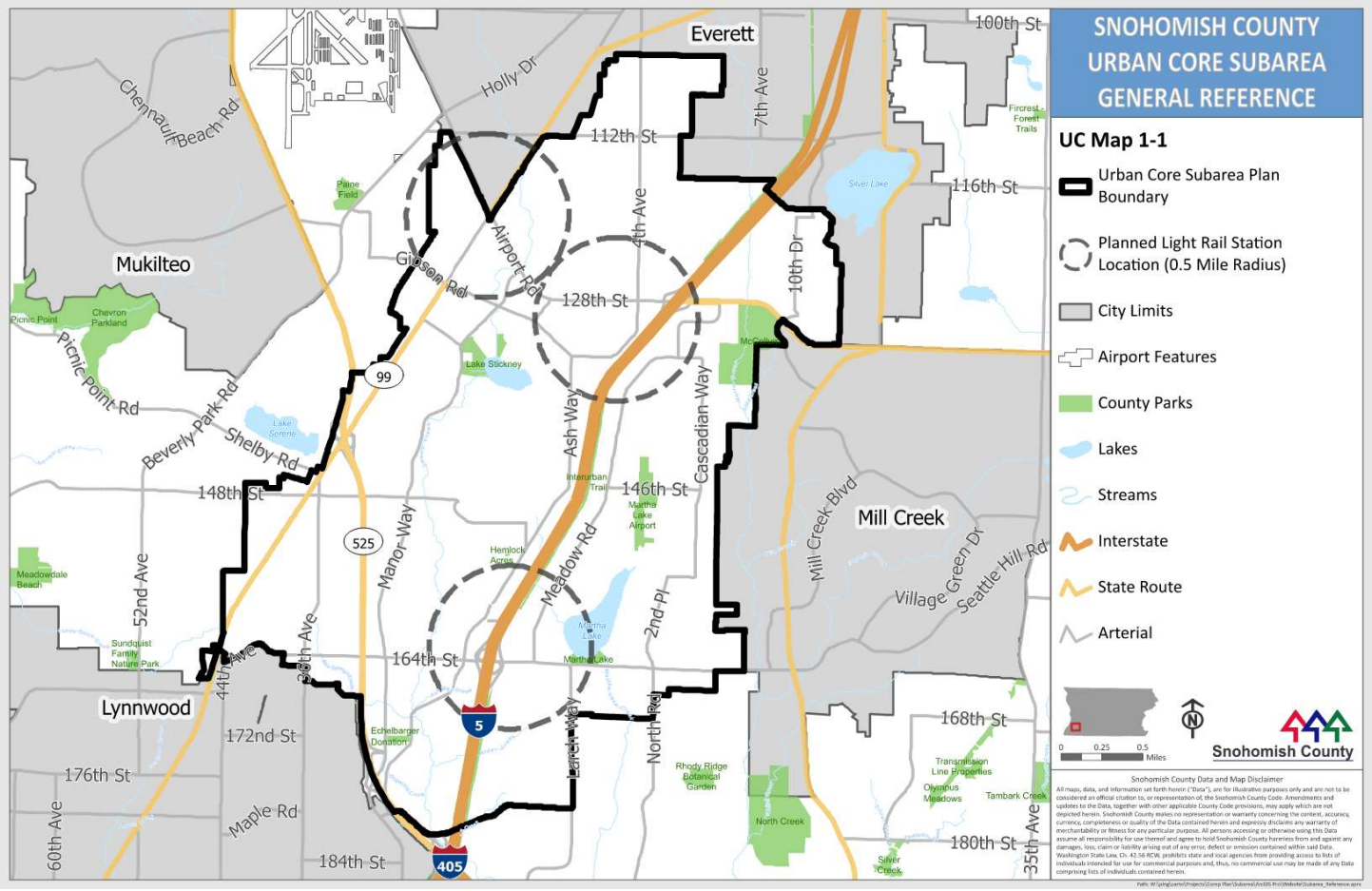


Figure 3: Existing Bus Service

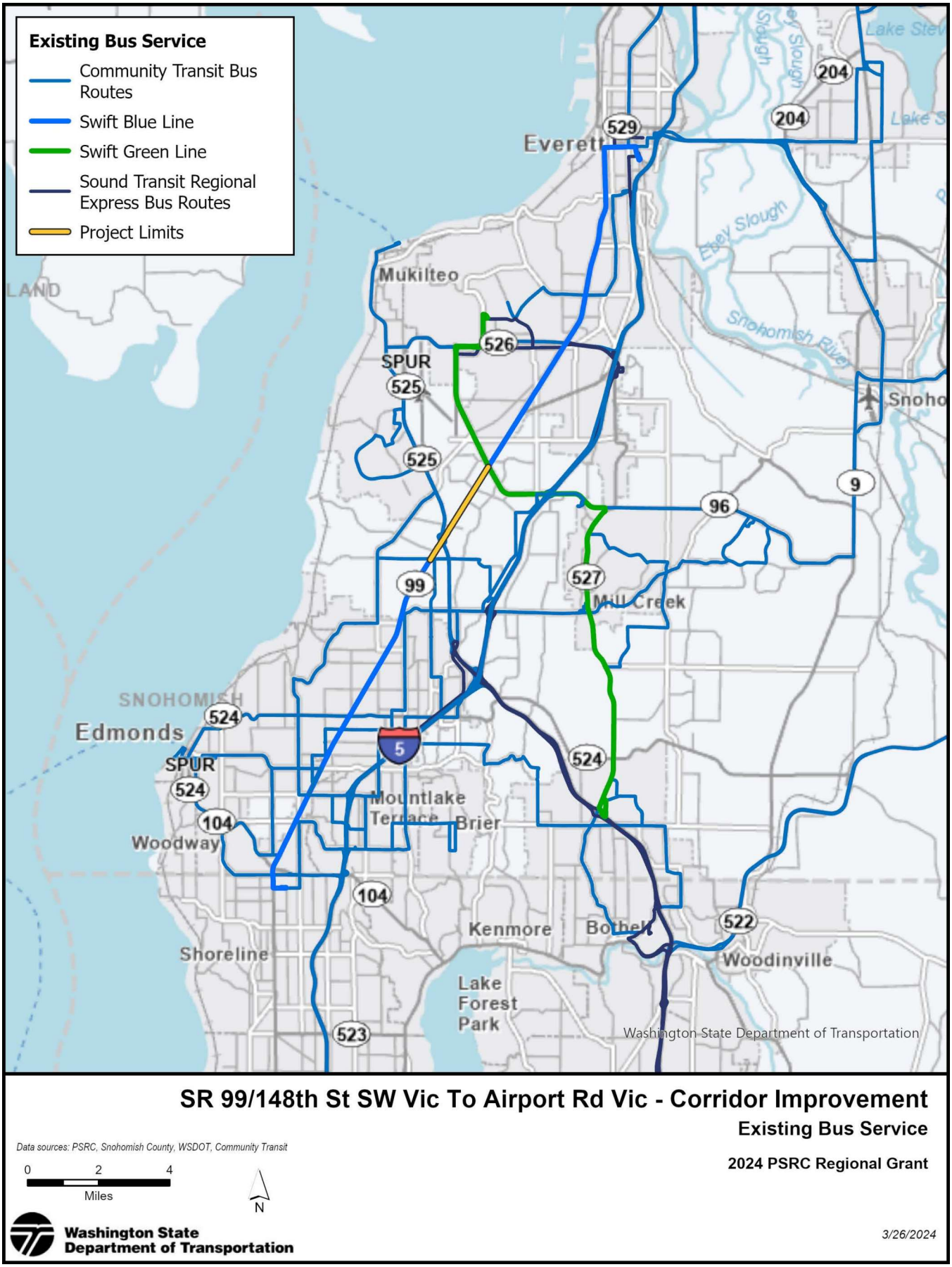


Figure 4: Proposed Community Transit System Map

Figure 5: Existing Transit Stops within Project Limits

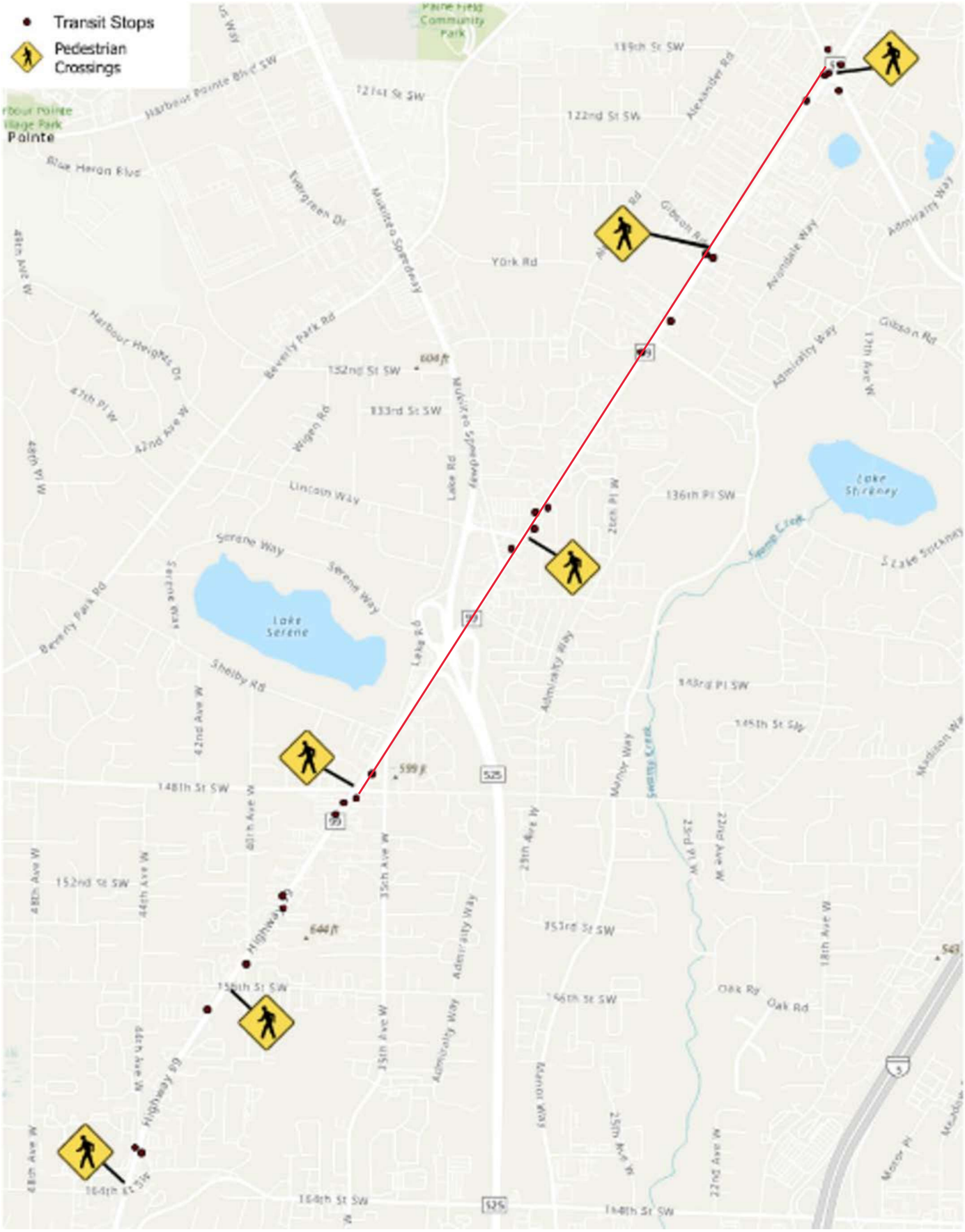


Figure 6: Existing Sidewalk Conditions within Project Limits

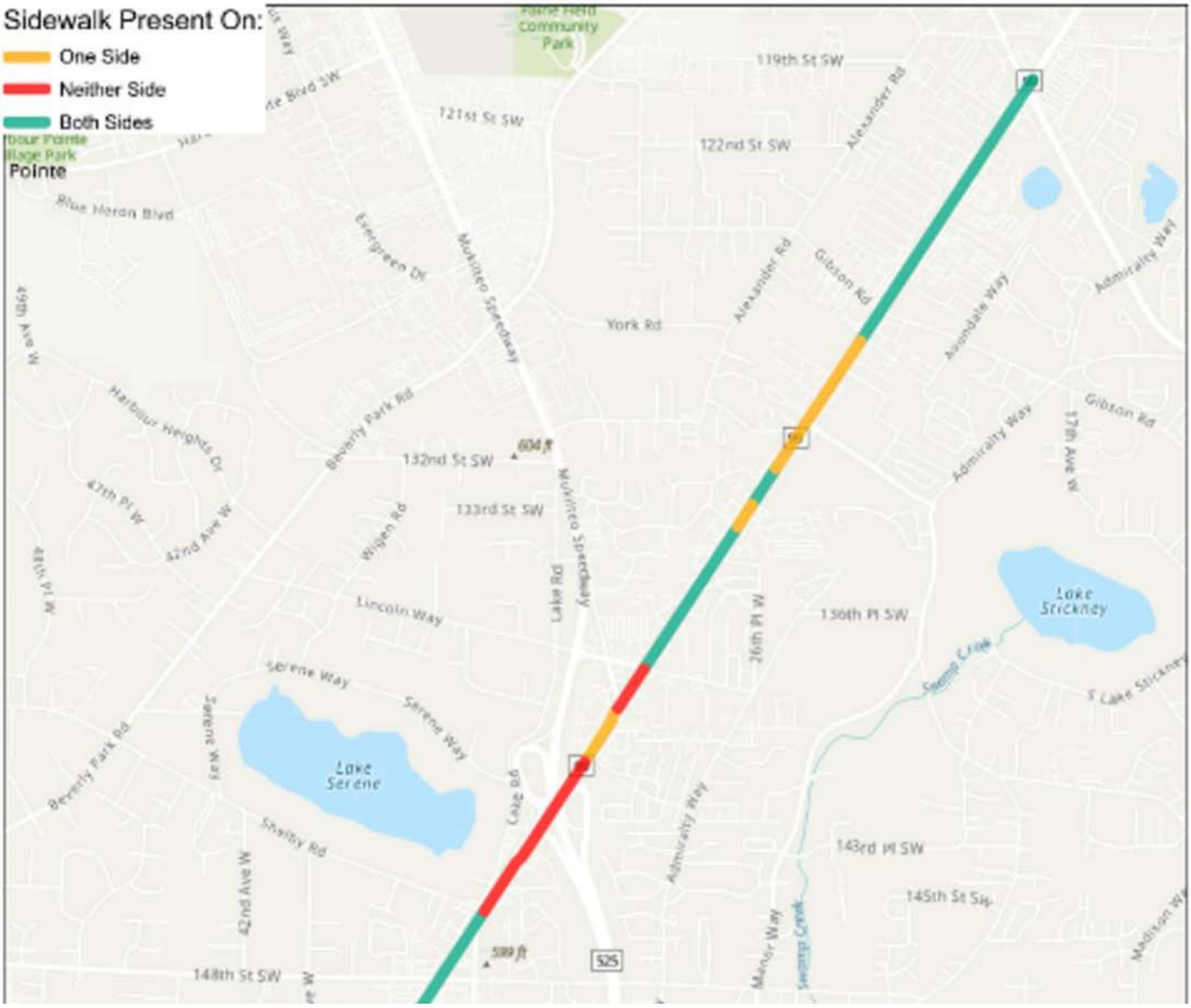


Figure 7: Existing Bicycle Facilities in the Project Vicinity

