Funding Application

**Competition**
Regional FHWA

**Application Type**
Corridors Serving Centers

**Status**
submitted

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**Prepopulated with screening form?**
Yes

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**Project Information**

1. **Project Title**
   I-405 Stride BRT

2. **Regional Transportation Plan ID**
   2527

3. **Sponsoring Agency**
   Sound Transit

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   No

6. **If not, which agency will serve as your CA sponsor?**
   N/A

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**Contact Information**

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**Project Description**

1. **Project Scope**
   Purchase eight BRT buses needed for I-405 Stride BRT service from Lynnwood to Burien.

   I-405 BRT connects eight cities and seven Regional Growth Centers along I-405 and SR 518 from Lynnwood to Burien. With buses running as often as every 10 minutes, this new service connects to Link light rail as well as to Rapid Ride, Swift and other bus service provided by Sound Transit, Community Transit and King County Metro. The 37-mile project includes a new transit center in South Renton and 10 BRT stations, three of which add parking, for 1,300 new spaces. Stations will include signage, lighting, shelters and benches, off-board fare payment, real-time bus arrival, pedestrian/bicycle improvements. 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.

   I-405 BRT service:
   • Operates as two lines - north line runs from Lynnwood to Bellevue and the south line runs
from Burien to Bellevue. Riders traveling between the north and south lines will need to transfer in Bellevue.
• To bypass traffic, I-405 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.
• Service every 10 minutes in peak periods and every 15 minutes in the off-peak/weekends.
• Span of service - 19 hours on weekdays and Saturdays and 17 hours on Sundays.
• Stride BRT service will save 15 minutes per trip on the south line (30 minutes per day) and 22 minutes per trip on the north line (44 minutes per day)
• Ridership for the I-405 BRT project is estimated to be 19,400 - 26,400 daily riders (up to 8.4 million riders annually).
• I-405 BRT is projected to reduce up to 84.5 million VMT per year.

I-405 BRT service requires at least 36 buses for operations. Sound Transit has submitted CMAQ and FTA applications for I-405 BRT buses and those requests have been partially funded. This $7.3 million regional CMAQ request will complete the bus procurement and buy the remaining eight unfunded buses.

2. Project Justification, Need, or Purpose
   The I-405 BRT project is 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 is severely congested, affecting all modes of travel.
• I-405 commuters face the worst traffic congestion in the state – up to 10 hours a day in some locations.
• I-405 is the second-most traveled corridor in Washington State.
• I-405 is the only high-capacity north-south route on the eastside. Over 900,000 trips are made on I-405 every day.
• Users of I-405 are well aware of the problem – 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 - lost time and wasted fuel - was calculated at $2,900 annually for the average driver.
• Congestion results in unpredictable travel times, fewer productive work hours, increased personal stress and a high rate of side and rear collisions. As a vital link in our regional transportation network, a highly congested I-405 is a deterrent to economic growth.
• I-405 carries twice the amount of freight shipped each year through the Port of Seattle.
• A majority of park and ride (P&R) facilities are at capacity with eight out of 12 P&R lots having utilization rates at or above 95%.
• 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.

Source: WSDOT 2018 Corridor Capacity Report

Project Location

1. Project Location
   I-5, I-405, and SR 518 Corridors from Lynnwood to Burien

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
   Lynnwood Transit Center

4. Crossroad/landmark nearest the end of the project
   Burien Transit Center

5. Map and project graphics
   Final_Graphics_I-405_BRT.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.
   On Nov. 8, 2016, voters approved the ST3 ballot measure which included the establishment of approximately 37 miles of BRT service between Lynnwood and Burien. Source: https://www.soundtransit.org/st3
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 I-405 Stride BRT project connects seven regionally designated centers: Lynnwood; Bothell Canyon Park; Kirkland Totem Lake; Bellevue Downtown; Renton; SeaTac, and Burien.

   Sound Transit is working in collaboration with local jurisdictions, partner transit agencies and
Sound Transit is working in collaboration with local jurisdictions, partner transit agencies and WSDOT to advance the implementation of this project. The I-405 BRT Elected Leadership Group is made up of elected officials who represent communities along the route as well as members of the Sound Transit Board. This group reviews and discusses project information and public input and strives for consensus in making recommendations to the Sound Transit Board. A key role of the ELG is to represent the communities they serve and share community priorities and local context.

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.

>>Benefits Housing and Employment Development in Multiple Centers

The I-405 Stride BRT project will provide new fast, frequent and reliable high capacity transit service (every 10 minutes in the peak and every 15 minutes off peak) along a segment of the Metropolitan Transportation System currently having nearly 39,800 residents and 77,600 jobs in seven regionally designated growth centers (OFM, 2018). The project directly benefits the future growth of these centers, 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 Bellevue, 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 Bothell, Burien, Kirkland, Lynnwood, Renton, and SeaTac, 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 cities are civic, cultural, and employment centers within their counties and are expected to accommodate significant numbers of people and jobs:

Additional People and Housing Served by the Project
• Lynnwood - 14,805 more people (2035 target of 54,404 minus 2019 OFM estimate of 39,600)
• Bothell - 8,315 more people (2035 target of 55,065 minus 2019 OFM estimate of 46,750)
• Kirkland - 6,973 more people (2035 target of 95,913 minus 2019 OFM estimate of 88,940)
• Bellevue - 9,784 more people (2035 target of 155,084 minus 2019 OFM estimate of 145,300)
• Renton - 14,835 net new housing units (2035 forecast - Renton Comprehensive Plan)
• SeaTac - 5,800 new housing units (2035 target – King County Comprehensive Plan)
• Burien - 4,440 net new housing units (2035 target – King County Comprehensive Plan)

Additional Jobs Served by the Project
• Lynnwood - 15,437 (2035 target of 42,229 minus 2018 PSRC employment estimate of 26,792)
• Bothell - 11,844 (2035 target – Bothell Comprehensive Plan)
• Kirkland - 23,906 (2035 target of 72,478 minus 2018 PSRC employment data of 48,572)
• Bellevue - 60,134 (2035 target of 201,545 minus 2018 PSRC employment data of 141,411)
• Renton - 15,054 net new jobs (2035 target - Renton Comprehensive Plan)
• SeaTac - 25,300 net new jobs (2035 target – King County Comprehensive Plan)
• Burien - 5,640 net new jobs (2035 target – King County Comprehensive Plan)

(Sources: Comprehensive Plans; OFM and PSRC websites)

To support forecast growth in people, housing and employment, these cities have 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.

Please see response to question five for details on how the project supports employment development and the regional economic strategy.

Supports Development/Redevelopment Plans and Activities in Centers

Lynnwood City Center BRT Station: The I-405 BRT Station at Lynnwood City Center will be at the existing Lynnwood Transit Center adjacent to the future Link light rail station. Riders will be able to connect to local and express buses, Swift BRT and Link light rail. To improve speed and reliability of buses traveling between I-5 and the Lynnwood Transit Center, Sound Transit will work with the city of Lynnwood to coordinate best use of signals along 196th Street SW.
The Scriber Creek and Interurban Trails also connect to the Lynnwood City Center Station.

