



Puget Sound Regional Council

# Funding Application

<b>Competition</b>	Regional FTA
<b>Application Type</b>	Main Competition
<b>Status</b>	submitted
<b>Submitted:</b>	April 27th, 2020 2:04 PM
<b>Prepopulated with screening form?</b>	No

## Project Information

- Project Title**  
South Renton Transit Center
- Regional Transportation Plan ID**  
2527
- Sponsoring Agency**  
Sound Transit
- Cosponsors**  
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
N/A
- If not, which agency will serve as your CA sponsor?**  
N/A
- Is your agency a designated recipient for FTA funds?**  
Yes
- Designated recipient concurrence**  
N/A

## Contact Information

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## Project Description

- Project Scope**  
This Project will construct a new South Renton Transit Center and 700-stall parking garage (increasing parking capacity 182%); transit signal prioritization; bus-only lanes; and bicycle and pedestrian amenities to support access to Sound Transit's I-405 Stride BRT service; King County Metros RapidRide service and local bus service.

Description of Stride BRT service at the South Renton Transit Center (SRTC):

- 2,700 Stride BRT riders will use the SRTC each day. (ST's Stride BRT ridership only.)
- The 2,700 daily riders using SRTC are expected to reduce nearly 8 million VMT per year.
- Stride service at SRTC will be every 10 minutes in peak periods and every 15 minutes in the off-peak/weekends.
- Riders using SRTC can save at least 15 minutes per trip (30 minutes per day) as compared to current transit service;
- Stride service at the SRTC will be 19 hours on weekdays and Saturdays; 17 hours of service

on Sundays.

- Stride BRT will operate primarily in express toll lanes and direct access ramps along I-405. From Tukwila to Burien, Stride will operate in a combination of bus-only and general-purpose lanes on SR518 and SW 148th St.
- 11,400 daily riders are expected on I-405 BRT's south line operating between Burien and Bellevue. (24% of riders on the south line will use South Renton Transit Center to access the service.)
- Up to 26,400 Stride riders are expected on the entire I-405 BRT (both north and south lines).
- Sound Transit has already acquired property needed for the new South Renton Transit Center Project.

The I-405 BRT south line, which includes the South Renton Transit Center (SRTC), connects five cities and four Regional Growth Centers along I-405 and SR 518 from Bellevue to Burien. The project also includes interchange, roadway and bus speed and reliability improvements for faster travel. The I-405 BRT project is an important component of WSDOT's I-405 Master Plan.

## 2. **Project Justification, Need, or Purpose**

The SRTC is a key component of the I-405 Stride BRT project, a major element of the I-405 Corridor Master Plan, whose development was led by the FHWA, FTA, King County DOT, Sound Transit and WSDOT.

- I-405 commuters face the worst traffic congestion in the state - up to 10 hours a day in some locations.
- I-405 is the only high-capacity north-south route on the eastside. Over 900,000 trips are made on I-405 every day.
- Nearly half of respondents to a WSDOT survey rated I-405 traffic congestion as very serious; about half also said they regularly change their plans or go out of their way to avoid I-405.
- The cost of delay in the corridor was calculated at \$2,900 annually for the average driver.
- Existing bus service experiences crowding. Many ST Express bus trips serving the I-405 corridor are near or above the seated capacity of a 60-ft articulated coach.
- The current Renton P&R facility, a 385-stall P&R adjacent to the SRTC site is currently at 100% capacity by 9am.

Source: WSDOT 2018 Corridor Capacity Report

## Project Location

### 1. **Project Location**

In South Renton, at Rainier Ave S and S Grady Way

### 2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

King

### 3. **Crossroad/landmark nearest the beginning of the project**

In South Renton, at Rainier Ave S and S Grady Way

### 4. **Crossroad/landmark nearest the end of the project**

In South Renton, at Rainier Ave S and S Grady Way

### 5. **Map and project graphics**

Map\_I-405\_BRT\_South\_Line.pdf, S\_Renton\_TC\_TOD.pdf, Renton\_Comp\_Plan\_Map.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.**

The South Renton Transit Center is included in the ST3 plan. Source:  
<https://www.soundtransit.org/st3>

Renton Comprehensive Plan adopted June 2015 and amended November 2017:  
<https://bit.ly/2vXlupu> Page 21 - Policy T-1: Develop a connected network of transportation facilities where public streets are planned, designed, constructed, and maintained for safe convenient travel of all users - motor vehicle drivers as well as, pedestrians, bicyclists, and transit riders of all ages and abilities. Page 28 - Policy T-30: Work to improve the frequency and reliability of transit serving Renton's Downtown and promote the Downtown Transit Center as part of a regional high capacity transit system.

### 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 SRTC is located in Renton's regionally designated center.

The SRTC and Stride BRT south line service directly connects to three other regionally designated centers: Bellevue Downtown, SeaTac, and Burien.

The I-405 BRT in total (both north and south lines) connect a total of 8 cities and 7 regional growth centers.

## Criteria: Benefit to Center

### 1. **Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?**

This project constructs the new South Renton Transit Center and P&R facility to support the growing population in Renton and South King County. The new South Renton Transit Center (SRTC) will support a substantial improvement in transit service through Sound Transit's Stride BRT and King County Metro's Rapid Ride BRT.

The SRTC will have fast, frequent and reliable Stride BRT service every 10 minutes in the peak and every 15 minutes off peak. The south line of the Stride BRT operates along a segment of the Metropolitan Transportation System (I-405) currently having nearly 23,900 residents and 62,600 jobs in four regionally designated growth centers (OFM, 2018).

The SRTC project directly benefits the future growth of the Renton Regional Growth center, supporting locally and regionally adopted development plans and zoning regulations; improving access to transit for businesses and residences; and minimizing traffic congestion and adverse environmental impacts on neighborhoods.

VISION 2040 calls for five Metropolitan Cities, including Renton, to accommodate 32 percent of regional growth and 42 percent of regional employment growth by the year 2040. The 14 Core Cities identified in the Regional Growth Strategy, including Renton, are expected to accommodate 22 percent of the region's population growth and 29 percent of its employment growth by 2040. In addition to containing key hubs in the regional transportation system, these four cities are civic, cultural, and employment centers within their counties and are expected to accommodate significant numbers of housing units and jobs:

The South Renton Transit Center supports Planned Housing and Employment in Renton

- 14,835 net new housing units (2035 forecast - Renton Comprehensive Plan)
- 15,054 net new jobs (2035 target - Renton Comprehensive Plan)

Service on the south line of the I-405 BRT supports new housing and jobs in Bellevue, SeaTac and Burien

Bellevue

- 9,784 new housing units (2035 target of 155,084 minus 2019 OFM estimate of 145,300)
- 60,134 jobs (2035 target of 201,545 minus 2018 PSRC employment data of 141,411)

SeaTac

- 5,800 new housing units (2035 target - King County Comprehensive Plan)
- 25,300 net new jobs (2035 target - King County Comprehensive Plan)

Burien

- 4,440 net new housing units (2035 target - King County Comprehensive Plan)
- 5,640 net new jobs (2035 target - King County Comprehensive Plan)

(Sources: Comprehensive Plans; OFM and PSRC websites)

To support forecast growth in housing and employment, the City of Renton has established goals of creating communities having a variety of transportation options, providing better local and regional connectivity. Access to frequent, fast and reliable high-capacity transit service is seen as a key attractant for achieving mutual visions for creating vibrant cities where businesses want to locate and people want to live in or visit.

