



Puget Sound Regional Council

Funding Application

Competition	Regional FTA
Application Type	Main Competition
Status	submitted
Submitted:	April 30th, 2018 4:14 PM
Prepopulated with screening form?	Yes

Project Information

- Project Title**
I-405 Bus Rapid Transit, Burien to Bellevue Section
- Regional Transportation Plan ID**
2527
- Sponsoring Agency**
Sound Transit
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
N/A
- If not, which agency will serve as your CA sponsor?**
N/A
- Is your agency a designated recipient for FTA funds?**
Yes
- Designated recipient concurrence**
N/A

Contact Information

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Project Description

- Project Scope**
Project Scope

FTA funds will be used to purchase 18 high capacity buses to support the establishment of new bus rapid transit (BRT) service along approximately 17 miles of I-405 and SR 518 between Burien and Bellevue. When service opens in 2024, transit riders will be able to reliably travel from Burien to Bellevue in approximately 45 minutes, a significant reduction of 34 minutes from the current transit travel time of 79 minutes.

Project Description

Part of a larger project establishing BRT service along 37 miles of I-405 and SR 518 between Burien and Lynnwood, the I-405 BRT, Burien to Bellevue Section project will operate primarily in the I-405 express toll system between Bellevue and Renton and in high-occupancy (HOV) lanes between Renton and Tukwila. From Tukwila to Burien, BRT will operate in bus-only lanes on SR518.

The I-405 BRT, Burien to Bellevue Section project will connect communities along approximately 17 miles of I-405 and SR 518 serving four regional growth centers in King County: Bellevue Downtown; Renton; SeaTac; and Burien. Offering 10-minute peak, 15-minute off-peak headways with up to 19 hours of service between Monday and Saturday, the I-405 BRT Burien to Bellevue Section project will reduce pm peak-hour transit travel time along I-405 by over 43%.

Other elements of BRT service that will be locally funded include:

> BRT stations at the existing Bellevue Transit Center; Tukwila International Boulevard Link Station and Burien Transit Center; and BRT stations at new facilities on NE 44th Street and the new South Renton Transit Center in Renton.

> Two new parking facilities - 1) 200-stall surface parking lot at NE 44th Street Station in Renton and 2) 700-stall parking garage at the new South Renton Transit Center.

> Signage, lighting, shelters and benches, off-board fare payment, real-time bus arrival, pedestrian access and bicycle parking.

> For the entire I-405 BRT project from Burien to Lynnwood, but not associated with this request for FTA funds, Sound Transit will be constructing a new bus operations and maintenance facility that will be used to store the buses.

Project Benefits

> Fast, frequent and reliable transit service estimated to add 6,400 - 7,700 new riders each weekday.

> Additional ridership is expected to reduce 23,040,000 - 27,700,000 vehicle miles traveled (VMT) annually on the heavily congested I-405 and SR 518 corridors.

> Calculated using the lowest figure for VMT reduction, Puget Sound Clean Air Agency estimates this project will reduce annual emissions of CO₂ by 5,840 tons; CO by 14.5 tons; NO_x by 0.67 tons; SO_x by 0.058 tons; PM₁₀ by 0.031 tons; and PM_{2.5} by 0.029 tons.

> I-405 BRT, Burien to Bellevue Section project directly connects four regional growth centers with populations totaling 22,600 (11,382 households) and 59,889 jobs, and supports connections to three other regional growth centers.

> Reduces current transit travel time approximately 34 minutes one way, or 68 minutes round trip.

> Seven day a week service operating approximately every 10 minutes during peak periods and 15 minutes off-peak. Up to 19 hours of service between Monday and Saturday and up to 17 hours on Sunday.

2. Project Justification, Need, or Purpose

I-405 is one of the key commute and economic corridors in the central Puget Sound region, running parallel to I-5 between Lynnwood and Tukwila. As the only high-capacity north-south route on the Eastside, some 800,000 trips are made on I-405 every day. Respondents to a Washington State Department of Transportation (WSDOT) survey 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 - is calculated at \$930 per person per year (WSDOT website).