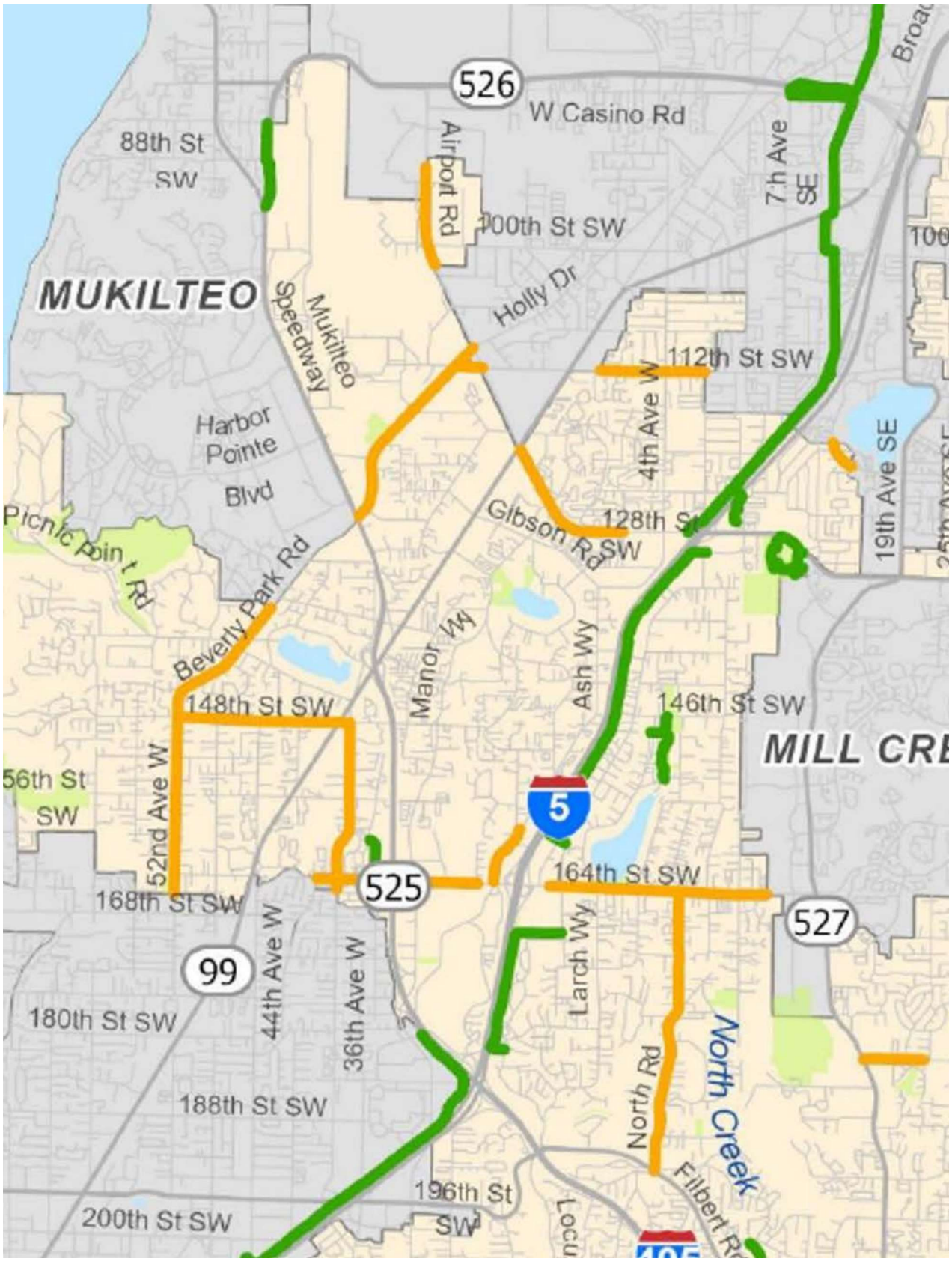
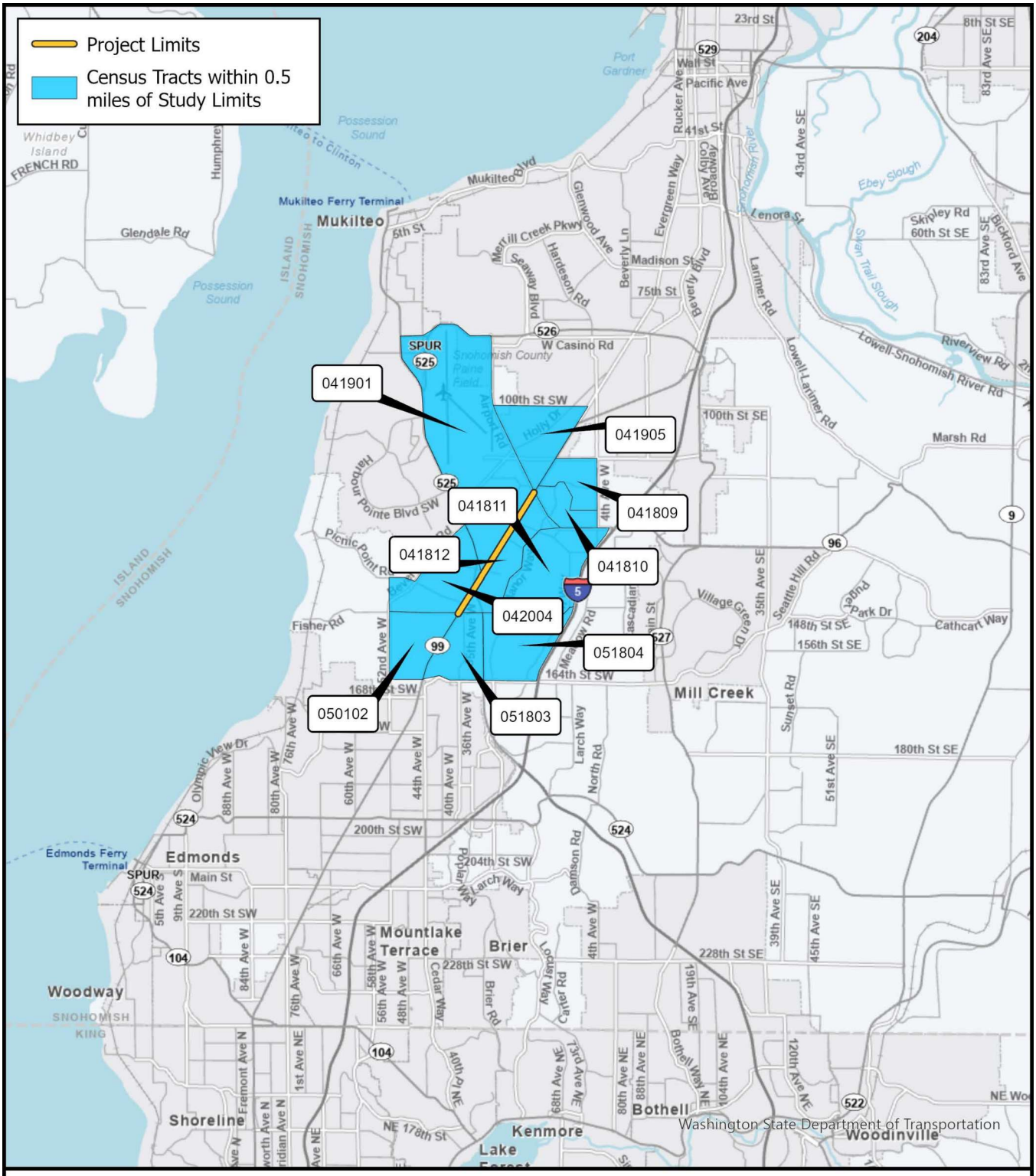


Figure 8: Census Tracts within 0.5 miles of Study Limits



SR 99/148th St SW Vic To Airport Rd Vic - Corridor Improvement

Census Tracts within 0.5 Miles of Study Limits

Data sources: PSRC, Snohomish County, WSDOT, Community Transit

0 2 3
Miles

N

2024 PSRC Regional Grant

Washington State Department of Transportation

4/3/2024

Figure 9: Demographic Data Summary by Census Tract

Census Tract	418.09	418.10	418.12	418.11	419.01
% Persons of Color	56%	44%	61%	51%	46%
% Low Income	33%	28%	42%	20%	33%
% Older Adults (>65+)	11%	9%	13%	8%	11%
% Youth (5-17)	17%	12%	17%	17%	21%
% Persons with Disability	18%	13%	15%	10%	11%
% People with LEP	24%	13%	24%	14%	23%
Source: PSRC Project Selection Resource Map, 2015-2019 ACS.					