Lynnwood City Center Station Supports Lynnwood Comprehensive Plan Goals
https://bit.ly/2OwN062
The city of Lynnwood is already implementing their City Center vision, which is a major redevelopment program for the area east and west of the Lynnwood Transit Center, which serves as the northern terminus for the I-405 Stride BRT project. Updated December 2016, Lynnwood’s comprehensive plan has high housing growth projections attributed to the city’s abundance of local jobs, combined with strong local access to transit and other services.

The plan’s Transportation Element includes a goal of prioritizing high-quality development and infrastructure projects, stating the Lynnwood Regional Growth Center, which encompasses the Lynnwood Transit Center, represents Lynnwood’s best opportunity for such a strategy. Actions call for identifying and planning for the integration of transit-oriented development (TOD) opportunities into and surrounding the future Lynnwood Sound Transit station at the Lynnwood Transit Center as well as locating housing options near transit stops.

In 2016, Lynnwood was one of nine cities selected by the FTA to receive technical assistance to encourage economic development around local transit service through effective zoning and land use. Focused on the City Center redevelopment efforts, a key finding was the area’s redevelopment would be led by investments in infrastructure including future bus rapid transit and Link light rail.

Sound Transit published a report on TOD potential associated with the Lynnwood Link Extension project. The proximity of a proposed light rail station to the bus transit center and associated parking showed strong potential for TOD. This analysis was conducted prior to the passage of ST3 and the establishment of the I-405 Stride BRT project further supports the potential for TOD in this area.

Canyon Park BRT Station, SR 522/I-405 Transit Hub and Brickyard BRT Station in Bothell: In partnership with WSDOT, the expansion of express toll lanes through Bothell provides an opportunity to build inline BRT stations at Canyon Park; SR 522/I-405 Transit Hub at the I-405 and SR 522 interchange, and Brickyard. Buses will briefly exit the express toll lane on the left and stop at a station between the northbound and southbound segments of I-405. These inline stations help improve bus speed and reliability. The Canyon Park BRT Station will be located just west of the Canyon Park P&R on new direct access ramps to the Express Toll Lanes. The Inline BRT Station at the SR 522/I-405 Transit Hub will also be on a direct access ramp. I-405 BRT will connect with SR 522 BRT at this location. The Brickyard BRT Station will be a transit-only inline BRT Station facility.

Bothell’s comprehensive plan includes goals, policies and actions emphasizing the city’s role in enabling and supporting high quality transit services to meet the needs of future growth, along with policies to support TOD.

The city updated its housing strategy in 2017 to address a growing need for a wide range of housing types and the challenges of dynamic increases in populations and costs for current and future residents and employees. The city considers it timely to advance housing needs in tandem with regional transit investments. This includes leveraging transit investments to maximize the potential for co-locating housing and transit facilities, which in turn promotes the sustainability envisioned in the comprehensive plan.

Bothell’s Canyon Park is a regional employment center located near I-405. The addition of a BRT station at the Canyon Park P&R will support the 300-acre Canyon Park Business Center and several large light manufacturing businesses. Economic policies include pursuing transportation system improvements to ensure efficient transport of goods and convenient access for employees, students and customers to and from places of business. Such system improvements should include transit facilities and services.

Totem Lake/Kingsgate BRT Station in Kirkland: This station will be at the existing Totem Lake freeway station. Buses will briefly exit the express toll lanes on the left and stop at the BRT station between the northbound and southbound segments of I-405. The I-405 BRT project will also build a parking garage that adds 400 parking stalls at the Kingsgate P&R. WSDOT is concurrently studying the feasibility of TOD at this site. Potential TOD is a separate project from I-405 BRT.

NE 85th St BRT Station in Kirkland: In partnership with WSDOT, Sound Transit is building a new three-tiered interchange with an inline BRT Station and access to express toll lanes.

Totem Lake/Kingsgate BRT Stations Support Kirkland Comprehensive Plan Goals
Kirkland’s vision for the Totem Lake Business District is a thriving center of residential and commercial activity. This project supports that vision by including a BRT station pair at Totem Lake, increasing access to a business district that plays a vital role in the overall Kirkland
Kirkland has a citywide goal of preserving neighborhood quality while improving housing opportunities for all residents. Within the broader goal of providing affordable housing, the city is working to ensure affordable housing opportunities are available throughout the city, especially in areas with good access to transit, employment and shopping. The Totem Lake Business District is a focus for employment, retail and health services that contains significant existing residential areas and offers opportunities to expand the housing supply. Policy TL-19.3 seeks opportunities to expand housing in the Totem Lake Business District in existing areas and through TOD at the Kingsgate P&R located in the northwest corner of the District. According to the city, at this location, development of housing in conjunction with transit services, retail and commercial uses would provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the district.

Goals and policies support the development of a multimodal transportation system in Totem Lake. The concentration of economic activity in the Totem Lake Business District and Urban Center requires an efficient transportation system. Goal TL-15 supports and promotes an improved transit system and access to transit hubs within the Urban Center while Policy TL-15.1 calls for the city to work with regional transit agencies to provide a full range of transit service to and within the Totem Lake Urban Center while encouraging Sound Transit to make additional improvements in service. In order to promote improved regional service for Totem Lake’s residents and employees, Kirkland supports efforts to incorporate high capacity transit on I-405.

During 2018, Sound Transit conducted a TOD feasibility study for the Kingsgate Park-and-Ride, which will be served by the I-405 Stride BRT project. This study was provided to the state legislature to support WSDOT’s first TOD pilot project efforts. WSDOT is currently working with a TOD transaction advisor consultant to provide guidance on the development of an RFP. Sound Transit is part of the interagency stakeholder TOD group (ST, WSDOT, City of Kirkland, ARCH and KC Metro) that provide ongoing feedback on TOD planning efforts at this site. The workgroup anticipates issuing an RFP for developers to respond to in 2020. The TOD facility will likely be constructed in two phases. The first phase will focus on the construction of a voter approved Sound Transit parking structure for a 400-net stall garage facility. The second phase will then focus on constructing the remaining portions of the TOD facility, including housing and a potential expansion of the parking facility to accommodate the parking spaces owned by WSDOT.

Bellevue BRT Station: The Bellevue BRT Station will be at the existing Bellevue Transit Center. Buses will exit from the express toll lanes to access the transit center. Riders will be able to connect to local and express buses, Rapid Ride and Link light rail at the Bellevue station. The north and south BRT lines will connect at this station.