Over 1.1 billion person miles were traveled on I-405 in 2016, a 0.9% increase from 2014. Despite the availability of transit and HOV and express toll lanes, traffic at specific locations on the corridor worsened from 2014 to 2016, with morning and evening weekday commutes experiencing severe congestion on a daily basis. The average travel time for I-405 commutes between Tukwila and Bellevue increased by up to four minutes (from 39 minutes to 43 minutes for the morning Tukwila to Bellevue commute) in 2016 compared to 2014. Corridor segments near SR 169 in Renton contributed to the significant delay increases. In addition to delaying commuters, this congestion directly impacted the movement of goods in Washington, as trucks accounted for 5% of the total daily traffic volume on the corridor in 2016. I-405 carries twice the amount of freight shipped each year through the Port of Seattle (WSDOT 2017 Corridor Capacity Report). Areas of the region with a higher average ratio of jobs to housing - Seattle and East King County - attract commuters from areas with more abundant housing, such as south King County. Weekday travel between these areas makes I-405 one of the most congested highways in Washington State. The I-405 BRT, Burien to Bellevue Section project is also a major piece of the Master Plan for I-405, whose development was led by the FHWA, FTA, King County DOT, Sound Transit and WSDOT.

During the peak evening commute in 2016, transit travel times reached 79 minutes between Bellevue and Burien. Along the I-405 corridor between Tukwila and Bellevue, P&R utilization rates ranged from 73 - 108%. Any P&R lot that has 85% or more utilization is identified as

operating at capacity. (WSDOT 2017 Corridor Capacity Report). SR 518 is a 3.8-mile urban freeway stretching west from I-5 to SR 509, and serves as the primary access to the Seattle-Tacoma International Airport. This highway is the primary link to the region's largest airport.

ST Express service on the south section of the I-405 Corridor began in September 1999 with the implementation of Route 565 between Federal Way and Bellevue with intermediate stops in Auburn, Kent and Renton. In June 2013, select trips on Route 566 were converted to operate as Route 567 connecting with Sounder commuter rail at Kent Station. Additional trips were added to Route 567 in September 2017 to meet the new Sounder south line trains. Service on Route 560 began in September 2000. After several service restructurings, Route 560 provides all day, all week service between Bellevue and Westwood Village in Seattle. Between 2014 and 2016, ridership on Route 567 (Overlake TC-Kent) increased by 11 percent as a response to continued increases in Sounder ridership. As of spring 2017, average weekday boardings on Route 560 totaled 1,729 while Route 566 had 1,444, and Route 567's added up to 622. (Sound Transit 2018 Service Implementation Plan).

When service begins in 2024, I-405 BRT riders will be able to reliably travel from Burien to Bellevue in 45 minutes, saving 34 minutes over current travel times. By 2042, the project is estimated to have 6,400-7,700 average weekday boardings, resulting in 76,800 - 92,400 less VMT on the corridor, each day.

Please note 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.

Project Location

1. **Project Location**
I-405 Corridor, Burien to Bellevue
2. **Please identify the county(ies) in which the project is located.**
King
3. **Crossroad/landmark nearest the beginning of the project**
Burien Transit Center
4. **Crossroad/landmark nearest the end of the project**
Bellevue Transit Center
5. **Map and project graphics**
Map_I-405_BRT_Burien_to_Bellevue.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 of the Central Puget Sound region approved the Sound Transit 3 (ST3) ballot measure. The plan includes the I-405 BRT project. More details can be found at: <https://bit.ly/2EBg2c2>

Bellevue Comprehensive Plan amended August 2015: Numerous policies - see pages 194-198
<https://bit.ly/2JARZNI>

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

Tukwila Comprehensive Plan adopted 2015:
<https://bit.ly/2HDiGQD>
The project is consistent with numerous policies and implementation strategies including:
8.6.3 Work with transit agencies to expand transit service throughout the TIB District.

13.4.8 Encourage and support public transportation services.

Burien Comprehensive Plan amended 2015 and policies updated 2016:

<https://bit.ly/2HBQ6zp>

See page 2-69

Pol. TR 3.1.4 Promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Pol. TR 3.1.6 Support 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)

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

N/A

Federal Functional Classification

1. **Functional class name**

00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The I-405 BRT, Burien to Bellevue Section project connects four regionally designated centers: Bellevue Downtown; Renton; SeaTac; and Burien. It also supports connections to three other regionally designated centers: Kirkland Totem Lake, Bothell Canyon Park, and Lynnwood.

