



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2020 1:58 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
Swift Blue Line Expansion Buses
- Regional Transportation Plan ID**
5705
- Sponsoring Agency**
Community Transit
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

- Contact name**
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- Contact phone**
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Project Description

- Project Scope**
Community Transit is requesting funding to purchase four expansion buses for the Swift Blue Line Expansion Project. This project includes purchase of expansion buses for the full Swift Blue Line from Everett Station in the North to the 185th Link light rail station in Shoreline. Expansion buses are needed to extend the route from its current Aurora Transit Center terminus to the 185th Link light rail station as well as speed and reliability improvements for the full Swift Blue Line Corridor which may include increasing our current 10 minute peak hour frequency.
Please keep in mind as I progress through this application I will speak to the service and the facilities that the Swift Blue Line Expansion buses will serve. The funding request is only for purchase of the buses.
- Project Justification, Need, or Purpose**
Community Transit is building a network of Swift Bus Rapid Transit (BRT) services in Snohomish County. Swift BRT provides fast and frequent service, unique branding of stations

and vehicles, and transit priority treatments such as Business Access and Transit (BAT) lanes, queue jump lanes, and Transit Signal Priority (TSP). Swift Blue Line stations are located approximately one mile apart and incorporate features designed to support rapid service and establish a sense of place, such as permanent structures with raised platforms, Ticket Vending Machines (TVMs), shelters, seating, and Passenger Information Displays (PIDs). Swift buses are 60 foot articulated buses with three boarding plug doors allowing for boarding and alighting at the same time. They have on-board bicycle racks and passive restraint systems for ease of use for customers.

The Swift Blue Line launched in 2009 and currently provides service along State Route 99 between Everett Station at the northern end and the Aurora Village Transit Center at the southern end. Community Transit intends to extend Swift Blue Line to integrate with Sound Transit's Link Light Rail system, which will have new stations in Shoreline, Mountlake Terrace, and Lynnwood. Extending Swift Blue Line will move the existing Aurora Village terminus to the Shoreline North/185th Link Light Rail Transit (LRT) Station. As Sound Transit builds Link Light Rail to Snohomish County, the Swift Blue Line expansion project will help provide access to the regional network and connect communities.

Implementing the Swift Blue Line Expansion Bus project addresses the following needs in Snohomish County:

- Need for high capacity transit service in areas with high employment and residential density i.e. the Everett Regional Growth Center, Lynnwood Regional Growth Center.
 - The need to feed Sound Transit's Link Light Rail coming at 185th Street in Shoreline in 2024, with that facility only having 500 parking spots
 - Significant congestion during peak travel times on the Hwy 99 corridor.
 - Supports local agencies land use and development goals that identify the need for high capacity transit service in the project area.
 - Increased access to transit service that removes the need to drive in a single occupant vehicle (SOV)
 - Expansion of the Swift BRT network in Snohomish County which upon completion of this project will have three Swift BRT routes connecting to the Everett, Canyon Park/Bothell, Lynnwood and Paine Field/Boeing MIC Regional Growth Centers in Snohomish County.
- The major goal of this project is to receive funding for expansion buses that will serve the Swift Blue BRT route from Everett Station extending to the 185th Link Light Rail Station in 2024.

Project Location

1. **Project Location**
Everett Station to 185th Street in Shoreline
2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
King, Snohomish
3. **Crossroad/landmark nearest the beginning of the project**
Everett Station
4. **Crossroad/landmark nearest the end of the project**
185th Street Shoreline
5. **Map and project graphics**
Community_Transit_Swift_Blue_Line_Expansion_Map_-_Regional_CMAQ_2020.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
Yes
2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
Community Transit's 2019-2024 Transit Development Plan, pages 40 & 45
Community Transit's 2011 Long Range Transit Plan
Chapter 2 Transit Emphasis Corridors
2017-2022 Transit Development Plan
Pages 53,64,68,102,110 Table 12.1 Action 8

City of Everett - Everett Transit Long Range Transit Plan
City of Everett Comprehensive Plan (updated July 2019) Chapter 5 Transportation Element
Pages 16,30,35

City of Lynnwood - Comprehensive Plan - November 2016
Page 2.5
Finding LU-13. Sound Transit's development of the Lynnwood Link Extension and Community Transit's continued deployment of the Swift Bus service will expand mobility options within

and to/from Lynnwood. Voter approval of Sound Transit 3 (ST3) is expected to include an extension of light rail northward through Lynnwood to Everett.

City of Shoreline Comprehensive Plan 2015
Transportation Element T-38
185th Street Station Sub-area plan

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**

N/A

Federal Functional Classification

1. **Functional class name**
00 Not applicable (transit, enhancements, Etc.)