The SRTC and I-405 BRT have been strongly supported by the community since 2015.

Support includes:

- An Interagency Group (made up of cities of Bellevue, Bothell, Burien, Kirkland, Lynnwood,

Renton, SeãTac Tukwilã, Community Transit, King County Metro, Port of Seattle and WSDOT) that meets monthly on the project.

- An Elected Leadership Group made up of elected officials who represent the cities along the I-405 BRT corridor, the Sound Transit Board and WSDOT. This group is focusing on reaching local agreement around key decisions, working through project issues, and making recommendations on the project.

- An Executive Advisory Group made up of state and local elected officials, and representatives from federal and regional transit agencies, advising WSDOT on I-405 corridor improvements since 1999. ST regularly updates the EAG on the I-405 BRT

Local plans also support the SRTC and I-405 BRT project. The City of Renton is one of the region's fastest growing cities and the SRTC is within walking distance to the historic downtown Renton. The SRTC will integrate transit services with the existing South Renton Park and Ride, which provides connections to local buses and King County Metro's Rapid Ride.

Renton Comprehensive Plan (amended 12/2018) includes the following:

- Page 23 of the Plan states "Transit service and facility improvements are needed to support and encourage increased transit use in the City of Renton. Renton has been and will continue to work with... Sound Transit to develop transit system service improvements... and capital investments." On the same page, the Plan incorporates ST3, the system expansion plan, into their own Comp Plan.

- Pg17, Policy T-1: Develop a connected network of transportation facilities where public streets are planned, designed, constructed, and maintained for safe convenient travel of all users - drivers, pedestrians, bicyclists, and transit riders of all ages and abilities.

- Pg 19 Policy T-15: Regularly review and refine parking ratios to account for existing parking supply, land use intensity, and access to transit.

- Pg 24, Policy T-30: Work to improve the frequency and reliability of transit serving Renton's Downtown and promote the Downtown Transit Center as part of a regional high capacity transit system.

- Pg XVI, Appendix A, includes 3 Sound Transit projects related to I-405 BRT and 3 WSDOT projects related to it.

## 2. Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.

The South Renton Transit Center is a new transit center in South Renton at Rainier Ave S and S Grady Way. The site is next to an existing WSDOT park and ride. The transit center will include a new 700-stall parking garage with passenger pick-up and drop-off areas. Sound Transit has left approximately 2 acres of the site for future TOD development, such as housing or hotels.

South Renton Transit Center Supports Renton Comprehensive Plan Goals

<https://bit.ly/2Ur6SZs>

As mentioned earlier, Renton's Comprehensive Plan includes numerous policies and priorities to maximize the use of transit and other alternatives to single-occupancy vehicles. Renton intends to continue to work with King County Metro (KCM) and Sound Transit to develop transit system service improvements (e.g., new routes, increased frequency) and capital investments (e.g., signal queues, park and ride facilities) to adequately serve Renton's developing residential and employment areas. Renton is supportive of Sound Transit's proposal to add BRT to the I-405 corridor (Transportation Element, page 23). Through Policy T-28, the city will work with other jurisdictions and transit authorities to plan and provide frequent, coordinated and comprehensive transit service and facilities in residential and employment areas. Policy T-34 supports exclusive freeway/arterial HOV facilities that improve transit travel times by enabling buses to bypass congestion. The I-405 BRT project includes a BRT station and direct access ramps at NE 44th Street. The city acknowledges its Transportation Element relies on WSDOT, Sound Transit, KCM and other agencies to fund and implement regional and sub-regional transportation improvement projects.

Renton is planning for housing variety to improve mobility, with a focus on placing housing where there is a variety of transportation modes, improving the viability of transit and providing better access to employment, recreation, and other services for all households. In the City's Economic Development Element, Policy ED-C directs the city to leverage public and private resources to focus development on targeted economic centers in addition to industry clusters and pursue transportation and other regional improvements and services that support and improve quality of life. High-capacity transit service will support the city in its efforts to achieve these goals.

The Land Use in the SRTC area is zoned Commercial Mixed Use and Residential High Density. Sound Transit is working with the City of Renton, which has expressed interest in a park-and-ride that is integrated with future development, to create an appropriate permitting framework. During summer 2019, the ST project team conducted a TOD assessment to evaluate various scenarios for potential delivery of park-and-ride spaces combined with TOD. The analysis looked at a variety of possible TOD scenarios - from a stand-alone surface parking lot to fully integrated TOD. The parcel owner has a proposal to build adjacent market-rate apartments to this facility and is coordinating site layout with the ST team. Further subsequent coordination work is necessary with both the City and the parcel owner to establish a future outcome for this park-and-ride.

During the summer and fall of 2019, Sound Transit's I-405 BRT team conducted a series of four planning and design workshops with the city of Renton, KCM and WSDOT for the South Renton Transit Center. This interagency team established a preferred concept that includes and integrates the future transit facility, park-and-ride and a potential future TOD parcel of

approximately 2 acres in size. The team also conducted a TOD feasibility analysis for this parcel for three development scenarios - affordable housing, market-rate apartments and hotel. The ST team coordinated the location of the potential future TOD with the City of Renton. This potential future TOD parcel may be available for future Agency-led TOD. Assuming \$50 per sq. ft. for developable land this could represent approximately, \$4 million may be available to capture. If land values continue to escalate this value may be greater.

Other development supporting housing and employment growth around the SRTC project area include:

- Via 405 Apartments - Eight-story mixed-use apartment building with 270 residential units and ground level commercial and amenity space. Project will include a plaza and green space, as well as a pedestrian connection to the nearby South Renton Park and Ride.
- June Leonard Place - New six-story building with 48 affordable residential units.
- Kaiser Permanente Campus - 29 acre campus with four buildings (247,000 SF of office, laboratory, warehouse, and pharmacy fulfillment space. Provides 1,200 jobs.

Source: City of Renton - Highlighted Projects  
<https://rentonwa.maps.arcgis.com/apps/MapTour/index.html?appid=0a5908d9197d4158bde44ce481eddd09>

#### >>Sound Transit's TOD Program

Sound Transit is supporting city-led housing development efforts through its' TOD program. Sound Transit has a Board-adopted a TOD policy that provides goals and guidance the agency may use to evaluate, facilitate and implement development as it builds the regional transit system. The board is interested in supporting land use change or other economic development that improves quality of life, allows achievement of comprehensive and regional plans and maximizes ridership.

Transit construction requires Sound Transit to purchase land for building stations, installing track, and for staging. When construction is finished and the project opens, the agency no longer needs some of this land. In 2018, the Sound Transit Board adopted the new Equitable TOD policy to facilitate TOD on surplus property. The Board's TOD policy includes a priority to offer surplus property for the development of affordable housing. Sound Transit offers 80 percent of its surplus property that is suitable for housing to qualified entities to develop housing to families at 80 percent of area median income or less. To date, over 1,300 housing units have been built or are planned for Sound Transit surplus property, with over 80 percent of them affordable to those earning 80 percent of area median income or below.