Sound Transit has letters of support from the four regionally designated centers stating the I-405 BRT, Burien to Bellevue Section project is consistent with, and supportive, of local comprehensive plans. Sound Transit will work in collaboration with each of the local jurisdictions, partner transit agencies and WSDOT to advance the implementation of this project.

Criteria: Benefit to Center

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

The I-405 BRT, Burien to Bellevue Section 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 serving nearly 22,600 residents, 59,889 jobs, and 11,382 households, in four regionally designated centers. The project directly benefits four centers, 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 project also supports seamless connections to three other regionally designated centers: Kirkland Totem Lake, Bothell Canyon Park, and Lynnwood.

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 Burien, 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 four cities are civic, cultural, and employment centers within their counties and are expected to accommodate significant numbers of housing units and jobs:

Housing Target in Net New Units (2031)

- Burien - 4,440
- SeaTac - 5,800
- Renton - 14,835

- Bellevue - 17,290

Employment Target in Net New Jobs (2031)

- Burien - 5,610
- SeaTac - 25,300
- Renton - 29,000
- Bellevue - 53,000

(Source: King County Comprehensive Plan)

To support forecast growth in housing and employment, these cities have established goals of creating communities with 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 or visit.

Please see response to question 6 for details on how the project supports the regional economic strategy.

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

City of Burien <https://bit.ly/2qUMlyw>

Burien wants to advance environmentally friendly development techniques while also accommodating regionally established residential and employment targets. A primary goal is to achieve 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.

City of SeaTac <https://bit.ly/2JnWjiH>

In the 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 Station (TIBS), includes access to the I-405 BRT, Burien to Bellevue 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 TIBS 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 rideshare 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 TIBS. 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 BRT, Burien to Bellevue Section project will support and enhance the development and redevelopment potential of this area.

City of Renton <https://bit.ly/2HYzMK3>

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 very 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.

City of Bellevue <https://bit.ly/2Hpg89J>

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 and help address emerging market demand, including housing for a varied workforce, for young adult workers and students, for seniors aging in place, and for those who desire to live in walkable and transit-supportive neighborhoods. From the Transportation Element, TR-65 supports a frequent transit network in Bellevue that serves 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 crossing. To promote biking, Bellevue is piloting a downtown demonstration bikeway and launching an e-bike pilot spring 2018 (Seattle Transit blog).

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 directs the agency to implement a regional equitable TOD strategy to create vibrant, diverse, mixed-use and mixed-income communities adjacent to Sound Transit stations. The ST3 plan stipulated the board will update its TOD policy to address new equitable TOD direction and state requirements within 18-months of passage, or by May of 2018. The board held a workshop on April 21, 2017 to examine the new state requirements and ST3 direction and to discuss the questions generated by the new statute in the context of the TOD work program and policy update. On April 26, the Sound Transit Board completed an 18-month process to adopt an updated policy for equitable TOD. The policy will guide the use of property that remains as surplus after voter-approved transit investments are complete for

projects that provide housing for families of various sizes and income levels and increase access to social and economic opportunities. To learn more about Sound Transit's TOD program, see <https://bit.ly/2GO7vrZ>

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

With most transit trips traveling between Burien and Bellevue near or above the seated capacity of an articulated coach, and travel times far exceeding that for an SOV trip, even those restricted to general purpose lanes, many would be bus riders are likely choosing to drive, putting themselves at risk of a serious injury or fatal collision on the heavily congested I-405 corridor. There were 567 roadway fatalities on all Washington state public roads in 2015, a 22.7% increase from the 462 recorded in 2014 (WSDOT Gray Notebook June 2016). Motor-vehicle deaths increased 6 percent nationwide last year, a disturbing trend that halted decades of progress, according to preliminary National Safety Council figures released in early 2017. According to the Journal of Public Transportation, public transit is overall very safe (low crash rate) and secure (low crime rate). Transit travel has less than one-tenth the crash casualty rate as automobile travel, and TOD residents have less than one-fifth the per-capita traffic casualty rate as in automobile-oriented communities. Transit crimes tend to be less frequent and costly overall than motor vehicle crimes (Volume 17, No. 4, 2014).