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 Swift Blue Line bus expansion project runs from the Everett Regional Growth Center along the connecting corridor of Evergreen Way/Hwy 99 through the Lynnwood Regional Growth Center to the 185th Link Light Rail station in Shoreline. It connects to the Swift Green Line at Hwy 99/Airport Road connecting to the Paine Field/Boeing MIC and the Canyon Park/Bothell Regional Growth Center and will connect to the future Swift Orange Line at 196th/Hwy 99 serving the Lynnwood Regional Growth Center, Lynnwood Transit Center and Sound Transit's Lynnwood Link light rail.
See attached Swift Blue Line map

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. **Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.**

2020 Swift Blue Line

Entire alignment (1/2 mile buffer)

Population: Current Swift Blue Line 188,405 Swift Blue Expansion 30,691 Total: 206,237

Employment: Current Swift Blue Line 97,024 Swift Blue Line Expansion 13,224 Total 110,248

This does not include the direct connection between Swift Blue Line and Swift Green Line at Airport Rd/Hwy 99 directly connecting to the Paine Field/Boeing MIC with close to 60,000 jobs.

The Swift Blue Line Expansion bus project will serve the Everett Regional Growth Center, Lynnwood Regional Growth Center, and the Sound Transit 185th Link Light Rail Station in Shoreline. (2024)

Snohomish County continues to see substantial growth, 2019 census data estimate Snohomish County's population is 803,039 with a growth rate of 1.95%, and is now the 3rd largest county in Washington.

Swift BRT continues to play an important part in the buildout of a high capacity transit network throughout Snohomish County. In 2019 the our Swift Blue and Green routes accounted for 20.9% of our total system boardings carrying over 2.3 million people. The Swift Blue route had its highest ridership year in 2019 since it began in 2009 with 1.8 million boardings.

The Highway 99/Evergreen Corridor is the most significant transportation corridor in Snohomish County other than I-5. Coordinated planning continues to show significant growth in employment and multi-family mixed use housing for the full Swift Blue Line Corridor.

The City of Everett's Comprehensive Plan's Transportation Element states that over the next 15 years, Everett is projected to add as many as 60,000 new residents and 55,000 new jobs within the city limits.

In general, the growth is expected to occur where dense population and employment already exist. In general, the growth is centered in downtown Everett and the Evergreen corridor. As a result of population and employment increase, transit trips are expected to grow. Much of the growth will be centered around the light rail corridor. With this major investment in regional transit infrastructure, transit trips will grow at a faster rate than population, employment, or auto trips.

In 2009 the City of Everett started the Evergreen Revitalization Plan: Evergreen Way is the

major transportation and business corridor serving south Everett. It has evolved over decades as a strip commercial highway that connects downtown Everett on the north with neighboring communities to the south. It functions as a principal arterial for transit, freight and general purpose traffic. It provides access between downtown Everett on the north and the southwest Everett - Paine Field employment center on the south. Everett's comprehensive plan calls for Evergreen Way to redevelop with a more intensive mix of commercial and residential uses, served by high quality transit service. With the introduction of Swift Bus Rapid Transit in the Evergreen Way corridor in 2009, the City of Everett initiated a planning effort to establish a more detailed vision for the revitalization and redevelopment of Evergreen Way. Because of Evergreen Way's inherent attributes as well as new opportunities brought by the Swift service, the City's Comprehensive Plan designated the six-mile arterial a "mixed-use commercial-multifamily" corridor. The Comprehensive Plan also envisions that the corridor will accommodate a substantial portion of the City's future commercial and residential growth.

Population: Properties within the Evergreen Way corridor are expected to accommodate a net increase of 3,500 residential units by 2035, housing approximately 5,300 additional residents.

Jobs: Properties within the Evergreen Way corridor are expected to accommodate a net increase of approximately 2,000 additional jobs by 2035.

In 2011 the City of Lynnwood completed its Hwy 99 Sub-Area Plan. The market study indicated that transit improvements in the corridor will make the corridor in Lynnwood more desirable for transit-oriented uses, including multifamily housing developments and a mix of retail and commercial services. Other areas in proximity to the corridor that will drive future demand include growing medical centers to the south in Edmonds, office demand stemming from Premera Blue Cross in Mountlake Center, and the City of Lynnwood's own growth plans for its City Center and Alderwood Mall. Transit improvements spur creative energy for new development products. Developments benefit from increased pedestrian activity and potentially a greater concentration of commuters using the corridor. Mixed-use and transit-oriented development projects serve as a catalyst and anchor for broader activity nodes, which will be the focus of subsequent work for the corridor strategy.

City of Shoreline adopted their 185th Street Sub-Area plan in March 2015. As part of this process, the City engaged with Community Transit on development of a Transit Service Integration Plan.