Census Tract	419.05	420.04	501.02	518.03	518.04
% Persons of Color	50%	33%	46%	59%	63%
% Low Income	26%	15%	21%	41%	16%
% Older Adults (>65+)	6%	11%	10%	7%	5%
% Youth (5-17)	17%	15%	21%	16%	12%
% Persons with Disability	11%	10%	6%	11%	9%
% People with LEP	21%	12%	14%	19%	14%
Source: PSRC Project Selection Resource Map, 2015-2019 ACS.					

Figure 10: Environmental Health Disparities

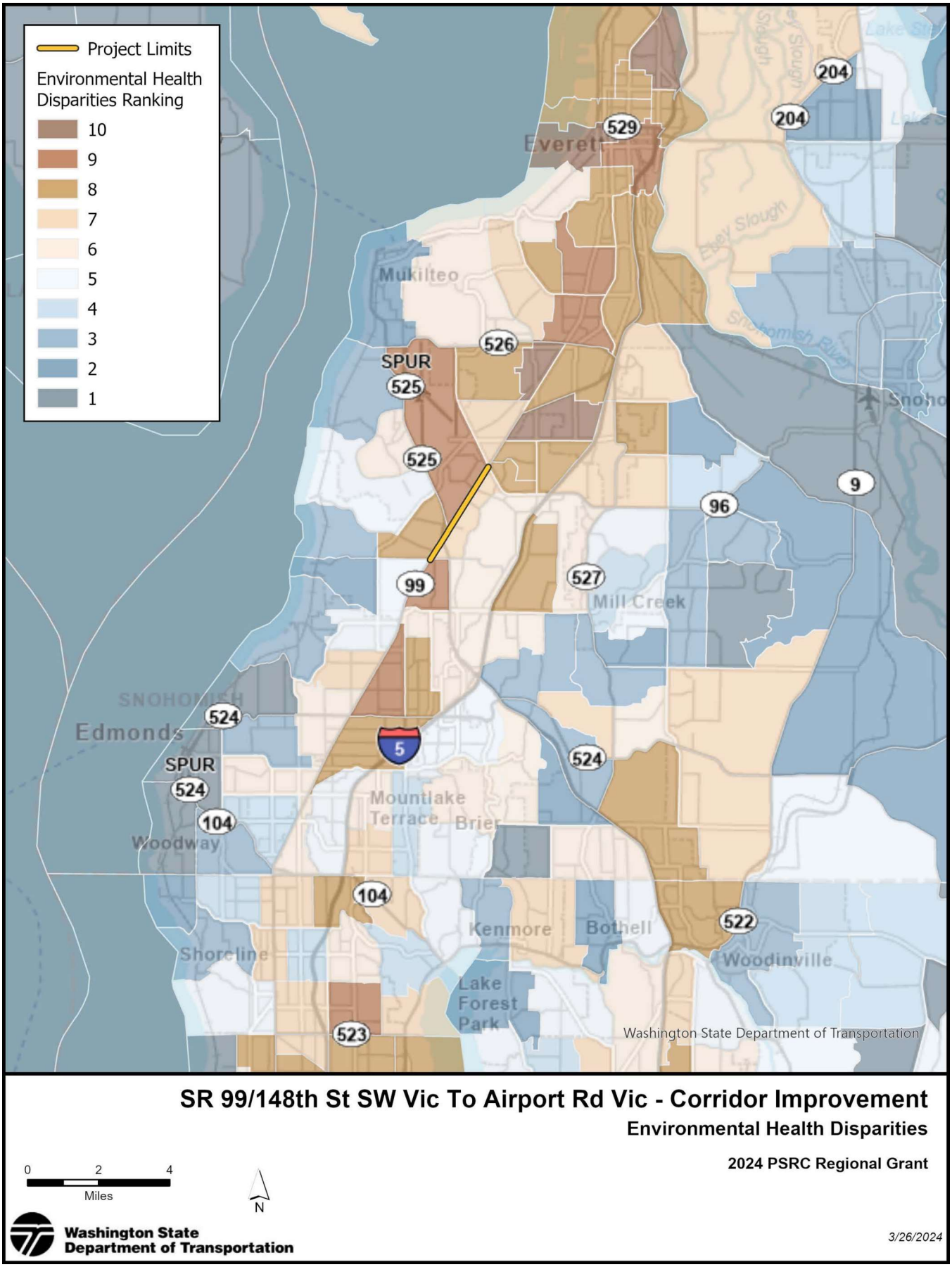


Figure 11: EFA - People of Color & People with Low Incomes

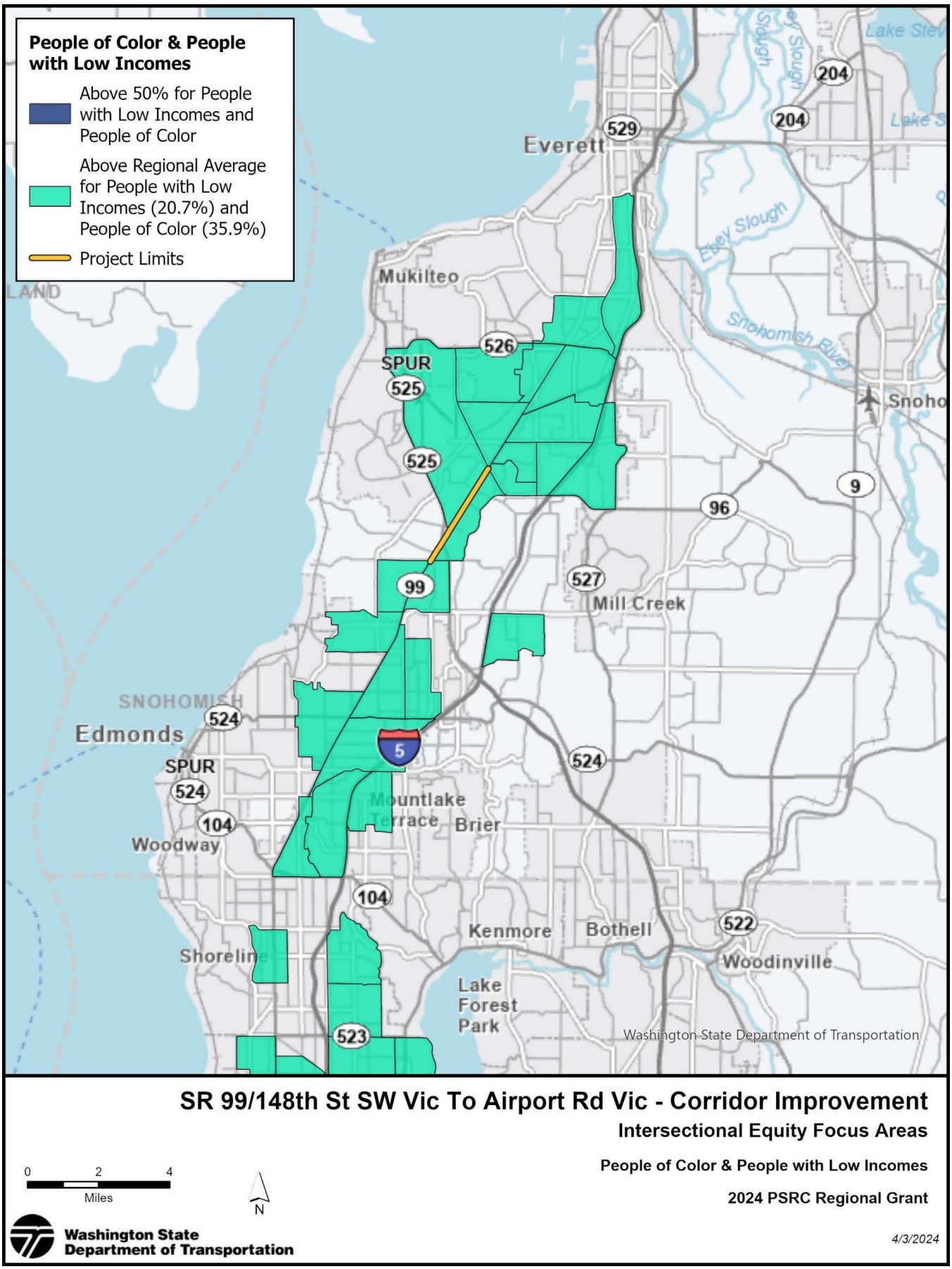