Since 1998, Sound Transit has used its Board adopted Service Standards and Performance Measures to plan and manage Sound Transit services. On an on-going basis, staff use the Service Standard and Performance Measures to monitor and manage the performance and service quality of the Sound Transit system. Quarterly, Sound Transit reports service delivery for various measures associated with ST Express, including preventable accidents (an accident in which the operating employee failed to do everything reasonable to prevent the accident) per 100K miles. Routinely, Sound Transit does not exceed monthly targets.

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 112 Transit Security Officers (excluding dispatch, account management) and 56 Transit Police Officers (contracted Sheriff's Deputies) monitoring light rail and Sounder stations. Sound Transit also has about 22 Fare enforcement officers who actively ride the trains and patrol facilities helping customers throughout the day. I-405 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. Fare enforcement will monitor buses and stops as well. There will also be security cameras inside the buses.

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 BRT, Burien to Bellevue Section project will have easy access to active transportation on regionally significant trails. At the NE 44th Street Station, riders will be immediately adjacent to the future Eastside Rail Corridor, a new 16.7 mile trail that will eventually connect the cities of Renton, Bellevue, Kirkland, Woodinville and Redmond. Currently under construction is four miles of interim trail south of I-90, connecting Renton to Bellevue between Gene Coulon Park and Newcastle Beach Park, with connections to the Lake Washington Loop Trail at both ends. From the TIBS and South Renton stations, riders will have access to the future Lake to Sound Trail, a 16-mile non-motorized, multi-use recreational trail spanning from the south end of Lake Washington in Renton, all the way to the shoreline of Puget Sound in Des Moines. The Lake to Sound Trail is part of a larger vision of mobility and access to all residents of King County. In addition to providing connections between locations, it also connects people to healthy living and recreational opportunities. South King County is an area that is historically under served. In line with the King County Strategic Plan, trails in south King County are being prioritized to give those neighbors more access to recreational opportunities.

Per adopted Sound Transit policy, each BRT station will include pedestrian and bicycle safety and access improvements which can provide 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 to ensure the safety of existing riders as they traverse the "last mile" to their destination.

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. Allowance amount is based on station type. This funding will help catalyze investments around I-405 BRT station areas that will improve the quality of pedestrian and bicycle infrastructure. Access allowances for the I-405 BRT, Burien to Bellevue Section project include:

- Burien Transit Center \$125,000
- TIBS/Seatac \$450,000
- S. Renton Transit Center \$400,000
- NE 44th Street Freeway Station \$400,000
- Bellevue Transit Center \$175,000

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

The I-405 BRT, Burien to Bellevue Section project will benefit users traveling to/from Burien to Bellevue by providing reliable and efficient access to a range of travel modes throughout the region.

LIGHT RAIL: From the Bellevue Transit Center and TIBS, I-405 BRT riders will be able to access Link light rail. 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 BRT, Burien to Bellevue Section project starts revenue service, Link will be serving 10 regional growth centers.

EXPRESS and LOCAL BUS: In addition to ST Express Route 560, the Burien Transit Center is served by ten King County Metro (KCM) bus routes including RapidRide F Line. TIBS is served by nine routes including RapidRide A and F lines and the Bellevue Transit Center is served by KCM routes RapidRide B Line, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342 and ST Express routes 532, 535, 550, 555, 556, 560, 566, and 567.

P&R's: Burien Transit Center has 488 parking spaces; TIBS has 600 parking spaces; and there is no free parking at or nearby the Bellevue Transit Center. The I-405 BRT, Burien to Bellevue Section project includes 200 stalls at the new NE 44th Street 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. Per the System Access Policy (Board Resolution No. R2013-03), when designing transit facilities and services, Sound Transit will maximize pedestrian, bicycle and transit access.

Parking provided by Sound Transit is intended for and restricted to customers of transit services. To enforce parking management, Sound Transit is implementing 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.