Community Transit will serve the future 185th station with their Swift Bus Rapid Transit line, which provides service to Everett along SR-99, and this assumption was incorporated into the Sound Transit DEIS.

The growth in vehicle traffic would substantially impact overall transit speed and reliability along N-NE 185th Street, Meridian Avenue N, and N-NE 175th Street if no transit priority treatments

are provided. Because of a higher amount of density forecasted the area could support more routes

and more frequent service.

Housing & Employment:

The King County Countywide Planning Policies (CPPs), adopted to implement the Growth Management Act (GMA), establish household growth targets for each jurisdiction within the county.

Each target is the amount of growth to be accommodated during the 2006-2031 planning period. Shoreline's growth target for this period is 5,000 additional households; projected to 5,800 households by 2035 (200 households per year). Applying Shoreline's current average household size of 2.4 people

per residence, 5,800 new households equates to 13,920 new residents by 2035. Another recent target set by Puget Sound Regional Council (PSRC) calls for Shoreline to gain more than 7,200 new jobs by 2035, improving its jobs-to-housing ratio to 0.91.

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

A high proportion of transit trips begin/end with a walk or bike trip. Community Transit's 2017 On-Board Survey shows that 71% of current Swift Blue Line riders access the service via walking and 8% via biking. Swift BRT also has the greatest proportion of non-commuter trips at 48% and 20% of Swift bike riders are transferring to commuter services (Data source CT 2017 On-Board Survey). The Swift Blue Line Expansion Bus project will be the first BRT to Light Rail connection in Snohomish County for both Lynnwood and Shoreline.

The Swift Blue Line corridor Evergreen Way/SR99 is well configured for BRT service with a dense mixture of residential and commercial development adjacent to the roadway as well as a complete pedestrian network, BAT lanes and portions with bicycle lanes. Walk shed analysis from our Swift Blue Line scoping study is .25 av.sq./mile.

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

Community Transit's 2017 On-Board Survey and Swift Blue Line scoping study provides good data for our Swift riding population. 72% of our Swift riders are adults, 13% youth and 11% Senior/Medicare. Swift riders show a good balance of trip purposes with 35% of all Swift trips used for work and 32% of trips other (medical appointments, shopping and accessing

services/leisure). With the advent of light rail coming to Snohomish County in Lynnwood and Shoreline we believe we will see a rising population of commuters accessing light rail service feeding from our Swift BRT network.

4. **Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.**

Again using our Community Transit 2017 On-Board Survey data:

43% of Swift Blue Line riders identified as being Caucasian

28% of Swift Blue riders identified as being non-English speaking (highest in our system)

84% of our Swift Blue riders either don't have access to a vehicle or are unable to drive

48% of our Swift Blue riders have income under the current federal poverty level

Community Transit's 2019-2022 Title VI Program articulates service guidelines for Swift BRT:

Purpose: Ultimate Corridor Buildout Availability: On arterial/highway within Urban Growth Area

Stop Spacing: 0.75+ mile, stop at all stations

Design Principle: Bi-directional service, straight, on-corridor with few direction changes

Land Use/Market Density: Mixed use with balance of housing and jobs. Transit integrated into design. Major trip producers located within ¼ mile of Transit Emphasis Corridor.

Required: established transit-supportive land use and/or policy framework that encourages development of

transit-supportive land use. 15 dwelling units per acre or 15,079 persons/jobs within 1/2 mile of station (30+ persons or jobs per acre).

The Swift Blue Line Expansion project has gone through Title VI analysis extending into Shoreline and has been found to highly benefit Title VI populations that live along the corridor.

5. **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.**

Community Transit has worked closely with its partner jurisdictions in comprehensive plan updates and corridor planning to closely align the Swift BRT corridors with land use design and planning. Everett's comprehensive plan calls for Evergreen Way to redevelop with a more intensive mix of commercial and residential uses, served by high quality transit service. With the introduction of Swift Bus Rapid Transit in the Evergreen Way corridor in 2009, the City of Everett initiated a planning effort to establish a more detailed vision for the revitalization and redevelopment of Evergreen Way.

The Evergreen Way Corridor Revitalization Plan is intended to:

- Stimulate redevelopment and capital investment along the corridor.
- Support existing and encourage new business activity
- Accommodate projected growth according to the City's growth management policies.
- Maximize use of transit investment and increase transit ridership.
- Build more vital communities and revise land use regulations to foster greater livability and efficiency.

In Lynnwood (Hwy 99) is the primary commercial corridor and a primary north-south transportation spine. The Average Daily Trip (ADT) volume on Highway 99 is approximately 40,000 trips. This corridor is identified in the City of Lynnwood Comprehensive Plan as a key activity center for

accommodating a large amount of the projected future population and employment growth for the city.