Figure 12: EFA - Older Adults & People with Limited English Proficiency

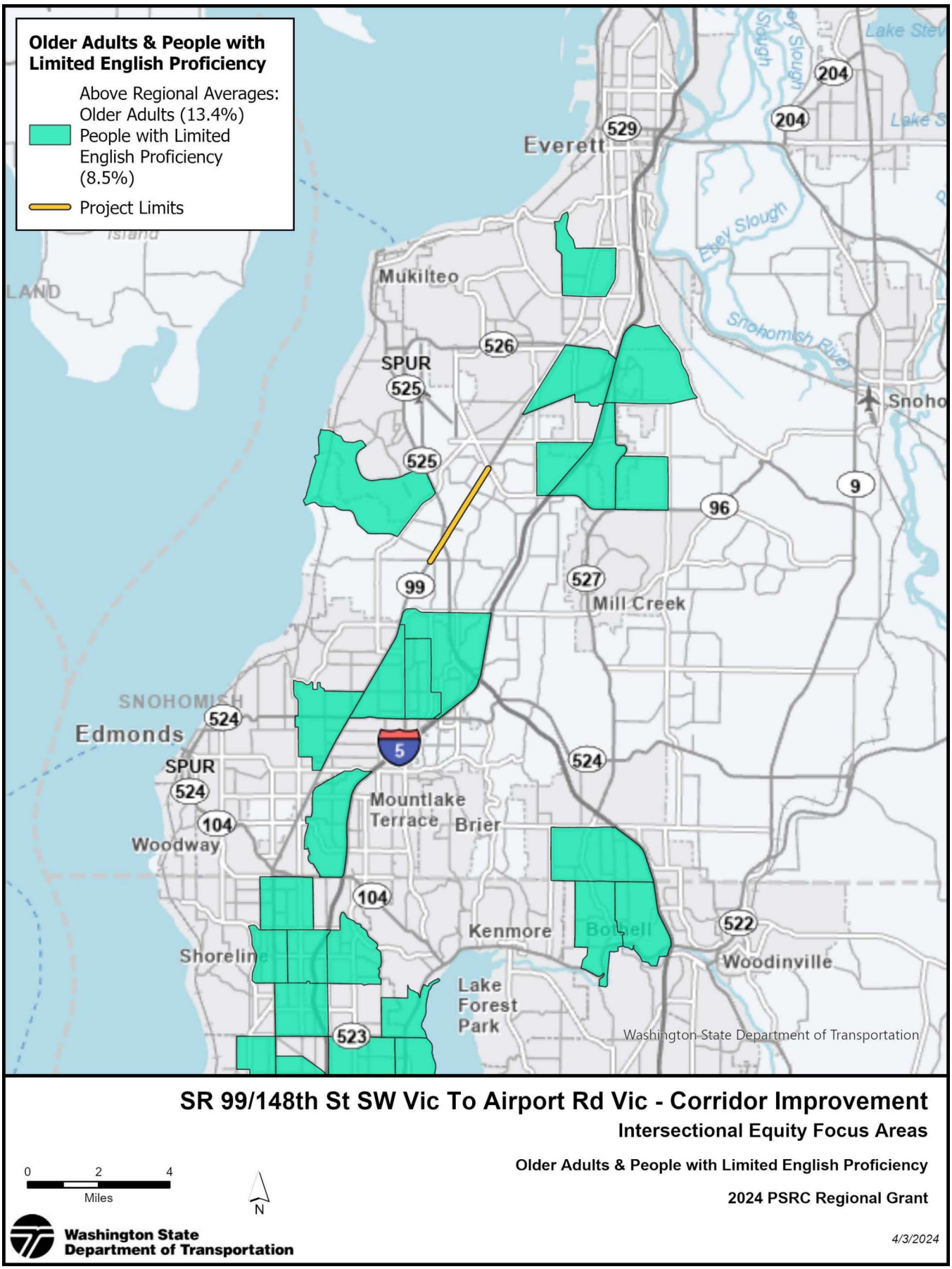


Figure 13: EFA - People with Disabilities & Older Adults

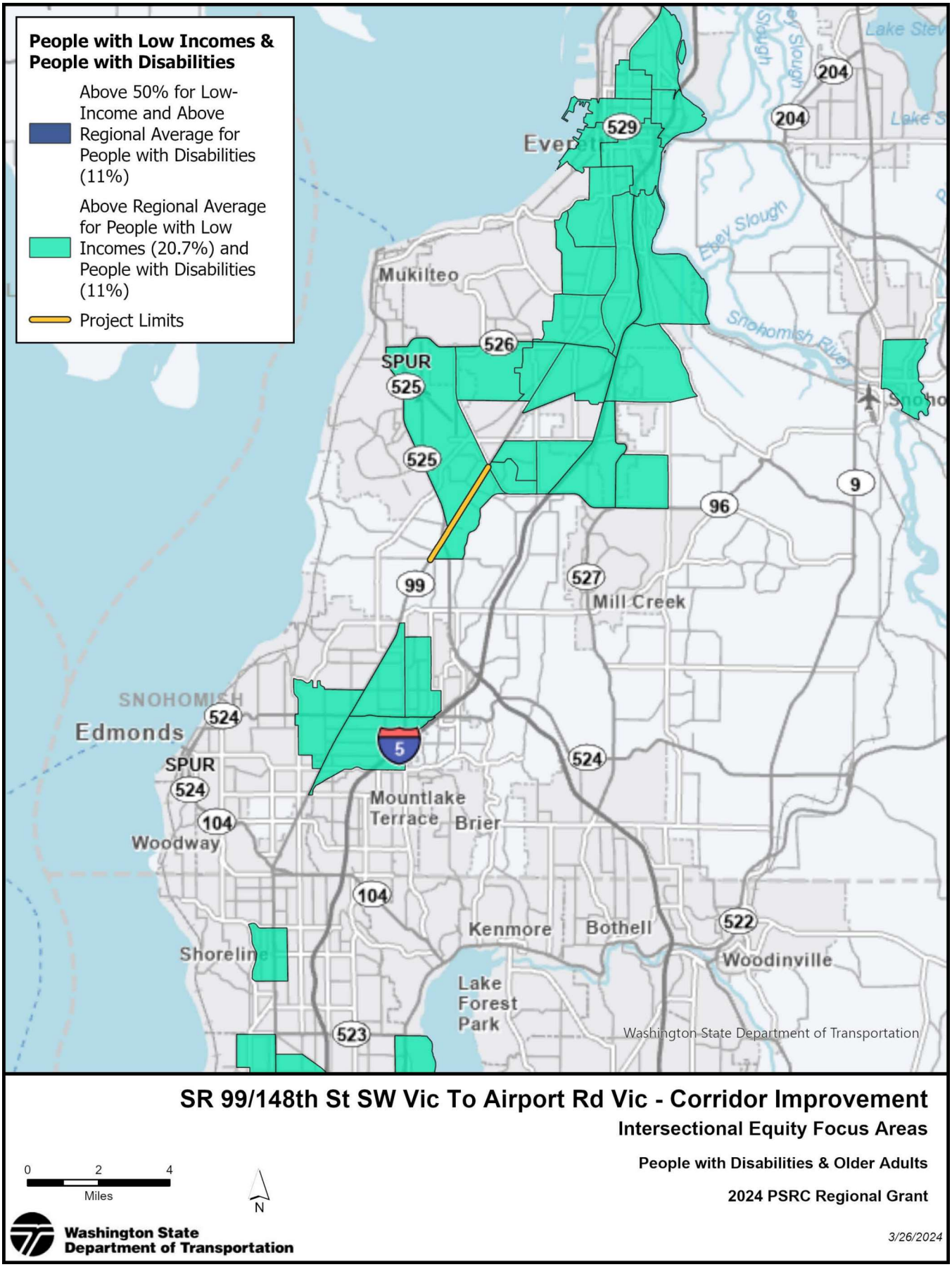


Figure 14: EFA - People with Low Incomes & People with Disabilities