Sound Transit is also contributing \$20 million into a revolving loan fund to create affordable housing near high-capacity transit stations. Source: Sound Transit's TOD program, see <https://bit.ly/2GO7vrZ>

### 3. **Describe how the project improves access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility and facilities, streetscape improvements, etc.**

Per ST's System Access Policy (R2013-03), when designing facilities and services, Sound Transit maximizes pedestrian, bicycle and local transit access. The SRTC will include pedestrian and bicycle safety and access improvements, providing opportunities for active transportation from the SRTC to major destinations in Renton. SRTC elements that will support active transportation include safe and well-lit waiting areas, pedestrian-friendly aesthetics, bicycle lockers and racks. These amenities are important for removing barriers for potential transit riders and ensuring the safety of existing riders as they traverse the "last mile" to their destination. The ST3 Station Access Allowance program is available for additional access improvements outside the footprint of the SRTC to create safe, direct walking and bicycling routes to surrounding neighborhoods and businesses.

Users of the SRTC will be able to access active transportation on nearby regionally significant trails.

- In 2018, a four-mile section of soft surface trail was opened running from Gene Coulon Park in Renton to Newcastle Beach Park in Bellevue, with connections at either end to the existing Lake Washington Loop Trail.
- From the SRTC, riders will be able to access the future Lake to Sound Trail. Once completed, riders will be able to access a 16-mile non-motorized, multi-use recreational trail spanning from the south end of Lake Washington in Renton, all the way to the shoreline of Puget Sound in Des Moines.
- Three Stride BRT stations also connect to Eastrail.

Per PSRC's Active Transportation Plan, a 5% increase in neighborhood walkability is associated with 6.5% fewer vehicle miles traveled per capita and people who walk, bike and take transit are more likely to get needed physical activity daily versus those who drive. Public transit can increase physical activity, since it is usually paired with either walking or bicycling to reach a final destination. A national study shows that public transit users walk about three times as much as non-transit users and are more likely to meet guidelines for daily physical activity. One study found that nearly a third of transit riders gets the recommended 30 minutes or more of daily physical activity from walking to and from transit (ST3, Appendix D,

pg. D-3).

The SRTC Project improves access to major employment destinations. There are nearly 62,000 jobs in the City of Renton (Payscale). Boeing is Renton's largest employer with more than 16,000 people helping assemble 737 aircraft on a 229-acre site with 4.3 million square feet of building space. Paccar also has a sizable manufacturing campus, and there are several aerospace suppliers. The Pima Medical Institute in Renton is nearby the SRTC and there are connections to the Renton City Center and commercial shopping areas. See additional information on access to jobs and support of Regional Economic Strategy.

**4. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.**

The South Renton Transit Center and I-405 BRT south line provides users with a new mode of transit - Stride BRT. The Project also supports traveling to/from centers access to a range of travel modes.

- BRT: The new SRTC will have Stride BRT service up to 20 hrs/day with 4-6-minute headways, providing more reliable, faster transit service. The SRTC will also be served by King County Metro's Rapid Ride I and F service.
- ST Express and KCM local service will also use the new SRTC. The existing South Renton P&R is currently served by ST Express 560 and 566 as well as KCM routes 101,102,148,153, 167, 169 and RapidRide F. The SRTC project includes transit signal prioritization and bus-only lanes to improve the efficiency of transit service.
- P&R users: Currently the existing S Renton P&R is at capacity by 9am every day. The new SRTC Project will provide an additional 700 stall parking garage. The project includes EV charging stations.
- Carpool/vanpool/TNC riders will benefit from the safe and convenient drop off areas and parking. A growing percentage of ST riders access stations by bus or carpooling. ST has issued 349 carpool permits at 14 facilities. The carpool parking permits prioritize parking for carpools over SOVs. In order to have a valid ST parking permit, the user must use transit an average of three times a week or 12 times a month to be eligible. ST verifies transit use through ORCA fare card data and checks for regular usage monthly to renew the permits.
- I-405 BRT south line service connects to Link light rail in Bellevue and Tukwila. Link operates 20 hours per day, with trains arriving as often as every four minutes, with train speeds of up to 55 mph and service expected to operate 95% or more on time.
- Pedestrians: pedestrian amenities at the SRTC include sidewalks, crosswalks, benches, lighting, and signage.
- Bicyclists: SRTC will have bicycle parking for 108 bikes (108 is 4% of the expected 2,700 riders using the station). Stride BRT buses and KCM buses include racks for riders to travel with their bicycles. Sound Transit has begun installing about 900 on-demand bike lockers. On-demand bicycle parking provides users with a smart card that unlocks any available on-demand locker or bike cage on a first-come, first-served basis. The lockers are accessible 24 hours a day, and can be rented for up to 10 days. Under the new program, riders can load money onto the card and then use the card to access the new lockers.
- The ST3 Station Access Allowance funds additional access improvements outside the footprint of ST3 stations. Funds are for improvements that will create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places. This funding will help catalyze investments around I-405 BRT station areas that will improve the quality of pedestrian and bicycle infrastructure. Station area access allowances for the I-405 BRT south line stations range from \$125,000-\$450,000

**5. Describe how the project will benefit a variety of users, including commuters, residents, and commercial users).**

Per the "I-405 BRT Community Engagement Guide", the City of Renton has approximately 104,700 residents. In 2017, approximately 74.6 percent of Renton commuters drove alone to work, with 11.1 percent traveling by carpool and 7.14 using public transit. The average commute time was 29.5 minutes. The SRTC and Stride BRT service will increase transit use and reduce commute times. The SRTC benefits a variety of user groups:

**COMMUTERS:**

- BRT service is tailored to meet the needs of commuters and those who need fast service traveling over long distances. I-405 is a major commuter route. SRTC riders using the I-405 BRT south line will save 15 minutes on each trip, or 30 minutes per day.
- Nearly 50% of ST Express boardings are from ORCA Business Accounts – these are programs where employers provide ORCA cards to their employees. It is anticipated that over 90% of Stride passengers will pay their fare using an ORCA card, speeding up the boarding process.
- The SRTC and Stride BRT serves major employment sites. The Renton Urban Growth Center is forecast to have over 15,000 net new jobs. Stride directly serves downtown Bellevue, where 15,000 Amazon employees are expected to work by 2024.

**RESIDENTS:**

- Stride BRT service will operate frequently even outside of commute times including 19 hours of service on weekdays and Saturdays and 17 hours of service on Sundays. Service will be every 10 minutes in peak periods and every 15 minutes in off-peak. Stride BRT service will benefit residents by providing more efficient and reliable access to existing and future jobs, community amenities, and a diverse range of opportunities throughout the region.
- The 2 acres of TOD around the SRTC will provide anticipated housing and easy convenient connections to the regional transit system.

COMMERCIAL USERS: New and improved I-405 interchanges (constructed as part of the overall I-405 BRT project) and I-405 Stride service frees-up capacity in the I-405 general purpose lanes, benefiting freight and goods movement. New and improved I-405 interchanges done in partnership with WSDOT (with Sound Transit contributing \$415.5 million) remove chokepoints and weaving traffic movements, improving safety and efficiency on I-405 for all drivers – including commercial traffic.

**6. Describe how the project will benefit those groups 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.**

The SRTC project benefits groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, and those located in highly impacted communities.