Lynnwood's Hwy 99 Revitalization Plan indicates that transit improvements in the corridor will make the corridor in Lynnwood more desirable for transit-oriented uses, including multi-family housing developments and a mix of retail and commercial services. The corner of 196th and Hwy 99 "The Lynnwood Crossroads" is a great example of development that happened adjacent to a Swift Blue Line station. The market study indicated that transit improvements in the corridor will make the corridor in Lynnwood more desirable for transit-oriented uses, including multifamily housing developments and a mix of retail and commercial services.

For Shoreline the 185th Street Station Subarea overlaps with the Town Center Subarea at the west end of N 185th Street, near the intersection with Aurora Avenue N. The Town Center Subarea Plan, adopted in 2011, makes note of the growth management strategy in the Vision 2040 plan for the central Puget Sound region, which forecasts an additional 1.7 million people and 1.4 million jobs in the region by 2040 with only

a negligible increase in the size of the region's urban growth area. This strategy, combined with state climate change targets to reduce greenhouse gas emissions and vehicle miles traveled, means there will be increasing pressure on close-in cities such as Shoreline to accommodate future growth. The Town Center District is located in the middle mile of the city's three-mile-long Aurora corridor (Highway/SR 99), Town Center is the geographic center of the community of Shoreline. The City completed its Subarea Planning process, which entailed rezoning and revising Development Code regulations to define the rules for redevelopment and to incentivize TOD development adjacent to the 185th Street corridor.

The Swift Blue Line Expansion bus project supports the establishment of new jobs/business and retention of existing jobs/business by providing high capacity transit in some of the areas of highest employment and population in Snohomish County along the Evergreen Way/Hwy

99 corridor. It also links to the Swift Green Line at Airport Road/Hwy 99 providing access to close to 60,000 aerospace jobs and will be the first BRT to light rail connection in Snohomish County directly serving the 185th Street station and linking to the Swift Orange Line at 196th/Hwy 99. The vast variety of employment serves all of the top 15 regional industry clusters identified by PSRC.(New Regional Economic Strategy, PSRC October 2016)
Please see attached excel spreadsheet that shows industry clusters along the Swift Blue Line Corridor.

Criteria: System Continuity/Long-Term Benefit and Sustainability

- 1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.**

The Swift Blue Line expansion buses provide the service that is a long-term strategy for high capacity transit in Snohomish County. The overall Swift Blue Line project will use TDM efforts to increase ridership and includes the potential use of Bus on Shoulder (BOS) lanes initially between Gibson Rd and Airport Rd - an existing bottleneck in the system - that would allow buses to bypass 0.5 miles of queueing at the critical Hwy 99/Airport Rd intersection. These BOS lanes may be expanded to a much longer 2 mile segment from as far as Lincoln Way to 112th St SW - effectively working as bus only lanes during peak hours when travel times are the most variable and congested. These efforts also include potential lane restrictions preceding the ramps to/from SR-526 on Evergreen Way. These lane restrictions would convert the curbside lane into a BAT lane, in that they would require general purpose vehicles to turn right, while allowing buses to proceed thru. This should also reduce curbside lane queueing to enter the SR-526 on-ramps in both directions as it will prevent general purpose vehicles from blocking traffic from accessing the on-ramps as they await a signal phase change to proceed thru the intersection. While these improvements are focused on prioritizing transit thru the corridor, the impacts will be more far-reaching as any mode shift from cars will take pressure off of the existing traffic network. As such, the Swift Blue Line Expansion, while not a roadway program, will effectively slow demand for space in the network as the Blue Line vehicles today occupy over 30 passengers per trip on weekdays - much higher during peak hours - which will only grow as the Swift Blue Line is expanded to improve the existing corridor and extended to connect to Link light rail at Shoreline North/185th station in Shoreline in 2024.

- 2. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.**

The Swift Blue Line expansion bus project provides service to Regional Growth Centers, Everett and Lynnwood and provides direct connection to the Swift Green Line which serves the Paine Field/Boeing Manufacturing Industrial Center and Canyon Park/Bothell Regional Growth Center. It will connect to the Swift Orange Line at 196th/Hwy 99 which will serve Lynnwood Link light rail at the Lynnwood Transit Center and will expand South into Shoreline to serve the 185th Street Sound Transit Link light rail station to downtown Seattle and Bellevue. Residents of Snohomish County will now have a more reliable way to access rail and travel to downtown Seattle and the east-side.