Downtown Bellevue has emerged as the preeminent regional growth center of the east side of Lake Washington with a large employment base and growing population. The city has made planning decisions for increased employment and residential density based, in part, on the availability of high capacity transit to support that growth. According to the comprehensive plan’s Housing Element, a successful strategy will be reflected in the city having broader range of housing choices serving residents at various income levels helping address emerging market demand, including housing for a varied workforce: young adult workers and students; seniors aging in place, and those who want to live in walkable and transit-supportive neighborhoods. From the Transportation Element, TR-65 supports a frequent transit network in Bellevue serving transit hubs, and population and employment centers with reliable commuter and all-day service and seamless interface between transit routes, East Link, and other modes.

The Downtown Subarea Plan outlines the city’s vision for this mixed-use district, home to the Bellevue Transit Center and a future BRT station pair. The 2020 growth forecast for Downtown Bellevue shows a significant increase in transit demand. High capacity transit is a key component of the long-range vision for Downtown. In part, implementation of the plan is through targeted public investments such as transit improvements like high capacity BRT service. Policy S-DT-131 and Policy S-DT-138 call for the city to work with transit providers to significantly expand transit service, including express bus transit, to downtown Bellevue to accommodate anticipated increases in ridership and specifically Sound Transit and other regional partners to develop a high capacity transit system that connects downtown Bellevue to other key activity centers. The city is also working to improve first/last mile non-motorized connections to transit. For pedestrians, the city is planning to install covered walkways and midblock crossings. To promote biking, Bellevue piloted a downtown demonstration bikeway in 2018 providing a safer and more comfortable route for people to bike in Bellevue's busiest neighborhood. The bikeway connects to the Bellevue Transit Center and links the Interstate 90 and SR 520 regional trails. Expansion of this network to other parts of the downtown is currently underway.
NE 44th St BRT Station and South Renton Transit Center in Renton:

- The NE 44th St BRT station is a new inline station that will be built by WSDOT as part of the Renton to Bellevue Widening and Express Toll Lanes project. The inline station will be located on new direct access ramps, allowing buses to quickly pick-up and drop-off passengers without deviating from I-405. The station also includes a new 200-stall Park and Ride facility.
- South Renton Transit Center - Sound Transit is building 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 part of the site for future TOD development, such as housing or hotels.

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 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. This project includes a BRT station and direct access ramps at NE 44th Street. The city acknowledges its Transportation Element relies on WSDOT, Sound Transit, King County Metro 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.

Sound Transit’s I-405 Stride BRT project calls for a 200-space park-and-ride at the NE 44th Street interchange of I-405. 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.

In 2019, Sound Transit’s I-405 BRT team conducted a series of four planning and design workshops with the city of Renton, King County Metro 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.

Tukwila International Blvd BRT Station: This station is in the city of Tukwila and will be served by a new freeway BRT station on SR 518. Riders will be able to connect to existing light rail service via a new pedestrian bridge. This will provide an easy transfer for BRT riders looking to travel to SeaTac Airport or Seattle.


Although the physical address of the TIB Station is in Tukwila, it more directly supports goals of the SeaTac Comprehensive Plan.

In their comprehensive plan’s Housing Element, Policy 3.4B (page HHS-8) promotes a variety of housing types and options in all neighborhoods, particularly in proximity to transit, employment, and educational opportunities. Because SeaTac has more jobs than residents, their comprehensive plan focuses residential growth in the city’s transit communities, improving the regional jobs-housing balance, supporting the Regional Growth Strategy, and
increasing access to economic, education, recreational, and health opportunities for transit users. Transit communities are defined as land within a half-mile walking distance from the three light rail stations serving SeaTac. One of the stations, Tukwila International Boulevard (TIB) Station, includes access to the I-405 Stride BRT project.

In the Transportation Element, Policy 4.5D (page T-24) directs the city to continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east/west transit service and future multi-modal transit options. Through Policy 4.5F (page T-24), the city will work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users. Some of the amenities identified by the city, e.g. bus shelters, benches, and safety items such as lighting and improved visibility, are elements of the BRT project that will be included at the TIB Station. Through Policy 4.9C, the city will continue to actively coordinate and work with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and ridesharing programs work together.

Adopted in December 2006, the S. 154th St. Station Area Action Plan is focused on the 42-acre area surrounding the current Link light rail and future BRT station at TIB Station. SeaTac is planning a number of physical improvements to help encourage and facilitate transit-oriented and mixed-use development in the station area. The city envisions a vibrant, mixed-use residential neighborhood that connects people of various backgrounds and a pedestrian-oriented station area that is visually pleasing, easily accessible, and integrated with high capacity transit. The I-405 Stride BRT project will support and enhance the development and re-development potential of this area.

In March 2020, Bellwether Housing announced plans to break ground on The Confluence, a 103-unit low-income apartment development. The project will be the first transit-oriented affordable housing development near the TIB station.

Burien BRT Station: This station will be located at the existing Burien Transit Center.

Burien wants to advance environmentally friendly development techniques while also accommodating regionally established residential and employment targets. A primary goal is achieving a more compact urban development within the designated urban center. The plan calls for redevelopment of downtown Burien to evolve over time from a sprawling, inefficient, auto-oriented, moderate quality suburban shopping area to a dense, distinctive, pedestrian-friendly, transit supportive, high-quality multiple-use urban center. The Burien Transit Center, home to a future BRT station, is envisioned to be a sustainable transportation hub in the heart of the city.

The Burien Vision calls for a transportation system that links the different areas of the city and offers alternatives to the automobile, including travel by foot, bicycle or transit. Policy DB 1.21 (page 2-45) directs the city to encourage the development of uses in or near Burien’s Transit Center (location for an I-405 BRT Station) that are compatible with transit activity, reinforce transit uses and are consistent with the Burien Vision for the downtown. Policy DB 1.25 (page 2-46) encourages the development of transit-oriented uses on the current Burien Transit Center property.

A goal of the Comprehensive Plan is a transit system that serves the local and regional needs of Burien. Policy TR 3.2.1 (page 2-69) supports enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs.

(Amended, Ord. 497, 2008). Objective TR 3.6 (page 2-70) directs the city to work with state, regional and local jurisdictions to develop land use strategies that will support public transportation. The I-405 BRT, Burien to Bellevue Section project will help the city achieve that goal.

>>Sound Transit’s TOD Program

Sound Transit will be able to support city-led housing development efforts through its’ TOD program. In 2012, the 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.

ST3 directed the agency to implement a regional equitable TOD strategy to create vibrant, diverse, mixed-use and mixed-income communities adjacent to Sound Transit stations. In April 2018, the Board adopted the new Equitable TOD policy.

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 May 2018, the Sound Transit Board officially recommitted the agency to facilitate TOD on this surplus property.
The Board’s TOD policy includes a priority to offer surplus property for the development of affordable housing. Washington’s State Statute RCW 81.112.350 requires Sound Transit to offer 80 percent of its surplus property that is suitable for housing to qualified entities to develop affordable to families at 80 percent of area median income or less. So far, 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 contributing $20 million into a revolving loan fund to create affordable housing near high-capacity transit stations. In 2018, the Sound Transit Board confirmed five goals for the revolving loan fund and a process approach for implementation. The process and approach includes the development of a business plan for how Sound Transit can best deploy its $20 million contribution to a Revolving Loan Fund to support the development of affordable housing in the Sound Transit district. Source: Sound Transit’s TOD program, see https://bit.ly/2GO7vrZ

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.