Per the PSRC Interactive Resource Map, census tracts around the South Renton Transit Center show:

- 52% minority population
- 30% of households in poverty (regionwide, the poverty rate is 9.6% (2016)
- "Low" access to opportunities
- 13% disabled population (higher than regionwide average)
- 16% senior population

LIMITED ENGLISH POPULATIONS (LEP): Sound Transit considers translation services in communities where over 5 percent of residents report speaking a Language other than English. Within a 1.5-mile radius of the SRTC, there is a significant population of Spanish, Vietnamese and African languages.

- South Renton Transit Center - Spanish (5-10%), Vietnamese (7-10%), African languages (7-10%)
- NE 44th in Renton - Spanish (5-10%), Chinese (5-10%), Vietnamese (7-10%)

Source: I-405 BRT Community Engagement Guide: <https://bit.ly/2xIH0PK>

The City of Renton's population is 49 percent white; 19 percent Asian; 17 percent Hispanic; and 8 percent black. More than 100 languages are spoken inside its school district, which is the eighth-most diverse in the nation. There are nearly 62,000 jobs in Renton, with an average salary of \$54,315. (Geekwire "Renton's resurgence: Built on Boeing's back, this city is poised for a tech boom in Seattle's shadow" October 28, 2018).

Many Renton residents would qualify for lower ORCA LIFT transit fares. ORCA LIFT fares are approximately 60% lower than regular adult fares. The eligibility threshold for a person to qualify for the ORCA LIFT low-income fare is at or below 200% of the Federal Poverty Guidelines (or \$52,400 for a family of four). With the ORCA LIFT card, a person can travel anywhere in the region on Sound Transit buses and light rail for \$1.50.

Fast, frequent I-405 Stride BRT service will connect minority, low-income, elderly and disabled residents to jobs and other services and can reduce the burden of vehicle ownership. Public transit riders see annual savings of approximately \$10,000 when switching a daily commute to taking public transportation (APTA)

Seniors and Disabled persons will benefit from the SRTC by having safe and well-lit transit center areas, accessible sidewalks, curb ramps, and grade-level crossings. Stride BRT buses will have floor-level boarding, easier fare payment, and other features that meet the needs of seniors, women, children, blind persons, those with low vision, and people who are deaf, deafened, or hard-of-hearing. Stride BRT buses will be wheelchair accessible and designated seating for seniors and disabled riders is available. If other passengers are using these seats, the driver will politely ask them to move. People with disabilities and riders 65 years and older also have access to a reduced rate using a Regional Reduced Fare Permit or the ORCA LIFT card. ST Express fares for Senior/disabled riders are only \$1.00.

HIGHLY IMPACTED COMMUNITIES/AIR QUALITY FOCUS COMMUNITIES: Census tracts surrounding BRT stations at the South Renton Transit Center are in the top 10% of highly impacted communities, geographic locations characterized by degraded air quality. I-405 BRT can help improve health conditions for residents in these communities by reducing air pollutant emissions, including diesel, through the reduction of VMT annually, and providing increased opportunities for bicycling and walking.

**7. 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.**

As part of the I-405 Master Plan, the SRTC and I-405 BRT project are catalysts for economic vitality. The SRTC and I-405 BRT are consistent with Comprehensive Plans and the Regional Economic Strategy. This project supports the Regional Economic Strategy, Amazing Place, including the following initiatives:

>>"Manage new roadway, light rail, transit, and ferry projects to meet or beat projected delivery dates and coordinate timely delivery of transportation improvements to the region." (pg. 38) The I-405 BRT (including the SRTC) is a coordinated effort with Sound Transit and WSDOT. The partnership between WSDOT and Sound Transit expedites and streamlines work along the 37-mile I-405 corridor. Generally, WSDOT is leading the highway, interchange and other roadway work and Sound Transit is leading the BRT station, parking facility and bus procurement work. This streamlined and coordinated strategy between WSDOT and Sound Transit allows the project to start construction and potentially open some elements earlier –

improving efficiencies for both agencies.

>> “Improve the links between housing and employment centers by delivering reliable transit connections that cut current commute times.” (pg. 39). In addition to serving seven centers, the I-405 Stride BRT reduces travel times by 30 minutes each day. Sound Transit works closely with King County Metro and other local and regional transportation agencies to determine routes, ensure fast and seamless transfers, and provide integrated transit services that best serve the needs of the community.

>> “Develop land use around transit stations that maximizes regional transit accessibility for a diverse and equitable mix of residents and businesses.” Cities served by the I-405 Stride BRT project are adopting TOD-supportive zoning around station areas. The City of Renton and Sound Transit are working on approximately 2 acres of TOD at the South Renton Transit Center.

>> “Improve the region’s transportation system - Residents and freight move freely through the region on a network of roads, rail, air, and marine highways, supported by investments to improve efficiency and reliability of all modes.” The SRTC and I-405 BRT will benefit BRT riders, pedestrians, bicyclists, local bus riders and freight/goods movement. A national economic study found that every \$1 of public transit investment generates \$4 in economic returns when considering business sales, revenues and new private investment. (ST3 Plan, Appendix D, page D-5) An investment in the SRTC and I-405 BRT is an investment in the regional transportation system and regional economy.

The Project Supports Access to Jobs:

- There are nearly 62,000 jobs in the City of Renton. Boeing is Renton’s largest employer with more than 16,000 people. KCM’s Rapid Ride F serves both the SRTC and Boeing’s Renton Factory. PACCAR, Inc. also has a sizable manufacturing campus in Renton and there are several aerospace suppliers. The Pima Medical Institute is located near the SRTC and there are connections to the Renton City Center and commercial shopping areas.
- The service and reliability of the I-405 BRT will help people access jobs in other centers. For example, Stride BRT also serves companies in downtown Bellevue, such as Amazon (with 15,000 employees), Microsoft (with ~7,500 employees), Concur Technologies (with ~4,600 employees) and Symetra (with 1,250 employees). Boeing also has over 2,800 employees in downtown Bellevue.

Job Creation: According to a model developed by the Washington State Office of Financial Management, the entire I-405 BRT supports 9,355 jobs (3,310 direct jobs and 6,045 indirect jobs). A job is defined as full-time employment of one person for one year.

By making the region’s transportation system more reliable and efficient, Stride BRT service will contribute to short-term job creation and foster longer-term economic growth, supporting the establishment of new jobs and the retention of existing jobs at major employers in Bellevue, Renton, SeaTac, and Burien centers.

Businesses and Sectors supported by this project include: Port of Seattle and Alaska Airlines (Transportation & Logistics); Puget Sound Energy (Clean Technology Industry); Nintendo, Expedia and Microsoft (Information & Communication Technology Industry); Nordstrom (Recreational Gear Industry); Kaiser Permanente (Life Sciences and Global Health Industry) and Symetra (Financial & Business Services). Residents of these cities traveling to jobs in other parts of the region benefit from improved access to reliable, fast transportation. This project improves and expands access to a regional transit corridor serving nearly 23,900 residents and 62,600 jobs in the four regionally designated centers served by the I-405 BRT south line.

Improving the efficiency of the I-405 corridor also improves conditions for freight and goods movement. Per the US Dept of Commerce, the Seattle-Tacoma-Bellevue area is the nation’s third-largest area exporting goods. I-405 is a part of the National Highway Freight Network, also designated as a T-1 Truck Freight Economic Corridor, moving more than 10 million tons of freight per year. The I-405 BRT improves travel times and reduces delay on I-405, improving job access and economic competitiveness for the region.