- 3. Describe how the project fills in a missing link or removes barriers to/from a center.**

The Swift Blue Line expansion bus project will provide service which currently ends at Aurora Transit Center an additional 1.5 mile on Hwy 99 to serve the Sound Transit Link light rail station at 185th Street in Shoreline. Sound Transit is estimating that over 6,000 will board and alight at that station and will only be building 500 parking spots. The Swift Blue expansion buses will provide a missing link to make transit work without the need to drive a car to access regional transit service. With this expansion project residents along the corridor will now have the first BRT/Light Rail connection in Snohomish County and have access to fast/frequent/reliable local and regional transit.

- 4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.**

The Swift Blue Line Expansion is anticipated to lead to a 50% ridership increase from the approximately 5,800 weekday riders today to 9,200 weekday riders in 2025. Many of these 3,400 riders will be shifting modes from automobiles to transit, thereby slowing demand for space on the existing transportation network. Moreover, as a part of the project, Community Transit is working with jurisdictional partners to decrease travel times for the Blue Line - consequently attracting more riders. These efforts include the potential use of Bus on Shoulder (BOS) lanes initially between Gibson Rd and Airport Rd - an existing bottleneck in the system - that would allow buses to bypass 0.5 miles of queueing at the critical Hwy 99/Airport Rd intersection. These BOS lanes may be expanded to a much longer 2 mile segment from as far as Lincoln Way to 112th St SW - effectively working as bus only lanes during peak hours when travel times are the most variable and congested. These efforts also include potential lane restrictions preceding the ramps to/from SR-526 on Evergreen Way. These lane restrictions would convert the curbside lane into a BAT lane, in that they would

require general purpose vehicles to turn right, while allowing buses to proceed thru. This should also reduce curbside lane queuing to enter the SR-526 on-ramps in both directions as it will prevent general purpose vehicles from blocking traffic from accessing the on-ramps as they await a signal phase change to proceed thru the intersection. While these improvements are focused on prioritizing transit thru the corridor, the impacts will be more far-reaching as any mode shift from cars will take pressure off of the existing traffic network. As such, the Swift Blue Line Expansion, while not a roadway program, will effectively slow demand for space in the network as the Blue Line vehicles today occupy over 30 passengers per trip on weekdays – much higher during peak hours – which will only grow as the Swift Blue Line is expanded to improve the existing corridor and extended to connect to Link light rail at Shoreline North/185th station in Shoreline in 2024. Also keep in mind that the Link 185th station will only have 500 parking spots so a significant amount of people will need to access that station by bus service.

5. Describe how this project addresses safety and security.

Swift Bus Rapid Transit service is designed to create a sense of place for customers. The stations are well lit and placed in locations near high residential and employment density. Risk assessments are conducted internally and with the partner jurisdictions on station siting to ensure that stations are placed in areas where there is good pedestrian access, close to signals and crosswalks. Swift BRT buses are designed to board at three doors with plug doors that allow customers to safely board and de-board at the same time as well as on board bicycle racks which allows customers to safely board the bus with their bus. Swift BRT also has Swift Ambassadors that ride the Swift network to ensure safety and fare compliance, they work closely with our Transit police to communicate any safety concerns or needs of our customers.

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

Swift BRT represents the pinnacle of high capacity transit in Snohomish County. It incorporates key elements that are uniquely enticing for active transportation. Corridors are chose based on high densities and diversity of land use, pedestrian network improvements, BAT lanes and managed parking. Keep in mind that other than the termini no parking is built at Swift stations. Operational design includes curb boarding, passive restraint wheel-chair systems, on-board bike racks, boarding through three doors and off board fare collection all to improve efficiency and access. 71% of Swift riders access the service by walking and 8% by biking (Swift 2017 on-board survey).

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

Air Quality and Climate Change: Transit and Ferry Service

1. What is the current transit ridership for the affected transit stops or routes?

Current ridership for 2019 for the Swift Blue Line was 1,841,962 boardings.
Average weekday boardings: 5,806
Average Saturday boardings: 3,927
Average Sunday boardings: 2,712

2. What is the average transit trip length for the affected routes?

The total trip length for the Swift Blue Line is currently 16.7 miles with the expansion of the route to Shoreline an additional 1.5 miles.
Swift Blue Line Expansion route will be 18.2 miles long.
The average trip length for Swift Blue Line is 5.70 (2019 CT Data Program)
*The Swift Blue Line Expansion buses requesting funding will serve the full Swift Blue Line route.

3. What is the average transit trip length of the entire system?

The overall average trip length for the entire Community Transit system is 9.23 miles. (2019 CT Data Program) Keep in mind a portion of our bus service is one-way peak direction commuter service to and from downtown Seattle.

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.