The I-405 Stride BRT project will benefit users providing reliable and efficient access to a range of travel modes throughout the region.

>>Light Rail: I-405 Stride BRT connects with light rail at the Lynnwood City Center, Bellevue Transit Center and Tukwila International Blvd Station, 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. By 2021, Sound Transit will expand light rail to Seattle’s U District, Roosevelt and Northgate neighborhoods. In 2023, trains will reach Mercer Island, Bellevue and Overlake/Redmond. Further extensions of light rail to Shoreline, Mountlake Terrace, Lynnwood, Kent/Des Moines, Federal Way and downtown Redmond open in 2024. When the I-405 Stride BRT project starts revenue service, Link will be serving 10 regional growth centers.

>>Express and Local Bus: 1) In addition to ST Express routes 511, 512 and 535, the Lynnwood Transit Center is served by 18 Community Transit (CT) bus routes; 2) Canyon Park P&R in Bothell is served by CT (six routes) as well as ST express bus routes 532 and 535; 3) Brickyard P&R is served by ST Express routes 532 and 535 and eight KCM routes; 4) Kingsgate P&R in Kirkland Totem Lake is served by ST Express routes 532 and 535 and eight KCM routes; 5) Bellevue Transit Center is served by Rapid Ride B Line and 11 other KCM routes as well as ST Express routes 532, 535, 550, 555, 556, 560, 566, and 567; 6) TIB Station is served by nine KCM routes including RapidRide A and F Lines; and 7) Burien Transit Center is served by ST Express Route 560 and ten KCM routes including RapidRide F Line.

>>P&R Users: The majority of P&R facilities in the I-405 BRT corridor are at capacity and usually full by 9am. The I-405 Stride BRT project includes a 600 stall parking garage at the Kingsgate P&R, 200 stalls of surface parking at NE 44th St Station, and a 700-stall parking garage at the new South Renton Transit Center. Other project elements associated with the project that benefit P&R users include signage, lighting, shelters, benches and real-time bus arrival.

Permitted Parking: Parking provided by Sound Transit is intended for and restricted to customers of transit services. To enforce parking management, Sound Transit implemented parking management tools such as designated parking for high occupancy vehicles (HOV) and vanpool vehicles; designated parking for transit parking permit holders; parking validation systems, and parking fees. 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.

>>Carpool parking permits are available free of charge to groups of two or more transit riders who regularly drive together to catch the bus or train. Permits give you access to priority reserved parking areas on weekdays when arriving with two or more transit riders in a vehicle during morning rush hours.

>>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, Sound Transit 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. Sound Transit verifies transit use through ORCA fare card data and checks for regular usage monthly to renew the permits.

VANPOOL and CARPOOL: BRT stations will have passenger amenities, which may include P&R
lots, transit connections and access to drop-off and pick-up areas and designated parking for carpools and vanpools. A growing percentage of Sound Transit riders access the stations by bus or carpooling. As mentioned previously, Sound Transit has issued 349 carpool permits at 14 facilities. The carpool parking permits prioritize parking for carpools over SOVs. 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. Sound Transit verifies transit use through ORCA fare card data and checks for regular usage monthly to renew the permits.

BICYCLING and WALKING: This project includes pedestrian and bicycle improvements.

- The BRT buses are anticipated to include racks for riders to travel with their bikes.
- The I-405 BRT project includes a new pedestrian bridge connecting the Tukwila International Blvd BRT Station with the light rail station.
- The inline station at NE 85th has several non-motorized elements including improved pedestrian and bicycle connections through the interchange; a connection to the neighborhood in the NW quadrant of the station area to NE 87th St; and access improvements along the NE 85th corridor along the interchange area and downtown Kirkland.

Per the System Access Policy (Board Resolution No. R2013-03), when designing facilities and services, Sound Transit maximizes pedestrian, bicycle and local transit access. Depending on station location, racks, lockers and/or bike cages are made available. I-405 Stride BRT buses will accommodate bicycles. Pedestrian amenities at BRT stations will include some combination of sidewalks, crosswalks, benches, lighting, and signage.

In late 2019, Sound Transit began installing about 900 on-demand bike lockers at stations throughout existing service areas and at future stations. The new on-demand lockers will be rolled out over the next three years to replace existing lockers and include future light rail stations. 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. Some of the I-405 BRT stations will have on-demand lockers.

Established in ST3, the Station Access Allowance program was funded at $270M (2014$) for additional access improvements outside the footprint of ST3 light rail and BRT 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 stations range from $125,000-$400,000

SOV DRIVERS: National data indicate that a $10 million investment in public transit infrastructure saves local highway drivers and transit users $15 million through reduced fuel and lost productivity costs. (ST3 Plan, Appendix D, page D-4). For electric vehicle drivers, each Sound Transit P&R has charging stations.

TRANSPORTATION NETWORK COMPANIES (e.g. Via, Uber, Lyft, etc.): In April 2019, Sound Transit, KCM, and the city of Seattle kicked off a pilot project with Via to provide a convenient option to take a fully-accessible ride share service for the cost of a bus ride that picks up riders at home and takes them to a nearby station, and vice versa—all paid for with the tap of an ORCA card. The cost of that ride to the train is then transferred to the rider’s Link ticket. This joint effort involves a mobility-on-demand company called Via.

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

The I-405 Stride BRT project benefits a variety of user groups.

COMMUTERS:
- Over 50% of Sound Transit’s boardings and fare revenue is from 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.
- I-405 is a major commuter route. I-405 BRT will save riders 15-22 minutes on each trip (or 30-44 minutes per day)
- I-405 BRT serves major employment sites. Amazon plans to build a 43-story tower directly across the street from the Bellevue Transit Center BRT station. The new Amazon building, as well as the I-405 BRT, will be open in 2024. Adjacent to the first, a second tower is to be built in the future. In total, 15,000 Amazon employees are expected to work in downtown Bellevue.

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. By 2035, Lynnwood’s population is anticipated to grow by nearly more than 37% while employment is projected to increase by about 58%. Bothell anticipates adding almost 12,000 net new jobs. Kirkland’s population will increase 8% and jobs by 49%. Bellevue is expected to add over 60,000 new jobs, a 42% increase over covered employment in 2018. Renton is forecast to over 15,000 net new jobs. Burien will have 4,440 net new housing units and SeaTac is targeting the addition of over 25,000 net new jobs (Comprehensive Plans/PSRC website).

STUDENTS and HEALTH CARE WORKERS: The I-405 BRT project directly serves University of Washington Bothell (~ 6,000 students) and Evergreen Hospital (4,500 employees and 1,100 physician partners).

COMMERCIAL USERS: 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. The improved interchanges and I-405 BRT service in managed lanes free-up capacity in the general purpose lanes. This benefits auto travel and freight and goods movement.