## 8. Does the project promote Commute Trip Reduction (CTR) opportunities?

Construction of the SRTC and Stride BRT service results in CTR opportunities by providing a reliable 40 minute travel time between Burien and Bellevue, mitigating traffic congestion, reducing air emissions and fuel consumption. The fast, frequent Stride service saves at least 15 minutes per trip (or 30 minutes per day) as compared to current transit service.

- An estimated 2,700 Stride BRT riders will use the South Renton Transit Center each day represent 24% of the ridership of the south line. The 2,700 Stride BRT riders using the SRTC will reduce VMT by nearly 8 million annually. Most of this VMT reduction is on the highly congested I-405.

- It is anticipated that over 90% of Stride passengers will pay their fare using an ORCA card, speeding up the boarding process. A significant number of riders are expected to have ORCA cards provided by their employers to help them commute to/from work.

Sound Transit promotes CTR opportunities by offering a variety of free services to enhance business programs including participation at benefits and wellness fairs; electronic updates with service changes; and news, and helping worksite employees with relocation services and trip planning. In partnership with other transit agencies, Sound Transit provides ORCA

cards and other transit passes through employers. The ORCA regional business account program allows Sound Transit and regional partners to offer local employers a program that includes a range of transit benefits.

## Criteria: System Continuity/Long Term Benefit-Sustainability

### 1. Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.

- The SRTC allows users to access the Renton Regional Growth Center and 6 other centers connected by the I-405 BRT.
- I-405 BRT south line service is a "logical segment" on the MTS, serving nearly 23,900 residents and 62,600 jobs in four regionally designated centers (Bellevue Downtown, Renton, SeaTac and Burien). The I-405 BRT north line connects to three other regionally designated centers (Kirkland Totem Lake, Bothell Canyon Park and Lynnwood).
- The SRTC is also part of the regional P&R system. Most of the P&R facilities on I-405 are operating at capacity. The SRTC adds an additional 700 parking stalls, increasing capacity of the regional P&R system.
- The I-405 BRT project is a major piece of the Master Plan for I-405, whose development was led by the FHWA, FTA, King County DOT, Sound Transit and WSDOT.

### 2. Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.). Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The SRTC Project removes barriers and provides a new Stride BRT service in Renton.

- Heavy congestion on I-405 is a barrier to accessing centers from Bellevue to Burien. The SRTC and I-405 BRT service removes barriers by providing new BRT service, saving riders at least 15 minutes over current transit travel times. Drivers reluctant to travel via transit using less reliable local and express bus service will shift to BRT because of its reliability, speed and competitive travel times vis-a-vis driving and connections to Link light rail.
- Lack of P&R space is a barrier to accessing transit. The South Renton P&R is currently operating at capacity. The SRTC will add 700 parking stalls which will improve access to Stride and other transit services.
- The project includes improvements that remove barriers to safe/efficient transfers between modes and services, such connections between Stride BRT service and King County Metro's RapidRide service.
- The 2 acres of planned TOD around the SRTC provides opportunities for affordable housing - removing barriers and connecting affordable housing with the regional transit system.

### 3. Describe how this project addresses safety and security.

The SRTC and I-405 BRT improves safety for BRT riders, pedestrians, bicyclists and drivers on I-405.

- The SRTC will have numerous safety features including bus bay and pathway lighting, remote video monitoring and call boxes that connect directly with the system operator and/or police.
- New non-motorized facilities will improve access the stations. The 2 acres of planned TOD around the SRTC will also improve pedestrian/bicycle safety and convenience.
- The SRTC will have parking for 108 bicycles.
- BRT buses will include safety and security features including CCTV security cameras and driver emergency buttons.
- The improved I-405 interchanges, inline stations and bus-only lanes separate buses from general-purpose traffic and remove chokepoints and weaving traffic movements, which will improve safety by reducing side and rear collisions. Grade separation improves safety.
- Per WSDOT's I-405 Environmental Assessment, there are approximately 1,320 crashes per year in three separate sections of the corridor with 91% rear-end or sideswipe accidents typically associated with congested conditions. Overall, the various I-405 projects are expected to improve safety performance by reducing congestion-related crashes relative to the No Build.
- I-405 BRT infrastructure will be designed for seismic safety to withstand earthquakes.
- Security: All Sound Transit stations are patrolled by security and transit police.
- Safety Related Performance Measures: On an on-going basis, Sound Transit uses Board-adopted Service Standard and Performance Measures to monitor and manage the performance and service quality of the Sound Transit system. Quarterly, Sound Transit reports on service including preventable accidents per 100,000 miles.

In general, public transportation is a safer way to travel than by automobile.

- A person can reduce his or her chance of being in an accident by more than 90% simply by taking public transit as opposed to commuting by car.
  - Traveling by public transportation is 10 times safer per mile than traveling by automobile.
  - Transit is a key strategy in advancing Vision Zero and eliminating traffic fatalities.
  - Cities with higher public transit use can cut their road traffic death rate in half
- APTA: <https://www.apta.com/news-publications/public-transportation-benefits/>

### 4. Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or

### **facilities connections between separate operators of a single mode (e.g., two transit operators).**

The South Renton Transit Center and I-405 BRT improves intermodal connections.

- Stride and Rapid Ride service: The new SRTC will have Stride service up to 20 hrs/day with 4-6-minute headways, providing more reliable, faster transit service. The SRTC will also be served by KCM's Rapid Ride I and F service. Riders will be able to easily transfer between Rapid Ride and Stride service.
- ST Express and KCM local service: The existing South Renton P&R is currently served by ST Express 560 and 566 as well as KCM routes 101,102,148,153, 167, 169 and RapidRide F. The SRTC project includes transit signal prioritization and bus-only lanes to improve the efficiency of transit service. Other elements of the SRTC facilitating connections between separate bus operations include signage, lighting, shelters, benches and real-time bus arrival.
- P&R users: Currently the S Renton P&R (385 stalls) is at-capacity by 9am every day. The new SRTC will provide an additional 700 parking stalls. The project also includes EV charging stations.
- Carpool/vanpool/TNC riders will benefit from safe and convenient drop-off areas and parking. ST prioritizes parking for carpools over SOVs. ST currently has issued 349 carpool permits at 14 facilities. To have a valid ST parking permit, the user must use transit an average of 3 times a week or 12 times a month to be eligible. ST verifies transit use through ORCA data and checks for regular usage to renew the permits.
- Pedestrians: pedestrian amenities include sidewalks, crosswalks, benches, lighting, and signage. The ST3 Station Access Allowance funds additional access improvements outside the footprint of the SRTC.
- Bicyclists: SRTC will have bicycle parking for 108 bikes (4% of the 2,700 expected riders using the station). Stride BRT buses and KCM buses will also include racks for riders to travel with their bicycles. ST has begun installing on-demand bike lockers. On-demand bicycle parking provides users with a smart card that unlocks any available on-demand locker or bike cage on a first-come, first-served basis. The lockers are accessible 24 hours a day, and can be rented for up to 10 days. Under the new program, riders can load money onto the card and then use the card to access the new lockers.
- I-405 BRT south line service connects to Link light rail in Bellevue and Tukwila. Link operates 20 hours per day, with trains arriving as often as every four minutes in the peak period, with train speeds of up to 55 mph and service expected to operate 95% or more on time. When the I-405 BRT south line starts revenue service, Link will be serving 10 regional growth centers.