Over the past year, we have been taking a comprehensive look at our existing Swift stations to identify areas for improvement to better the customer experience based on what we've heard over the past 10 years. This included the identification of over 30 different areas where improvements might be warranted, with over 75 solutions proposed. From these exercises,

we have been iterating thru various options to develop a station that optimally meets our riders' needs while continuing to capitalize on the strong brand statement that our existing stations set. The proposed improvements focus on the following four categories:

- Weather Protection
- Safety and Security
- Wayfinding
- Ease of Payment

Some examples of these modifications include the following:

- More coverage of riders from precipitation and wind with shift in canopy, windscreen placement and design
- Passive security improvements with more open space and consistent lighting
- Overhaul of signage, with LCD screens to allow for more dynamic use of limited space, backlighting of static media
- More obvious placement of off-board payment terminals to reduce confusion for new, infrequent riders

We believe that the new and modified amenities will substantively improve the everyday customer experience, reducing existing barriers to riding our service and, in turn, attracting new riders to our BRT network.

These improvements are not part of this grant request but will be the facilities served by the Swift BRT expansion buses.

6. What is the expected increase in transit ridership from the project?

Currently the Swift Blue Line has 5,800 weekday daily boardings and had 1.841 million boardings in 2019.

When the Swift Blue Line is expanded an additional 1.5 miles to serve the Link light rail station at 185th Street in Shoreline we are projecting 9,200 daily weekday boardings for the entire line an increase of 3,400 weekday daily boarding from the extension and annual ridership will be approximately 2.9 million.

7. If a new or expanded ferry service, what is the length of the driving route being replaced?

1.5 miles expanded route

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.).

Community Transit Data Program - APC's Swift Blue Line Scoping study

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?

CMAQ

2. Has this project received PSRC funds previously?

No

3. If yes, please provide the project's PSRC TIP ID

N/A

Phase	Year	Alternate Year	Amount
other	2023		\$3,200,000.00

Total Request: \$3,200,000.00

Total Estimated Project Cost and Schedule

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$100,000.00
		\$100,000.00

Expected year of completion for this phase: 2020

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$2,000,000.00
		<u>\$2,000,000.00</u>

Expected year of completion for this phase: 2022

Construction

Funding Source	Secured/Unsecured	Amount
Other State	Reasonably Expected	\$10,000,000.00
		<u>\$10,000,000.00</u>

Expected year of completion for this phase: 2024

Other

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$800,000.00
CMAQ	Unsecured	\$3,200,000.00
		<u>\$4,000,000.00</u>

Expected year of completion for this phase: 2023

Summary

- Estimated project completion date**
06/2024
- Total project cost**
\$16,100,000.00

Funding Documentation

- Documents**
Community_Transit_2019-2024_TDP_Vehicle_Reserve_Fund.pdf
- Please enter your description of your financial documentation in the text box below.**
Community Transit's six year TDP shows reserve balances and board approved purposes for each fund. Our vehicle reserve fund is the locally funded portion of costs for vehicle purchases. The reserve fund is currently \$43 million dollars, the local match for the project will come from the agency vehicle reserve fund.

Project Readiness: PE

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
- What is the actual or estimated start date for preliminary engineering/design?**
01/01/2020
- Is preliminary engineering complete?**
No
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
No
- 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
- When are preliminary plans expected to be complete?**
12/2020

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
Categorical Exclusion (CE)
2. **Has the NEPA documentation been approved?**
Yes
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
CE does not require NEPA

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
No
2. **What is the actual or estimated start date for right of way?**
N/A
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
N/A
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
N/A
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

Project Readiness: Construction

1. **Are funds being requested for construction?**
No
2. **Do you have an engineer's estimate?**
N/A
3. **Engineers estimate document**
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
N/A
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
N/A
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
N/A
7. **When is the project scheduled to go to ad (month and year)?**
N/A

Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

Hopefully I have done a good job in highlighting the importance of this project. The crucial component to the success of light rail to Snohomish County is the bus service to feed it. On an already constrained and congested roadway Community Transit is committed to planning bus service that is fast, frequent and reliable bringing a whole new set of riders onto public transit.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

Community Transit is currently engaged directly with our partner jurisdictions City of Everett, City of Lynnwood, WSOT, Snohomish County and City of Shoreline to identify opportunities to leverage roadway and pedestrian improvements along the Evergreen Way/Hwy 99 corridor. Community Transit has been actively involved in the City of Shoreline's 185th Street Multimodal Corridor Strategy on access and pedestrian improvements along the Swift Blue Line expansion route. We will continue to look for ways to partner on improvements throughout design and engineering.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

Community Transit's process for viability of Swift BRT corridors begins with our 20 Year Long Range Transit Plan which identifies areas with current or planned higher levels of population and employment to designate Transit Emphasis Corridors (corridors identified for BRT levels of service or higher frequency service).