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.

Sound Transit is committed to delivering projects that support an equitable transportation system. Large and complex, the I-405 Stride BRT Project will bring benefits and impacts to communities throughout the project area. Sound Transit will analyze project impacts and evaluate whether the project will result in adverse effects on traditionally underrepresented populations, including minority, low income, and limited English-speaking populations (LEP). Current demographics in the I-405 BRT corridor include:

- Approximately 510,000 people live within the eight jurisdictions served by the project.
- Approximately 60% of the population is Caucasian; 21% Asian; 11% Hispanic; 6% Black; 6% reporting two or more races; 4% Other; 1% American Indian, and 1% Pacific Islander
- Across the eight jurisdictions, 7.77% of households are linguistically isolated, where no one 14 and over speaks English “very well” or speaks English only.
- Up to 33% of households have incomes of less than $50,000.

Sound Transit provides a reduced ORCA LIFT transit fare for people with low incomes. 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 ($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.

LEP POPULATIONS As part of its commitment to inclusive outreach throughout the I-405 BRT Project area, Sound Transit considers translation services in communities where over 5 percent of residents report speaking a Language other than English. The list below details the languages spoken by more than 5 percent of residents within a 1.5-mile radius of I-405 BRT project station areas.

Station location (1.5-mile radius)
- Lynnwood City Center - Spanish (7%)
- Canyon Park – Spanish (5-10%)
- UW Bothell / Cascadia College – Spanish (5-10%)
- Brickyard – Spanish (5-10%)
- Totem Lake / Kingsgate – Spanish (5-10%)
- NE 85th – Spanish (5-10%)
- Bellevue Transit Center - Chinese (5-10%)
- NE 44th - Spanish (5-10%), Chinese (5-10%), Vietnamese (7-10%)
- South Renton Transit Center - Spanish (5-10%), Vietnamese (7-10%), African languages (7-10%)
- Tukwila International Boulevard - Spanish (5-10%), African languages (5-10%)
- Burien Transit Center - Spanish (5-10%), African languages (5-10%), Vietnamese (5-10%)


MINORITY and LOW-INCOME POPULATIONS:

Percent minority population for census tracts surrounding the BRT stations range from 25% at Bothell Canyon Park to 75% in SeaTac.

Of the seven BRT station pairs, all are surrounded by census tracts having percent minority populations higher than the regional average of 35% (PSRC Trend 2018). Some minority households are also low-income and lack access to an automobile and/or do not have convenient access to transit. Low-income families face a higher burden when making transportation choices because they often pay a higher percentage of their monthly income on transportation costs.
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 I-405 BRT project is a catalyst for economic vitality and is consistent with all cities 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) Sound Transit employs a number of approaches to ensure adequate technical oversight of capital projects. Principle among them is the establishment, documentation and adherence to detailed plans and policies governing project delivery. These plans are updated

Households in poverty for census tracts surrounding the BRT stations range from 3% at Bothell Canyon Park to 32% in Burien. Region-wide, the poverty rate is approximately 9.6% (2016). Four of the seven BRT stations are surrounded by census tracts exceeding the region-wide poverty rate. Census tracts surrounding the Lynnwood, Renton, and Burien regional growth centers also show low access to opportunities (PSRC Interactive Resource Map).

I-405 Stride BRT service will connect minority and low-income residents to jobs and other services and can reduce the burden of vehicle ownership. Nationally, public transit riders see annual savings of $10,160 when switching a daily commute to taking public transportation (APTA Transit Savings Report June 2018). Sound Transit provides a fare discount to all riders who pay with special low-income ORCA LIFT cards. With the ORCA LIFT card, income-qualified riders can save up to 50 percent on every single trip.

Sources: PSRC Interactive Resource Map and I-405 BRT Community Engagement Guide:

ELDERLY and DISABLED POPULATIONS:

Elderly populations in census tracts surrounding the BRT stations range from 7% at Bothell Canyon Park to 20% in Lynnwood and Bellevue (PSRC Interactive Resource Map). Five out of seven BRT stations are surrounded by census tracts having elderly population percentages exceeding the region-wide total of 12.6 percent. By 2030, nearly one in five of the region’s residents will be seniors, nearly double the share in 2000 (PSRC, Vision 2050 Presentation). Elderly people largely “age in place,” in neighborhoods where daily activities require frequent car trips. Many of these older adults need affordable and accessible alternatives to driving. Without access to travel options, seniors face a reduced quality of life and possible economic hardship. A 2017 Transit Center report makes the case healthy aging hinges on better mass transportation, easing isolation and providing connections to medical care. For many seniors, transit is safer than driving.

Disabled populations in census tracts surrounding the BRT stations range from 5% at Kirkland Totem Lake to 18% at Lynnwood. Four out of seven BRT stations have higher percentages of disabled populations than the region-wide percentage of 11.4% (PSRC Interactive Resource Map). Public transportation provides a vital link to more than 56 million Americans with disabilities ensuring they can remain actively involved in their communities, maintain productive roles in the economy, and have access to the full range of facilities and services needed to lead enjoyable and productive lives (Census 2010). Sound Transit makes every effort, to the maximum extent feasible, to ensure that a person with a disability has access to and benefits from its services.

BRT service is an attractive and reliable travel option that will be easily accessed. Safe and well-lit station areas will have accessible sidewalks, curb ramps, and grade-level crossings. 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. 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 and older also have access to a reduced rate using a Regional Reduced Fare Permit or the ORCA LIFT card.

HIGHLY IMPACTED COMMUNITIES/AIR QUALITY FOCUS COMMUNITIES: Census tracts surrounding BRT stations at the Lynnwood Transit Center, South Renton Transit Center, Burien Transit Center and TIB Station 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 84,480,000 VMT annually, and providing increased opportunities for bicycling and walking. 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 the physical activity they need every day than those who drive (PSRC Active Transportation Plan). Sound Transit recently evaluated electric bus feasibility for BRT service. After evaluating the I-405 Stride and SR 522 Stride projects, the agency is moving forward with procuring battery electric buses for the SR 522 project based on its’ shorter travel distance.

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.
to reflect advances in the state-of-knowledge and incorporate lessons learned from recently completed projects. The discipline that has helped Sound Transit deliver major projects such as University Link and Angle Lake extension on or ahead of schedule and on or below budget will ensure successful and timely delivery of the I-405 Stride BRT project.

>> “Improve the links between housing and employment centers by delivering reliable transit connections that cut current commute times.” (pg. 39). In addition to directly seven centers, the I-405 Stride BRT project, improves travel for transit riders, reducing trip times from 15-22 minutes.

>> “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 have adopted transit oriented zoning around station areas.