Requests for additional parking are Sound Transit's most-received customer inquiry. Currently the S Renton P&R is at-capacity by 9am every day. The new SRTC will provide an additional 700 parking stalls. Parking provided by ST is intended for and restricted to customers of transit services. Sound Transit has a parking permit program to increase the number of transit customers accommodated per parking space, improving the efficiency of facilities and services, and improving customer satisfaction. To make it easier to ride, Sound Transit reserves some parking at our busiest park-and-rides for carpool and SOV parking permit holders on weekday mornings. Permits provide new access to transit for riders arriving at their station or stop after the park-and-ride is typically full. Reserved permit parking areas does not exceed 50 percent of the transit parking supply for a given station or transit center.

- Paid SOV parking prices vary by location, based on market rates (ranging from \$45-120 per month) for parking in the surrounding areas.
- As of March 2020, ST has issued 844 SOV permits at 13 facilities (includes 15 ORCA LIFT rate SOV permits) and 349 carpool permits at 14 facilities. In order to have a valid Sound Transit parking permit, the user must use transit an average of three times a week or 12 times a month to be eligible. Usage is verified through ORCA data.

#### **5. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.**

Riders using SRTC and taking Stride BRT service will save an estimated 15 minutes per trip or 30 minutes per day.

Currently, a transit trip in the AM peak between Burien and Bellevue takes 55 minutes. Offering 10-minute peak, 15-minute off-peak headways with up to 19 hours of service between Monday and Saturday, Stride BRT service will reduce AM peak-hour transit travel time to 40 minutes, with an estimated travel-time savings of 15 minutes. The SRTC is located and designed to allow quick freeway access to buses, and continued expansion of managed lanes on the route will further improve travel speeds and trip time reliability. Increased reliability improves customer experience and also saves costs in direct agency expenditures.

#### **6. If applicable, describe how the project increases transit use to or within centers.**

The SRTC is expected to serve 2,700 daily riders, which is 24% of the ridership of the south line of the I-405 BRT. This only counts Stride BRT riders and does not count KCM riders that may benefit from the SRTC facilities.

The I-405 BRT South Line is new, fast, frequent and reliable high capacity transit service along one of the most congested travel corridors in the state connecting four regional growth centers. Off-board payment and real-time arrival bus arrival information makes the service easy to use. In addition, riders will be able to make easy connections to other local and express bus service as well regional Link light rail service.

#### **7. Describe how this project supports a long-term strategy to maximize the**

## **efficiency of the corridor? Describe the problem and how this project will remedy it.**

The I-405 BRT (including the SRTC) is a critical element of ST3 and WSDOT's I-405 Master Plan, a long-term strategy to maximize efficiency of the I-405 corridor. The I-405 Master Plan is a 20 plus year roadmap for the corridor. Major pieces of the I-405 Master Plan include developing a BRT and building new P&R spaces, including the new 700 stall P&R at the SRTC.

- The SRTC will maximize the efficiency of buses accessing the I-405 corridor. The SRTC includes transit signal prioritization and bus-only lanes;
- The SRTC is designed for fast arrivals and departures of buses, including off-board fare payment and multiple-door entry and exit.
- The SRTC provides long-term improvements along the corridor. FTA has established a useful life of a P&R garage to be 40-50 years.
- ITS improvements include Passenger Information Management System (PIMS) and real-time bus arrival signage will also be included.

Sound Transit has a dedicated revenue stream that is available in its entirety to finance Sound Transit projects and transit operations; no revenues will be drawn from sources that are used to support other services or projects. All aspects of the project are built to meet projected long-term travel demand to/from multiple regional centers. Sound Transit's financial plan shows that Sound Transit has the local funding to implement and operate the SRTC project through 2060.

Sound Transit supports and participates in a variety of TDM activities designed to help people use transportation more efficiently. Along with the ORCA Business Accounts, where employers provide ORCA cards to their employees, Sound Transit will offer additional outreach that helps riders make seamless transfers with Next Generation ORCA.

TOD around the SRTC is also a long-term strategy. Sound Transit and the City of Renton have a preferred TOD concept that integrates the SRTC, park-and-ride and a 2-acre TOD parcel. The TOD is envisioned to include housing. Sound Transit's TOD policy includes a priority to offer surplus property for the development of affordable housing. Sound Transit offers 80% of its surplus property that is suitable for housing to qualified entities to develop affordable housing to families at 80% of area median income or less.

## 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?**

There is not one specific bus route that follows the I-405 BRT. ST Express Route 560 most closely follows the I-405 BRT south line.

As of spring 2019, the average weekday boardings total 1,850. (Source: 2020 Sound Transit Service Implementation Plan)

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

The average trip length for ST Express Routes 560 is 9.2 miles per the National Transit Database report.

For comparison, the south line Stride BRT from Burien Transit Center to Bellevue Transit Center is 17.7 miles.

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

Average transit trip length for ST Express is 13.7 miles per the National Transit Database report.

4. **If the project includes a park and ride, how many new stalls are being provided?**

700

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**

Stride BRT buses are anticipated to include: comfortable, cloth upholstered seats with cup holders and foot rests, air-conditioning, automated "next stop" display and audio announcements, interior LED lighting, security cameras, interior design making it easier for passengers to move to seats and exits, and racks for three bicycles. All BRT buses will be fully ADA accessible.

One high capacity BRT bus is anticipated to seat approximately 80-90 riders.

The project includes TOD development, which encourages new transit ridership.

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

The South Renton Transit Center is estimated to have 2,700 average weekday riders.

This is only counting Sound Transit's Stride BRT ridership using the SRTC. Source: ST3 Modeling (2042)

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 2018 NTD report provides current ridership data and average trip length of ST Express route 560.

The "I-405 BRT Community Engagement Guide" (Sept 2019) provides information on ridership projections for the I-405 BRT.

## Criteria: Project Readiness and Financial Plan

1. **What is the PSRC funding source being requested?**

N/A

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
construction	2023		\$7,000,000.00

Total Request: \$7,000,000.00

## Total Estimated Project Cost and Schedule

### PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$7,339,531.00
		<u>\$7,339,531.00</u>

**Expected year of completion for this phase: 2021**

### ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$33,171,487.00
		<u>\$33,171,487.00</u>

**Expected year of completion for this phase: 2024**

### Construction

Funding Source	Secured/Unsecured	Amount
5307	Unsecured	\$7,000,000.00
Local	Secured	\$45,912,111.00
		<u>\$52,912,111.00</u>

**Expected year of completion for this phase: 2024**

### Other

Funding Source	Secured/Unsecured	Amount
----------------	-------------------	--------

Local

Secured

\$7,705,337.00

\$7,705,337.00**Expected year of completion for this phase:** 2024

## Summary

- Estimated project completion date**  
Dec 2024
- Pretty total project cost**  
\$101,128,466.00

## Funding Documentation

### 1. Documents

N/A

### 2. Please enter your description of your financial documentation in the text box below.

The budget provided is solely for construction of the South Renton Transit Center.