Planned Swift BRT corridors go through feasibility/scoping studies to to model ridership, opportunities to improve speed and reliability, roadway network configuration, access, jurisdictional buyin and serving areas with current high demand for transit ridership. Once the feasibility/scoping study is completed information is provided to our Executive Team for approval of the project to move forward into design and engineering. Our Swift Green Line which had FTA CIG Small Starts funding went through and extensive cost-benefit analysis and risk assessment to be eligible for funding, we are currently in the same Project Development process for our Swift Orange Line but because the Swift Blue Line Expansion project is a much lower overall cost we are not going through a formal FTA Project Development process although we are using alot of the same methodology for our Swift Blue Line Scoping Study.

4. **Final documents**

City_of_Shoreline_Letter_of_Support_Swift_Blue_Line_Bus_Expansion_Project.pdf,
Community_Transit_2020-04-02_SWIFT_Blue_Pop_Emp.xlsx

Technology Expansion Fund represents funds designated for specific projects associated with expanded services and technologies.

Each reserve target meets specific goals or mandatory requirements. The following summarizes specific requirements for a selection of the reserves below:

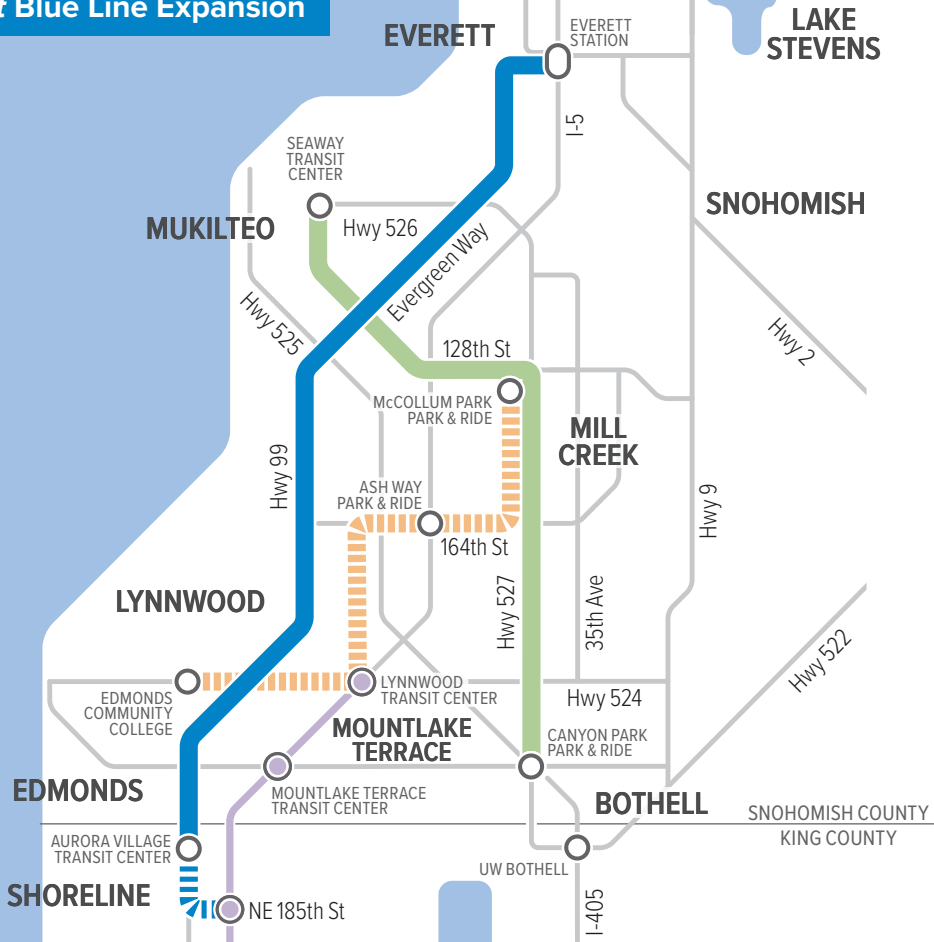
Reserve Fund	Purpose
Operating	Two months' capacity for all agency operating expenses, exclusive of Sound Transit service and \$5 million fuel reserve to cover increases in the cost of fuel above budget.
Vehicle Replacement	The locally-funded portion of costs to replace both vehicles for revenue service and support. The balance in this fund is based on a calculation of the anticipated lifespan of each vehicle, the forecast replacement cost at end-of-life and the planned local funding share of that replacement cost. Agency targets for local funding share of each vehicle type are: 20% for bus, 100% for vanpool and DART paratransit, 100% for support vehicles.
Facility Preservation	The local share of current year preservation projects, the local share of preservation projects anticipated in the two years following the current year, and 1.5 percent of the total replacement cost of all facility/system/technology assets, excluding vehicles.
Facility & Technology (IT) Projects	The Facility and Technology Expansion Fund includes capital funding designated for specific projects related to service or technology expansion. This includes expanding the Swift BRT network, operating base expansion, the wireless communications system, Next Generation ORCA, etc.