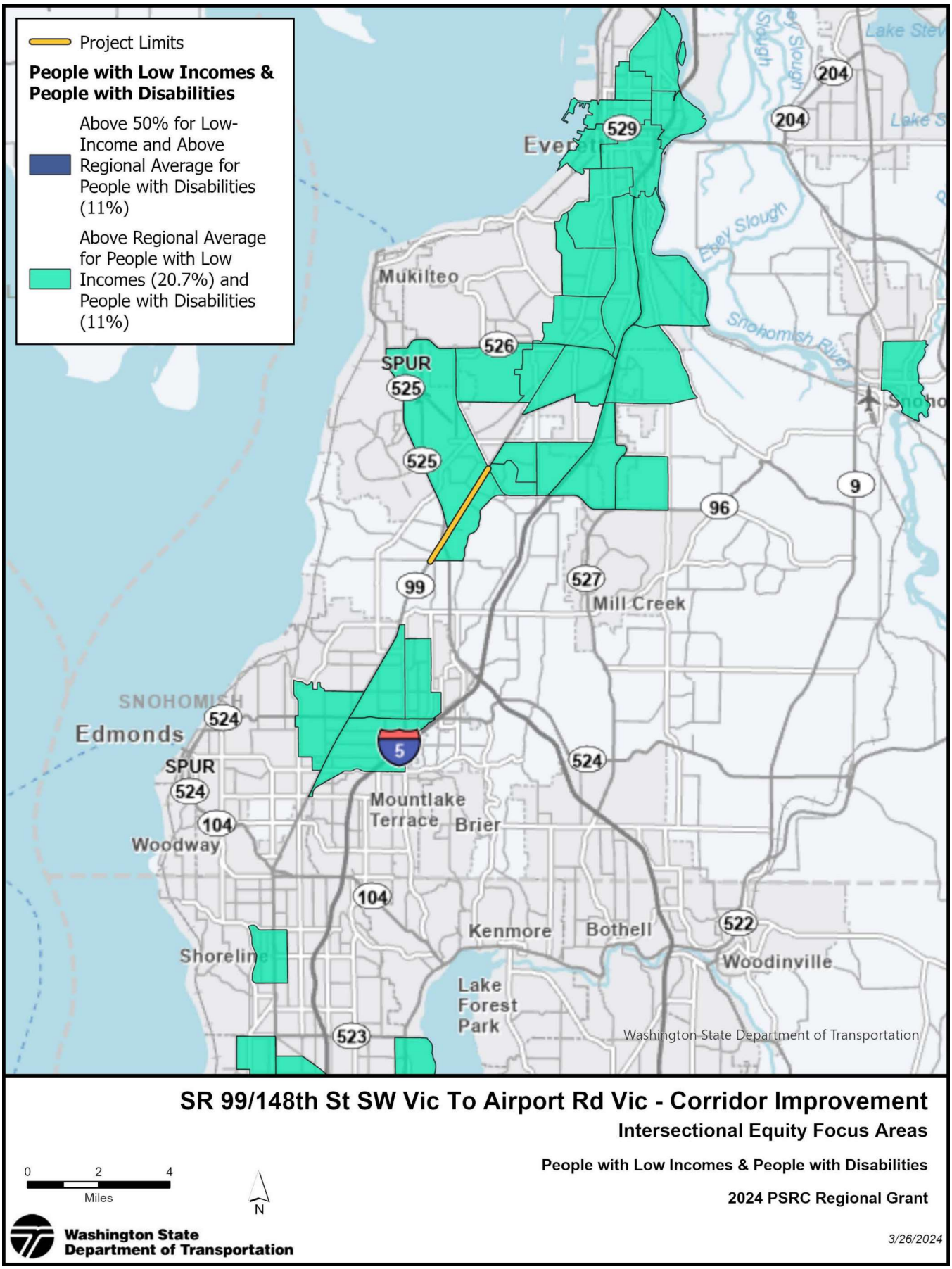


Figure 15: EFA - People of Color & Youth

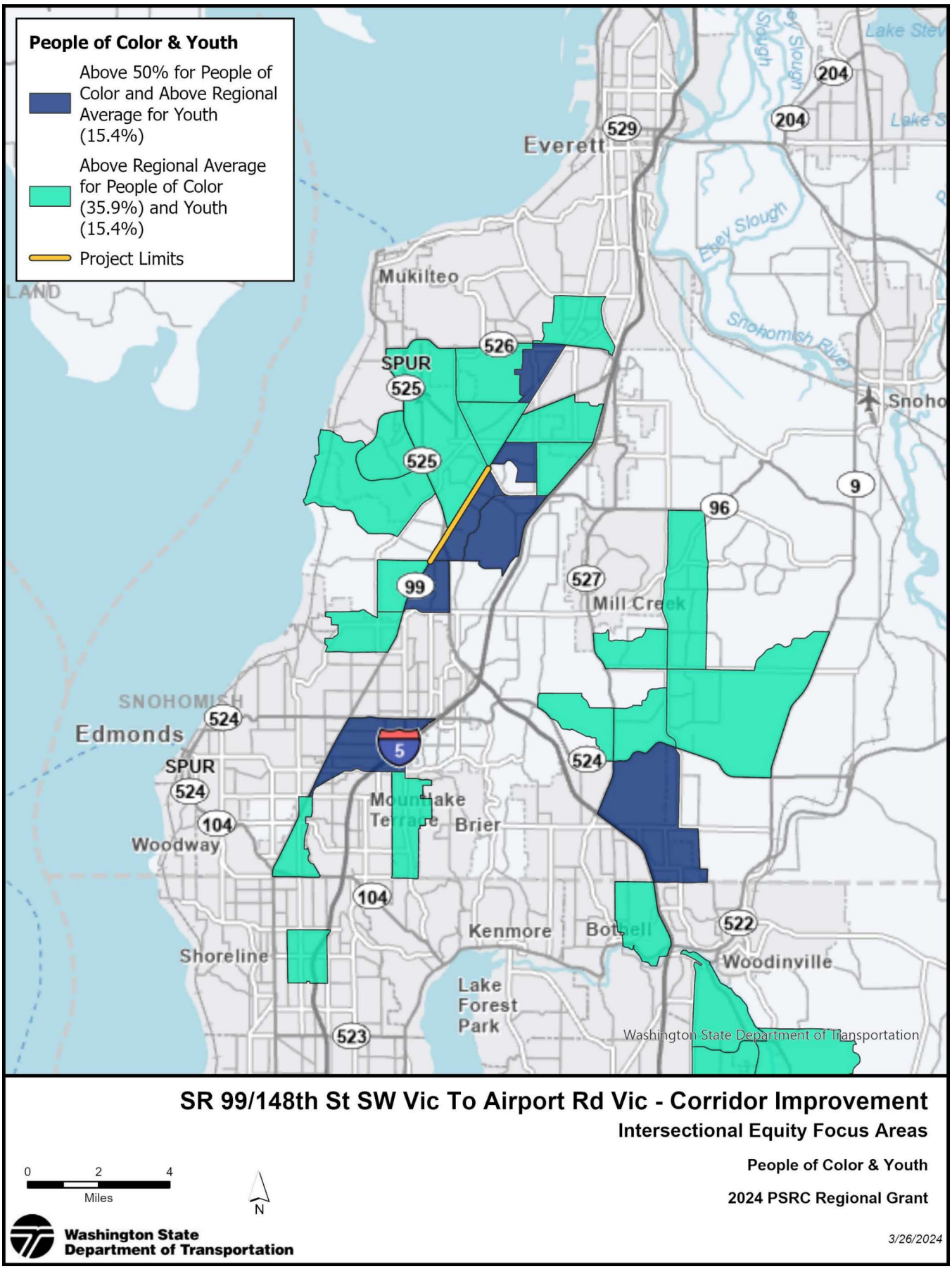


Figure 16: Diesel Pollution and Disproportionate Impact

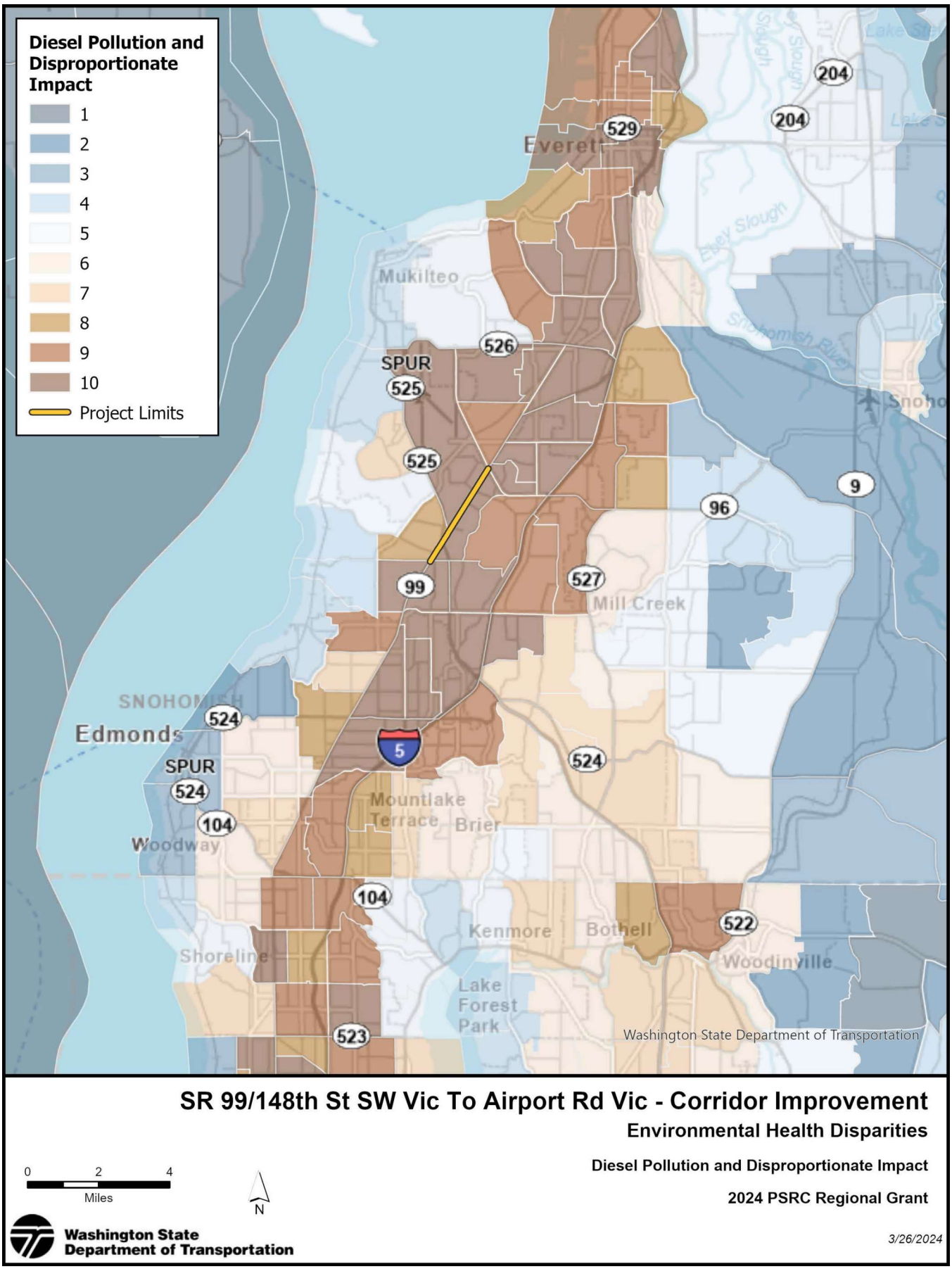


Figure 17: PSRC Displacement Risk within 0.25 Miles of Study Limits