Funding for the project is affordable within the Sound Transit financial plan. Local match is available to obligate the funding request. The adopted 2020 Sound Transit Financial Plan incorporates the agency's most current proposed or Board adopted operating budget and long-term capital and operating plans for Sound Transit projects, including the I-405 BRT/South Renton Transit Center project. See page 89 of Sound Transit's Financial Plan for a description of the I-405 BRT project, and page 46 for the capital cost estimate in 2019\$.

<https://www.soundtransit.org/sites/default/files/documents/2020-financialplanandproposed-budget.pdf>

- Sound Transit's 2020 Financial Plan and Budget states that \$1,036,788,000 is reserved in the Financial Plan for the I-405 BRT Project, which includes the scope of the South Renton Transit Center.

Link: <https://www.soundtransit.org/sites/default/files/documents/2020-financial-plan-adopted-budget.pdf>

- Resolution No. R2019-30 Adopting the Proposed 2020 Budget and 2020 Transit Improvement Plan states "The Proposed 2020 Budget and Proposed 2020 TIP are fully affordable within the agency's current financial projections." See link:

[https://www.soundtransit.org/st\\_sharepoint/download/sites/PRDA/FinalRecords/2019/Resolution%20R2019-30.pdf](https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2019/Resolution%20R2019-30.pdf)

- With every contract approval by the Sound Transit Board, the Board resolution and Board motion have a "Financial Information" section that states that the Project has "sufficient monies remain to fund the remaining work contained in the current cost estimate." Recent Board actions for the I-405 BRT all have stated that funding is available for construction of the project with current cost estimates.

- The I-405 BRT, including the S Renton Transit Center project, will be baselined through construction/ completion in 4Q 2020. Baselining is when the final budget will be set for the project. In a Baseline Board action, there is also a "Fiscal Information" section that states the action is within the baseline budget and sufficient monies remain after approval of this action to fund the remaining work as contained in the current cost estimates.

## 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?**  
4/8/19
- 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?**  
N/A
- 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?**  
May 2022

## Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**  
No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
July 2020

## Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
Yes
2. **What is the actual or estimated start date for right of way?**  
June 2019
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
June 2019
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
Sound Transit has already acquired property needed for the new South Renton Transit Center Project (June 2019).
5. **What is the zoning in the project area?**  
The Land Use in the SRTC area is commercial mixed use and Residential High Density.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
ROW has already been acquired for the SRTC. I-405 BRT project schedules include schedule float.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
Yes
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.**  
FTA approval and ROW acquisition for the SRTC has already occurred. ROW for the SRTC is secured.

## Project Readiness: Construction

1. **Are funds being requested for construction?**  
Yes
2. **Do you have an engineer's estimate?**  
Yes
3. **Engineers estimate document**  
N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**  
A documented categorical exclusion is anticipated from the FTA in July 2020.  
  
Construction schedule: In a design-build scenario, the current schedule shows the RFQ solicitation beginning in Spring 2021. In a design-bid-build scenario, the schedule shows the solicitation period beginning in early 2022.
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)?**  
Spring 2021 if D-B, early 2022 if D-B-B

## 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.**

The schedule milestones provided include schedule float, providing a conservative estimate for project completion. Design/Build is one of the delivery methods being considered and has the potential to accelerate completion of the project.

Sound Transit is currently leading a series of workshops being used to determine contract packaging and project delivery methods. For the South Renton Transit Center, we should have a project delivery method selected by this summer. Construction is anticipated to go from 2022 – 2024.

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

The partnership between WSDOT and Sound Transit expedites and streamlines work, which is made up of many improvements, along the 37-mile I-405 corridor. Generally, WSDOT is leading the highway, interchange and other roadway work and Sound Transit is leading the BRT station, parking facility and bus procurement work. This project has both FTA and FHWA oversight due to the interstate highway and transit improvements. To expedite delivery of the project, Sound Transit and WSDOT have streamlined the the I-405 BRT project in order to accelerate completion.

- Grant funding will only be used for the I-405 BRT bus procurement and construction of the SRTC, with oversight by FTA.
- Sound Transit's local funding will be used on other project elements in order to expedite WSDOT's work on the roadway elements, following FHWA compliance requirements.
- Local funds will also be used on new I-405 interchanges with direct access ramps and inline stations at NE 44th Street in Renton and NE 85th Street in Kirkland.
- To expedite construction, the NE 44th Street interchange improvements are being built as part of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lane Project.)

This streamlined and coordinated strategy between WSDOT and Sound Transit allows the project to start construction and potentially open some elements earlier – improving efficiencies for both agencies.

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.**

This project is part of the ST3 plan. A full benefit-cost (B/C) analysis was conducted on the ST3 investment package. Sound Transit's planning assumptions align closely with Puget Sound Regional Council plans. For more details, see link to ST3 Benefit-Cost analysis here: [https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3\\_Appendix-C\\_2016\\_web.pdf](https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3_Appendix-C_2016_web.pdf)

4. **Final documents**

N/A



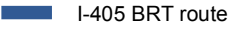
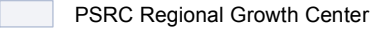
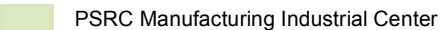
# I-405 Bus Rapid Transit - South Segment: Bellevue to Burien

## I-405 BRT ELEMENTS

- » Bellevue Transit Center (existing) BRT station
- » Renton – NE 44th Street (new) BRT station and direct access ramps with (new) parking lot
- » Renton – South Renton (new) BRT station with transit center and (new) parking garage
- » Tukwila – Tukwila International Boulevard Link Station (existing) BRT station
- » Tukwila to Burien – Bus-only lanes on SR 518 and other transit priority treatments
- » Burien Transit Center (existing) BRT Station

\* The I-405 BRT project definition includes separate operating lines north and south connecting in downtown Bellevue and does not double count the transfers between the two lines at Bellevue.