Reserve Funding (in millions)	2018	2019	2020	2021	2022	2023	2024
	Actuals	Budget					
Operating	\$ 63.9	\$ 46.6	\$ 79.7	\$ 77.9	\$ 99.5	\$ 113.2	\$ 111.0
Vehicle Replacement	24.3	43.0	42.4	43.9	43.1	45.5	47.6
Facility Preservation	29.8	24.5	9.9	9.1	9.1	9.1	9.1
Facility & IT Expansion	61.9	78.9	38.2	31.5	16.3	8.5	9.0
Workers' Compensation	6.2	6.2	6.2	6.2	6.2	6.2	6.2
Bond	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Total*	\$ 187.5	\$ 200.6	\$ 177.9	\$ 170.0	\$ 175.6	\$ 183.8	\$ 184.3

TABLE 8-6

* Totals may not match due to rounding actual dollar amounts for table

Swift Blue Line Expansion



- Swift Blue Line
- Swift Blue Line extension (planned for 2024)
- Swift Green Line
- Swift Orange Line (planned for 2024)
- Transit Emphasis Corridors
- ST2 Link Light Rail (planned for 2024)
- Transit Center
- Transit Center with Link Station



**SHORELINE
CITY COUNCIL**

Will Hall
Mayor

Keith Scully
Deputy Mayor

Susan Chang

Betsy Robertson

Doris McConnell

Keith A. McGlashan

Chris Roberts

April 2, 2020

Community Transit
Emmett Heath, Chief Executive Officer
7100 Hardeson Road
Everett, WA 98203-5834

Dear Mr. Heath:

The City of Shoreline is pleased to provide support for Community Transit's application for the *Swift* Blue Line expansion bus project in the 2020 Regional CMAQ project grant program. The *Swift* Blue Line will continue south from its current extents at N 200th St in Shoreline to the upcoming Shoreline North/185th Link light rail station that will be constructed as a part of Sound Transit's Lynnwood Link Extension north from Northgate Station that is scheduled to open concurrently in 2024.

Light rail service to Shoreline will substantively change travel patterns for our community. With trains departing the new Link light rail station every 4-6 minutes during peak hours to regional centers across the Puget Sound, connecting people to and from the Link service will play a critical role in the evolution of our transportation network.

The *Swift* Blue Line delivers an all-day frequent bus service that provides efficient and fast north-south mobility along the Aurora Ave / SR-99/ Evergreen Way corridor connecting passengers from Shoreline all the way to Everett. As a part of its expansion and the growth of the larger 2024 *Swift* network, it will not only connect Shoreline residents and businesses to Link light rail, but also local and regional centers in Snohomish County, including Lynnwood, Canyon Park, and Paine Field.

Of interest to Shoreline, the *Swift* Blue Line expansion will provide a needed frequent and convenient east-west connection between the well-utilized Aurora Village Transit Center and Shoreline North/185th Link light rail station, creating an easy alternative to driving to and from Link light rail for many in the area and further north along the *Swift* Blue Line corridor. This service is a part of our vision for the recently adopted 185th Street Multimodal Corridor Strategy (185th MCS), which we plan to expand with Business Access and Transit (BAT) lanes in the future as development spurs higher density land uses, further increasing future demand for alternatives to driving in the area. We appreciate Community Transit's recent participation as a stakeholder in the shaping of the 185th MCS vision that is future-focused and

considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders.

Community Transit began operation of the *Swift* Blue Line in 2009 and the *Swift* Green Line in 2019. Together the two lines carried over 230,000 riders in October 2019, making the *Swift* Blue Line and Green Line the two highest ridership routes in Community Transit's system. The *Swift* Blue Line on its own carried about 75% of these riders and demand for the service is expected to grow by over 50% with an extension to Link light rail. The *Swift* Blue Line expansion is a vital part of the extension of Link light rail to Shoreline and beyond. The City of Shoreline has been closely coordinating with Community Transit on the outreach and route planning for the *Swift* Blue Line expansion in order to optimize the benefit to our community. We ask that this important project be prioritized for funding in the 2020 Regional CMAQ project selection.

Sincerely,

A handwritten signature in black ink that reads "Will Hall". The signature is written in a cursive, flowing style.

Will Hall
Mayor

CC: Debbie Tarry, City Manger
City Council
Nytasha Walters, Transportation Services Manager