>> “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.” This project introduces high capacity transit service that will benefit commuters, freight movement, pedestrians, bicyclists and bus transit users. 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)

Supporting Jobs. Investment in transit supports the economy as a whole by bolstering the businesses that provide the goods and services needed to build transit infrastructure. According to the State of Washington Office of Financial Management, transit investment also flows through the construction workers and other personnel to local businesses where they spend their wages, supporting indirect jobs. According to a model developed by the Washington State Office of Financial Management, the 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.

Supporting Manufacturing Jobs. The I-405 BRT connects eight cities expected to have 567,768 jobs by 2035 – a 31% increase in jobs.
- Construction of the I-405 BRT supports 9,355 direct and indirect jobs.
- The I-405 BRT serves companies such as Amazon, PACCAR, Inc., Alaska Airlines and the BRT is integrated with King County Metro’s Rapid Ride F, serving Boeing’s Renton Factory. The service and reliability of the I-405 BRT will help people access quality jobs.

For 2016, PSRC identified items that support the implementation of the Regional Economic Strategy. “Build-out of Sound Transit’s regional high-capacity transit system” was identified as an economic development priority. This is consistent with Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, and Burien’s adopted comprehensive plans, which support development of high capacity transit as an important means of expanding the cities and the region’s economic base. In 2017, the central Puget Sound region gained 59,700 jobs, slightly more than the job gains of 2016, marking the seventh consecutive year of job growth. The strongest job growth was in the Seattle metro area, which includes King and Snohomish counties (PSRC blog post 3/26/18). Forecasts show the region will add 1.2 million jobs by 2050. As the region continues to grow and vehicle traffic becomes increasingly congested, transportation investments that improve mobility are key. These include completing a regional high-capacity transit network with seamless connections to local transit systems and creating robust multimodal access to the overall transit network.

By making the region’s transportation system more reliable and efficient, 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 Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, and Burien centers. Businesses and sectors supported by this project include: Port of Seattle and Alaska Airlines (Transportation & Logistics); Panasonic Avionics (Aerospace Industry); Puget Sound Energy (Clean Technology Industry); Nintendo, Expedia and Microsoft (Information & Communication Technology Industry); Alderwood Mall and Nordstrom (Recreational Gear Industry); Philips Healthcare, SonosSite, Evergreen Medical Center and 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 39,800 residents and 77,600 jobs in the seven regional centers served by the I-405 Stride BRT project.

The I-405 BRT station at Bellevue Transit Center is in close proximity to some of the largest employers in Washington State:
- Amazon will hire more than 15,000 employees in Bellevue. More than 2,000 employees currently work in Bellevue, and the company has about 700 job openings in the city. Amazon plans to build a 43-story tower directly across the street from the Bellevue Transit Center station of the I-405 BRT. The Amazon building will have about 1 million square feet of office space and is expected to be completed by 2024. The preliminary plan depicts ample...
pedestrian plazas around the new building, which would be adjacent to the Bellevue Transit Center (and I-405 BRT) and Link Light Rail station, scheduled to open in 2023. (Seattle Times, 7/3/2019)

• Microsoft’s North American sales headquarters is in the 28-story office tower at Lincoln Square. Microsoft is Bellevue’s largest employer, with ~7,500 employees
• Eddie Bauer headquarters is in the 28-story office tower at Lincoln Square.
• Concur Technologies headquarters in located in the Key Center building (4,600+ employees)
• Symetra - life insurance company headquarters is in Bellevue (1,250 employees)
• Boeing - aircraft manufacturer is Bellevue’s third-largest employer with over 2,800 employees
• Meydenbauer Center - Over 250 conventions and events are held at Meydenbauer Center annually attended by nearly 150,000 guests each year.

The I-405 BRT project significantly improves travel times and reduces delay on I-405, improving job access and economic competitiveness for the region.

I-405 BRT Stations located in Opportunity Zones. Burien Transit Center, Tukwila International Blvd Station and Lynnwood Station are located in Opportunity Zones. The Opportunity Zone program was designed to provide tax incentives to investors who fund businesses in underserved communities. “Opportunity Zone” status, enables special federal tax breaks to encourage development and job creation. To qualify for Opportunity Zone status, a census tract must have an individual poverty rate of at least 20 percent and median family income up to 80 percent of the area median. Sound Transit TOD work and Opportunity Zone tax incentives can increase private sector development around I-405 BRT stations.

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 I-405 BRT is a critical element of 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. The I-405 Master Plan was the result of unprecedented cooperation between all the cities, legislative leaders and agencies in the I-405 corridor.

Major pieces of the Master Plan include:
• Adding up to two new lanes in each direction for the entire 30-mile length of I-405.
• Developing a BRT (the “I-405 BRT” included in this CMAQ application)
• Building 5,000 new park-and-ride spaces.
• Building eight new pedestrian/bicycle crossings over the freeway.
• Increasing local transit service by 50 percent.
• Adding a managed lane system.

What are the benefits of the Master Plan?
• Accommodating an additional 110,000 trips per day
• Reducing time stuck in traffic by more than 13 million hours per year
• Producing travel-time savings valued at $569 million a year.
• Removing chokepoints and weaving traffic movements to improve safety.
• Enhancing freight mobility with better interchanges and travel-time savings.
• Providing economic benefits through construction. Each $1 billion spent on transportation construction generates 47,500 jobs, according to the USDOT.
• $5.40 returned to the economy in congestion savings for each $1.00 invested in highways (WSDOT).


The I-405 Stride BRT project will maximize the efficiency of the I-405 corridor because it will be designed for fast arrivals and departures including off-board fare payment and multiple-door entry and exit. Operating in existing and new express toll lanes and direct access ramps, these service characteristics along with transit priority improvements will help riders enjoy reliable service and avoid traffic congestion. When the service opens in 2024, I-405 Stride BRT service will save 15-22 minutes on each trip (or 30-44 minutes per day).

The I-405 BRT project provides long-term improvements along the corridor. For example, FTA has established a useful life for the following elements of the project:

>> Heavy-duty high capacity BRT bus = 12 years
>> P&R garage = 40-50 years

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 I-405 Stride BRT 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 bus/rail transfers with Next Generation ORCA. If more than one mode is needed to get to a destination, the ORCA/Next Gen ORCA card automatically calculates the transfer.

ITS improvements include Passenger Information Management System (PIMS) and real-time bus arrival signage.

Sound Transit will be able to support city-led housing development efforts through its’ TOD program. The Board’s TOD policy includes a priority to offer surplus property for the development of affordable housing. Washington’s State Statute RCW 81.112.350 requires Sound Transit to offer 80 percent of its surplus property that is suitable for housing to qualified entities to develop affordable to families at 80 percent of area median income or less. So far, 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.

For the I-405 BRT project, there are specific plans for TOD around Lynnwood City Center Station, Kingsgate P&R and South Renton Transit Center.

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

   This project is a “logical segment” on the Metropolitan Transportation System, serving nearly 39,800 residents and 77,600 jobs in seven regionally designated centers. The I-405 Stride BRT project directly links Lynnwood, Bothell Canyon Park, Kirkland Totem Lake, Bellevue Downtown, Renton, SeaTac, and Burien, 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.