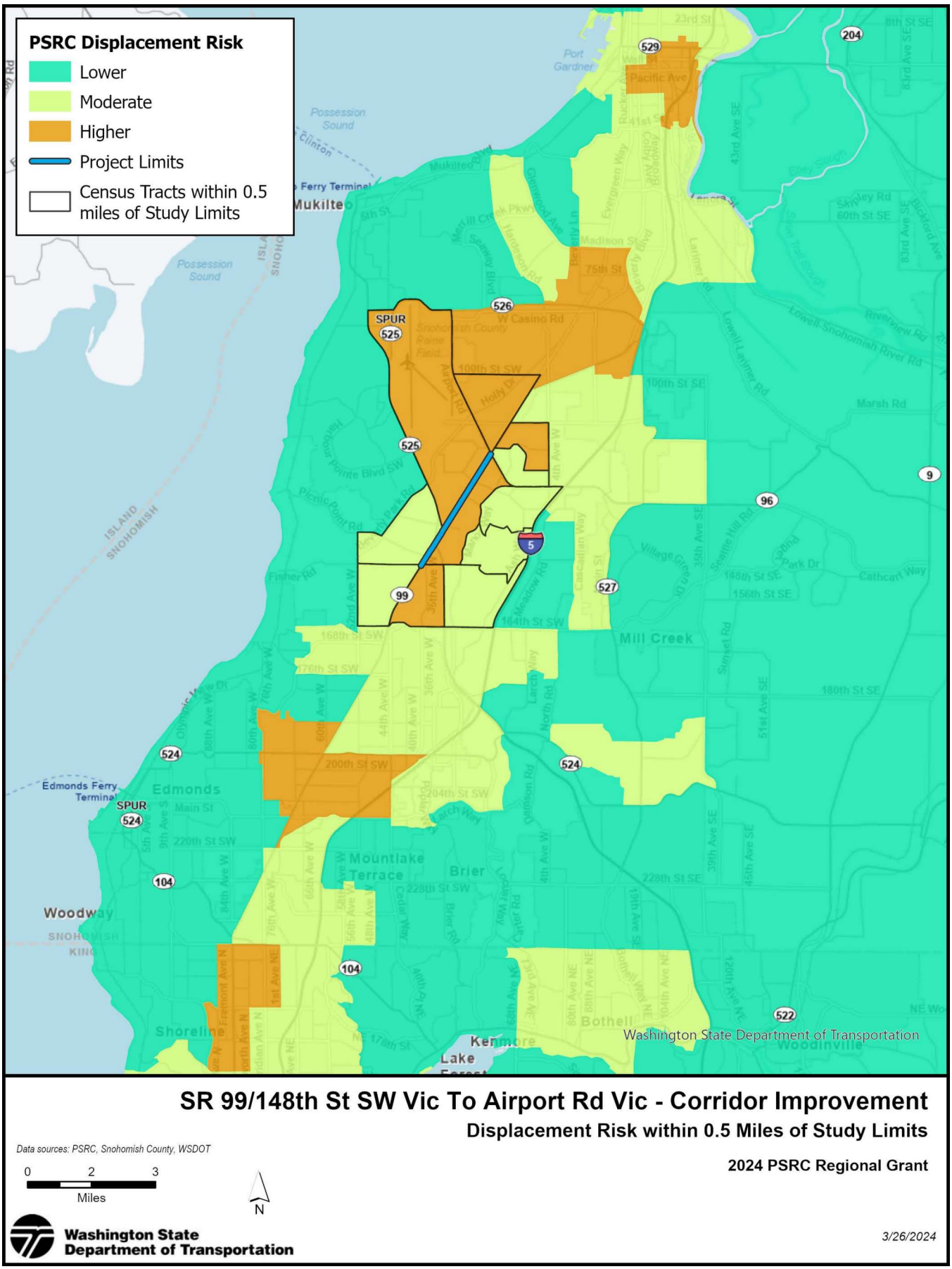


Figure 18: PSRC Opportunity Index

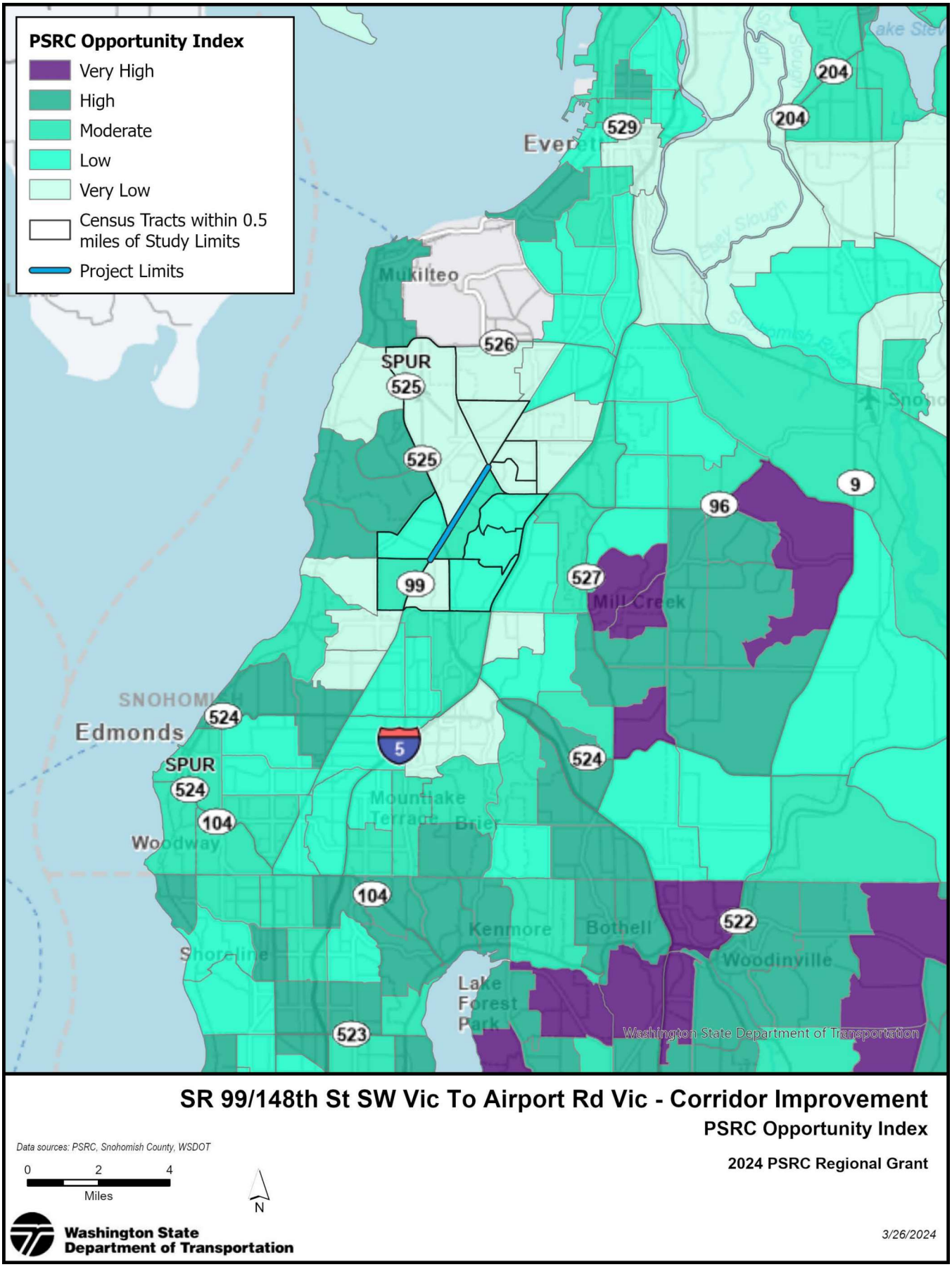


Figure 19: Housing Opportunities by Place (HOP) within Study Limits

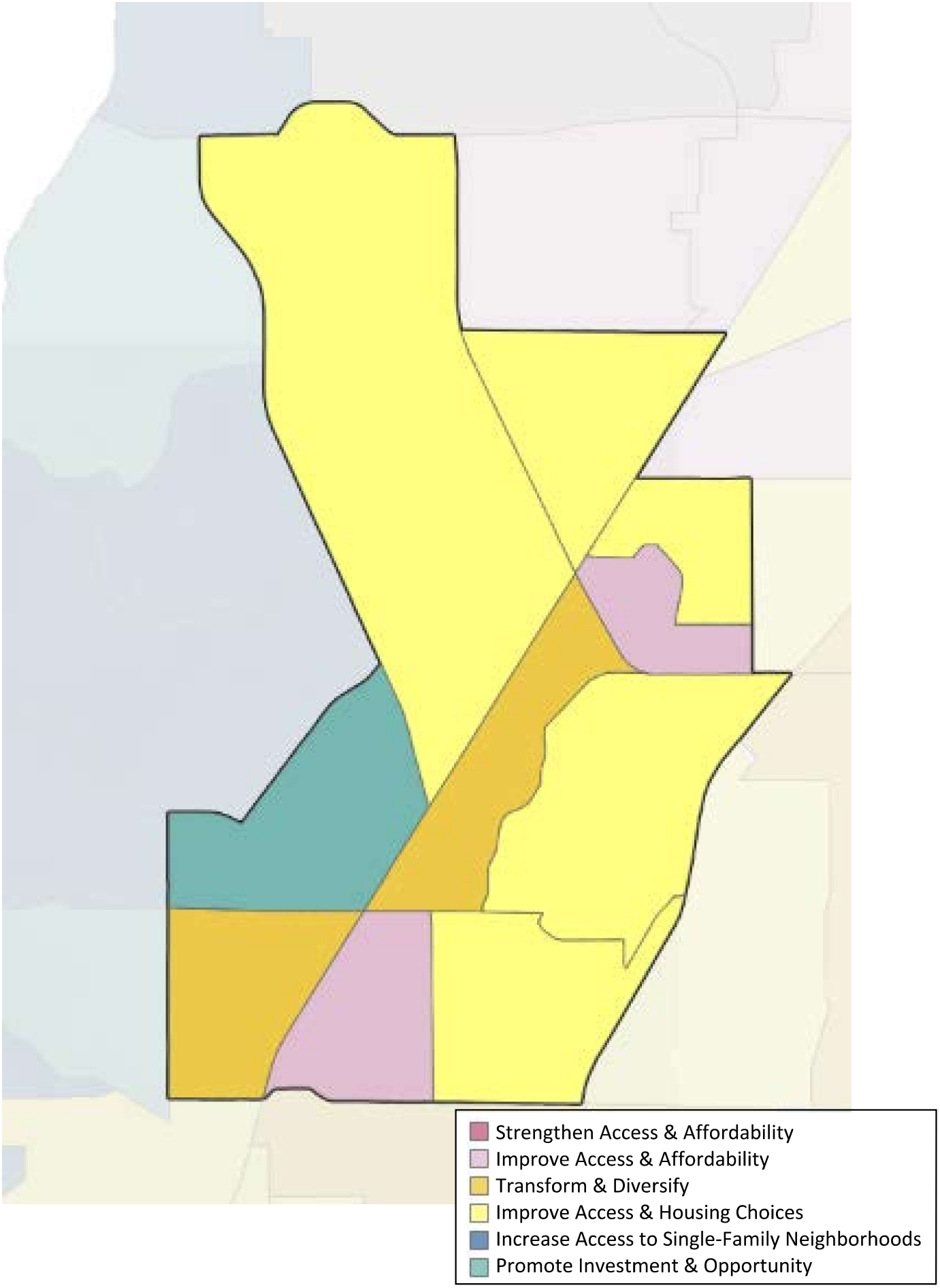


Figure 20: Low Income and Low Food Access