## Legend

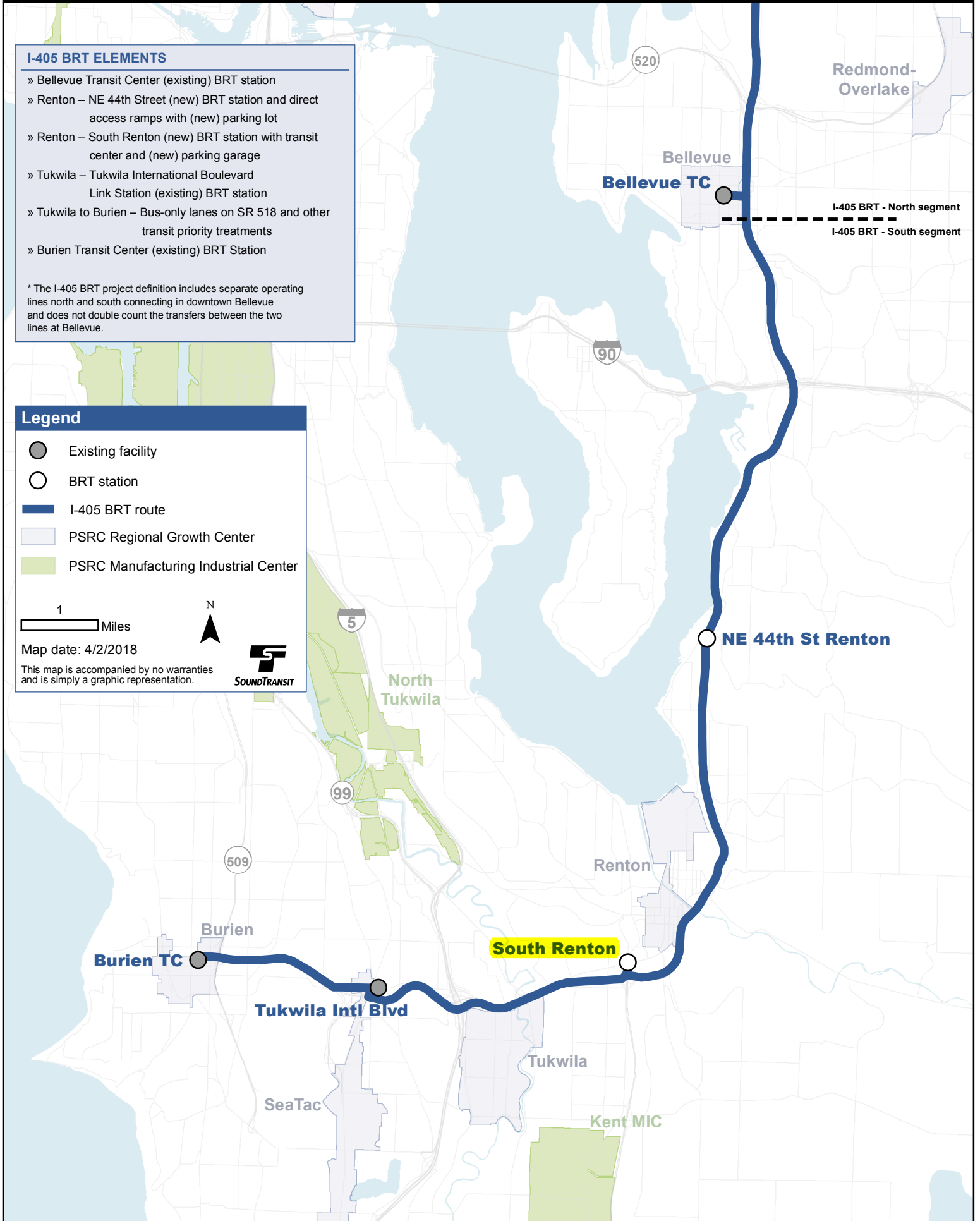
-  Existing facility
-  BRT station
-  I-405 BRT route
-  PSRC Regional Growth Center
-  PSRC Manufacturing Industrial Center

1 Miles

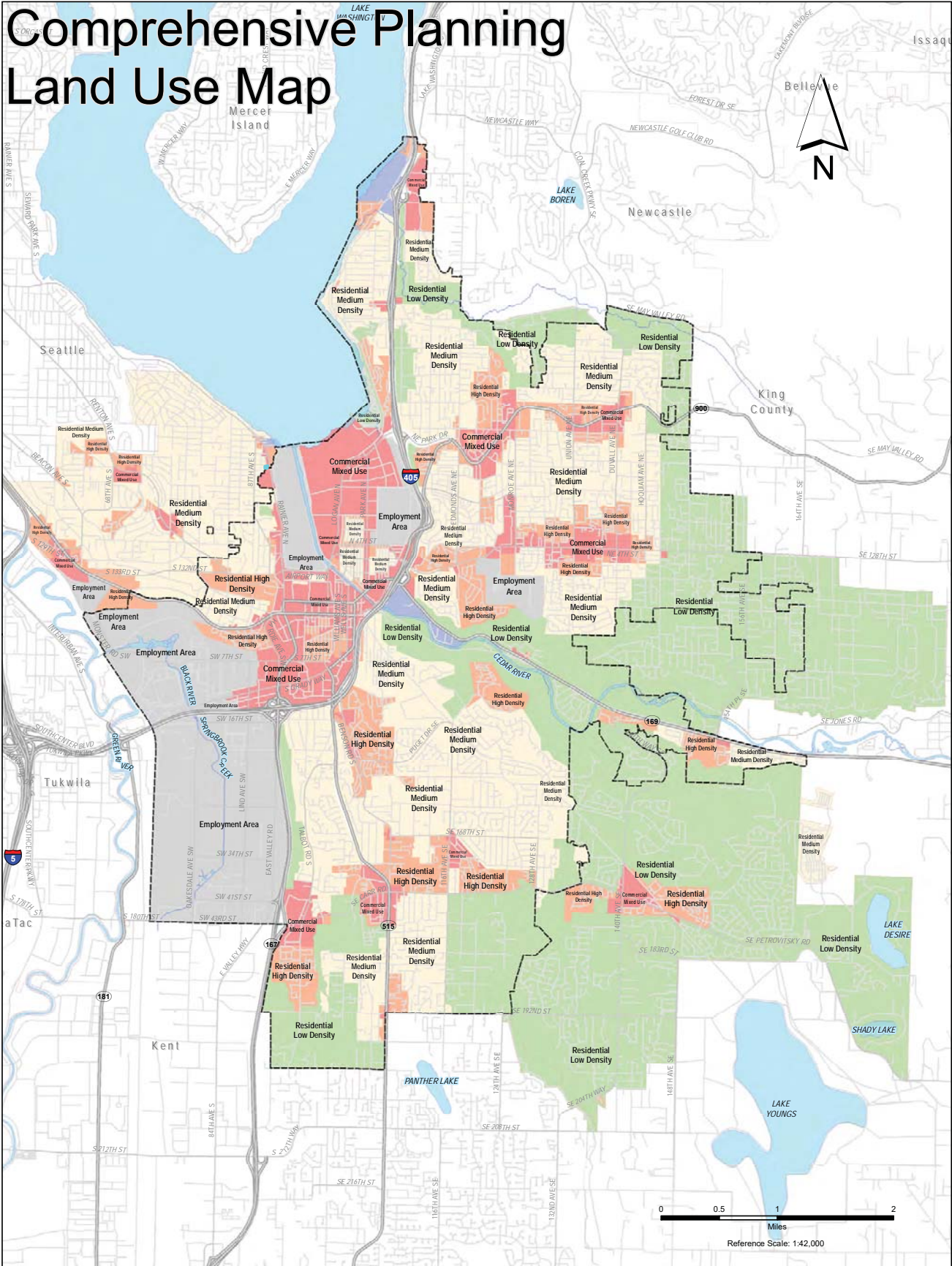


Map date: 4/2/2018

This map is accompanied by no warranties and is simply a graphic representation.



# Comprehensive Planning Land Use Map



Updated by Ordinance

# 5758, #5759, #5760 and #5761

Effective as of July 1, 2015

City Boundary Effective as of September 24, 2014

C. E. "Chip" Vincent  
Administrator

Adriana Abramovich  
GIS Analyst



Renton City Limits

**Land Use Designation**

CMU-Commercial Mixed Use

COR-Commercial-Office-Residential

EA-Employment Area

RLD-Residential Low Density

RMD-Residential Medium Density

RHD-Residential High Density

# TOD at South Renton Transit Center



Project station area



Preferred layout scheme

# South Renton Transit Center