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

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

   This project removes barriers and provides a new mode of transportation on I-405 – Bus Rapid Transit.

   Currently, congestion on I-405 is a barrier to accessing centers along the I-405 corridor from Lynnwood-to Burien. The I-405 Stride BRT project removes barriers by providing new BRT service, saving riders 15-22 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.

   The project includes improvements that remove barriers to safe/efficient transfers between modes such as building a pedestrian bridge connecting the BRT Station and light rail Station at Tukwila International Blvd.

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 I-405 BRT project will relieve pressure on the MTS and positively impact system performance on I-405. An estimated 912,000 people a day, in 760,000 vehicles, travel on the 37-mile I-405/Highway 518 corridor between Lynnwood and Burien. The cost of delay in the corridor – lost time and wasted fuel – was calculated at $2,900 annually for the average driver (WSDOT 2018 Corridor Capacity Report).

   Over 1.1 billion person miles were traveled on I-405 in 2017. Despite the presence of managed lanes and multimodal travel options, morning and evening weekday commutes in both directions experience severe congestion on a daily basis.

   In addition to the I-405 BRT project which will offer a faster, reliable alternative to driving the regularly congested corridor, the I-405 Corridor program include two new lanes in each direction, a managed lanes system, local street improvements, and bicycle and pedestrian improvements, all of which, in tandem, will relieve pressure on the Metropolitan Transportation System.

   As detailed in the I-405 Master Plan, all modes will have travel time savings:
5. Describe how this project addresses safety and security.

The I-405 BRT improves safety for BRT riders, pedestrians, bicyclists and drivers on I-405.
• BRT buses will include safety and security features including CCTV security cameras and driver emergency buttons.
• BRT stations will have numerous safety features including platform and pathway lighting, remote video monitoring and call boxes that connect directly with the system operator and/or police.
• The I-405 BRT Project will improve pedestrian and bicycle safety by constructing new non-motorized facilities to access the stations. An example is at I-405 / NE 85th interchange improvements in the City of Kirkland.
• Grade separation of modes: 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. The I-405/NE 85th Street Interchange and BRT station is a new three-tiered interchange with in-line BRT station and I-405 Express Toll Lanes access. Riders will connect to downtown Kirkland via bus-only lanes or other improvements on NE 85th Street.
• Roadway 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 I-405 Projects are expected to improve safety performance by reducing congestion-related crashes relative to the No Build. (WSDOT EA, Attachment A: Transportation Discipline Report, pages 5-20 and 5-43).
• Seismic Safety: The I-405 BRT infrastructure will be designed for seismic safety to withstand earthquakes.
• Security: A top priority of Sound Transit is the safety of customers and drivers. All Sound Transit stations are patrolled by security and transit police. Sound Transit has 220 Transit Security Officers and 88 Transit Police Officers (contracted Sheriff’s Deputies).
• 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 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
• Urban teens take 5 times as many public transit trips and experience half the per capita auto death rate.


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

Regular physical activity can reduce risk factors for several chronic conditions, including heart disease, obesity, cancer, anxiety and depression. 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).

Users of the I-405 Stride BRT project will be able to access easily active transportation on several regionally significant trails.

>>The Interurban Trail runs through Lynnwood with almost four miles of paved surface for walking, jogging, and biking. Twenty-four miles in length and mostly separated from motorized traffic, the trail can be easily accessed from the Lynnwood Transit Center. The city of Lynnwood is planning for walk and bike access to the future light rail station. The purpose of the City Center Station is to provide more convenient walk access in the growing center, encouraging a higher level of transit use and aiding economic development of the City Center. The plan includes two pedestrian plazas, bike lanes, cutting large block sizes by adding new roadways and paths, development of a nearby local trail, pedestrian amenities and access to the regional Interurban Trail.

>>The city of Kirkland has completed a 5.7-mile segment of the Eastrail as an interim trail.
Once fully completed, the Eastrail will be an uninterrupted 42-mile trail connecting the communities of Renton, Bellevue, Kirkland, Woodinville, Snohomish, and Redmond with new opportunities for non-motorized recreation and transportation. Currently 13 miles of the Eastrail are open. The “Cross Kirkland Corridor” runs through the Totem Lake Business District. At the NE 44th Street Station, riders will be immediately adjacent to the future Eastrail with connections to the Lake Washington Loop Trail.

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.

- Each BRT station will include pedestrian and bicycle safety and access improvements, providing opportunities for active transportation. Station 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 ST3 light rail and BRT stations. These 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.

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 currently not one ST Express or other bus route that follows the same exact route as the I-405 BRT. For this application, we provide information from the two ST Express routes that most closely follow the I-405 BRT route.
   - ST Express Route 535 (Lynnwood - Bellevue)
   - ST Express Route 560 (Bellevue – SeaTac - West Seattle)

   As of spring 2019, average weekday boardings total:
   
   ST Express route 535: 2,162
   ST Express route 560: 1,850

   Source: Sound Transit 2020 Service Implementation Plan

2. **What is the average transit trip length for the affected routes?**
   The average trip length of both ST Express routes is 10 miles.

   The average trip length for ST Express Route 535 (Lynnwood to Bellevue) is 10.7 miles per the 2018 National Transit Database (NTD) report. For comparison, the distance from Lynnwood Transit Center to Bellevue Transit Center is 19.5 miles.

   The average trip length for ST Express Routes 560 (Bellevue – SeaTac - West Seattle) is 9.2 miles per the 2018 NTD report. For comparison, the distance from Bellevue Transit Center to Burien Transit Center is 17.7 miles.

3. **What is the average transit trip length of the entire system?**
   The average transit trip length for ST Express is 13.7 miles per the 2018 NTD report.

4. **If the project includes a park and ride, how many new stalls are being provided?**
   1300

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   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.
6. **What is the expected increase in transit ridership from the project?**
   The I-405 BRT is expected to have ridership of 19,400 to 26,400 daily riders.
   
   I-405 BRT Community Engagement Guide (Sept 2019) and ST Modeling

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 National Transit Database report provides current ridership data and average trip length of ST Express routes 535 and 560.

   Sound Transit modeling and 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?**
   CMAQ

2. **Has this project received PSRC funds previously?**
   Yes

3. **If yes, please provide the project’s PSRC TIP ID**
   RTA-100

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Total Request: $7,300,000.00

---

Total Estimated Project Cost and Schedule

**PE**

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*Expected year of completion for this phase: 2021*

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*Expected year of completion for this phase: 2024*

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

Summary

1. **Estimated project completion date**
   Dec 2025

2. **Total project cost**
   $1,036,789,825.00

Funding Documentation

1. **Documents**
   N/A

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

   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 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.


   Budget and Schedule notes: The I-405 BRT project is made up of many improvements along the 37-mile 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.

   Sound Transit’s I-405 BRT project budget includes approx $415.5 million for major improvements at two I-405 interchanges. The new I-405 interchanges with direct access ramps and inline stations at NE 44th Street in Renton and NE 85th Street in Kirkland are being built in collaboration with WSDOT.

   Because the 37-mile BRT project is being implemented in collaboration with WSDOT projects, work will be completed at various times. Construction for most of the BRT is expected to begin by 2023. The south line is scheduled to be completed in 2024 and the north line in 2025. Construction of some elements will begin before 2023 and others may occur after I-405 BRT service starts in 2024 and completes in 2025.

   Status of grant funding for BRT Buses: I-405 BRT service requires 36 - 40 BRT buses for operations. Sound Transit has submitted regional CMAQ and FTA applications for I-405 BRT buses and those requests have been partially funded. This $7.3 million regional CMAQ request will buy the remaining eight unfunded buses needed to reach at least 36 buses.

   Details on grant funding received and number of buses funded:
   - 2018 CMAQ Competition: $3.5m of CMAQ received for 9 buses
   - 2018 FTA Competition: $3.0m of CMAQ received for 8 buses
   - 2019 FTA Contingency: $2.9m of FTA contingency funding received for 8 buses
   - The total grants and number of buses funded to date: $9.4m for 25 buses.
   - The I-405 BRT project remains #1 on the regional CMAQ contingency list and the FTA contingency list. If funding becomes available, this could bring an additional $3m in grant funding ($2m for CMAQ and $1m for FTA contingency) to buy an additional 3 buses.
   - The 2020 regional CMAQ request of $7.3m will buy the remaining eight (8) unfunded buses needed to reach at least 36 buses needed to operate I-405 BRT.
Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No

2. What is the actual or estimated start date for preliminary engineering/design?
   3/2/18

3. Is preliminary engineering complete?
   Yes

4. What was the date of completion (month and year)?
   3/17/21

5. Have preliminary plans been submitted to WSDOT for approval?
   N/A

6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

7. When are preliminary plans expected to be complete?
   N/A

---

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?
   No

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   July 2020

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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?
   3/27/2018

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.
   On March 27, 2018, Early Property Acquisition was approved by FTA for the I-405 BRT, including property needed for the South Renton Transit Center and Parking Garage.

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?
   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.
   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.
   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.

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 federal oversight and compliance for the I-405 BRT project in order to accelerate completion.
- Grant funding will only be used for 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

4. Final documents
   N/A
BRT station amenities added to existing facilities

- Lynnwood Transit Center
- Bothell – Canyon Park
- UW Bothell/NE 195th
- Bothell – Brickyard
- Kirkland – Totem Lake/Kingsgate
- Bellevue Transit Center*

New BRT station facility

- Kirkland – NE 85th St Station

New supporting facilities

- Totem Lake/Kingsgate parking garage
- Kirkland – Bus-only lanes on NE 85th Street from I-405 to 6th Street

* 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.
I-405 Bus Rapid Transit - South Section: 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

Map date: 4/7/2020
This map is accompanied by no warranties and is simply a graphic representation.
I-405 BRT PROJECT ELEMENTS

Lynnwood City Center (Lynnwood)

- The I-405 BRT Project includes a new BRT station at the existing Lynnwood Transit Center/Park-and-Ride.
- Sound Transit is extending light rail from Northgate to Lynnwood via the Lynnwood Link Extension with service anticipated to begin in 2024. Riders will be able to transfer from I-405 BRT to Link light rail at the future Lynnwood City Center station.
- Light rail will connect to Downtown Seattle, SeaTac Airport, Federal Way, and East to Bellevue and Redmond.

UW Bothell/Cascadia College (Bothell)

- Located at the interchange between two freeways, this station will be the connection point for riders to transfer between the I-405 and SR 522/NE 145th BRT corridors.
I-405 BRT PROJECT ELEMENTS

Canyon Park (Bothell)

- The I-405 BRT Project includes a new BRT station to serve the Canyon Park Park-and-Ride. In partnership with WSDOT, it will be built as an inline station with direct access ramps.

Brickyard (Bothell)

- Built as an inline station, the I-405 BRT Project includes a new BRT station to serve the existing Brickyard Park-and-Ride.

Totem Lake/Kingsgate (Kirkland)

- The I-405 BRT Project includes upgraded BRT stations at the existing Totem Lake freeway station.
- The project also expands parking at the Kingsgate Park-and-Ride with 400 additional spaces. Once BRT opens, there will be 900 parking spaces at Kingsgate Park-and-Ride.
NE 85th Street (Kirkland)

- The I-405 BRT Project includes a new freeway BRT station at the I-405/NE 85th Street interchange.
- WSDOT, in partnership with Sound Transit, will build new direct access ramps from the I-405 express toll lanes to support BRT service.
- Riders will be able to connect to local transit service serving downtown Kirkland via NE 85th Street.
- The local bus stops will be located on the same level as the BRT stops creating easy transfers.

NE 44th Street (Renton)

- The I-405 BRT Project includes a new freeway BRT station at the I-405/NE 44th Street interchange.
- WSDOT, in partnership with Sound Transit, will build new direct access ramps from the I-405 express toll lanes to support BRT service as part of WSDOT’s I-405 Renton to Bellevue Widening and Express Toll Lanes Project.
- The I-405 BRT Project also includes a new 200-stall park-and-ride lot to serve the BRT station.
Bellevue Transit Center (Bellevue)

- The I-405 BRT Project includes a new BRT station in downtown Bellevue serving the Bellevue Transit Center.
- Riders will be able to connect to local bus service and the future Bellevue Downtown Link light rail station. Sound Transit is extending light rail from Seattle to Redmond via the East Link Extension with service anticipated to begin in 2023.

South Renton Transit Center (Renton)

- The I-405 BRT Project includes a new BRT station and transit center at the SR 167/Grady Way intersection in south Renton adjacent to the existing South Renton Park-and-Ride.
- The I-405 BRT Project also includes a new 700-stall parking garage to serve the transit center.
I-405 BRT PROJECT ELEMENTS

Tukwila International Boulevard (Tukwila/SeaTac)

- The I-405 BRT Project includes a new BRT station at the existing Tukwila International Boulevard Link light rail station. This facility is operated and maintained by Sound Transit.
- Riders will be able to connect to local bus service and light rail to Downtown Seattle, Lynnwood and Federal Way.

Burien Transit Center (Burien)

- The I-405 BRT Project includes a new BRT station at the existing Burien Transit Center. This facility is operated and maintained by King County Metro.
- Riders will be able to connect to partner agency services.
Bellevue Transit Center

Bellevue Transit Center

Amazon
Microsoft
PACCAR
Lincoln Square
Concur
Symetra
Meydenbauer Center
Eddie Bauer HQ
1 Mile Radius

I-405 Bus Rapid Transit
Totem Lake Transit Center

- Totem Lake Transit
- Pacific Medical Center
- Virginia Mason
- EvergreenHealth Medical Center
- Lake Washington Institute of Technology
- 1 Mile Radius

I-405 Bus Rapid Transit