>>Permit Parking - In September 2015, the board authorized staff to implement a parking permit program the purpose of which is to increase the number of transit customers accommodated per parking space, improve the efficiency of facilities and services, and improve customer satisfaction. Sound Transit tested permits during a 2014 pilot project which included a test of HOV and single occupancy vehicle (SOV) permits at select high-use P&R locations for six months. Pilot participants liked the program and enjoyed the flexibility and predictability the permits offered. Based on the pilot results, the permit program was modified to include more flexible eligibility requirements, offer permits to more customers and maximize carpool incentives. This program was developed in close collaboration with partner transit agencies, including KCM, CT and Pierce Transit. In September 2016, Sound Transit rolled out the parking permit program, which has been a success with almost 300 permits issued to new carpoolers at ten facilities. In February 2018 Sound Transit and KCM kicked off outreach efforts to get feedback on plans to offer reserved parking for solo drivers who are frequent transit riders. The permits could be available in late 2018. The initiative is the next step for the agency as it develops new ways to manage limited parking resources.

>>Real Time Customer Information - From summer 2015 through spring 2016, Sound Transit conducted a real-time parking pilot program where customers were able to check the Sound Transit website to check parking availability (<https://bit.ly/2GNKp0M>). Real-time data showed the estimated percentage of parking still available and the parking monitoring system tracked the number of vehicles entering and exiting the parking facility. Sound Transit recently contracted with the University of Washington to conduct a pilot test of new parking monitoring technologies at the Angle Lake Link Station parking garage. If the technologies are deemed to meet accuracy and operational needs, we will assess how and whether to deploy them in a larger area, including BRT stations with parking.

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. There are now 286 carpool parking permits in circulation at Sound Transit park-and-ride 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. ST verifies transit use through ORCA fare card data and check for regular usage monthly to renew the permits. SOV parking permits and fees is scheduled to begin in late 2018. Sound Transit is considering a range of \$15 to \$90 a month for an SOV parking permit, based on the market-rate average of pay lots near the permitted stations.

BICYCLING and WALKING: Per the System Access Policy (Board Resolution No. R2013-03), when designing transit facilities and services, Sound Transit will maximize pedestrian, bicycle and transit access. Depending on station location, racks, lockers and/or cages may be available. I-405 BRT buses will accommodate bicycles. Pedestrian amenities at BRT stations will include sidewalks, crosswalks, benches, lighting, and signage. In 2018 Sound Transit plans to launch an on-demand bicycle e-lockers program. 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.

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. Allowance amount is based on station type. This funding will help catalyze investments around I-405 BRT station areas that will improve the quality of pedestrian and bicycle infrastructure. Access allowances for the I-405 BRT, Burien to Bellevue Section project include:

- Burien Transit Center \$125,000
- TIBS/Seatac \$450,000
- S. Renton Transit Center \$400,000
- NE 44th Street Freeway Station \$400,000
- Bellevue Transit Center \$175,000

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. Uber, Lyft, etc.): Sound Transit and LA Metro are partnering on a pilot project to improve first/last mile access to Sounder stations. In the pilot program, when an eligible rider uses their ORCA card, they'll be eligible for a reduced price TNC ride to/from the station. The TNC discount would correspond to the fare category (Adult, RFP or ORCA-LIFT). The pilot program is scheduled to begin in 2018. If successful, the program could be rolled out to other Sound Transit stations including I-405 BRT.

5. **Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

With goals of being proactive, transparent, and accountable and ensuring accessibility and encouraging awareness, Sound Transit conducts public outreach using a wide variety of tools:

- >> Online - project web page, email updates, social media, and surveys
- >> In person - open houses, neighborhood forums, briefings and meetings, fairs and festivals

Similar tools will be used for the I-405 BRT, Burien to Bellevue Section project to ensure a variety of user groups understand the benefits of the project.

COMMUTERS: Over 1.1 billion person miles were traveled on I-405 in 2016, a 0.9% increase from 2014. Despite the availability of transit and HOV and express toll lanes, traffic at specific locations on the corridor worsened from 2014 to 2016, with morning and evening weekday commutes experiencing severe congestion on a daily basis. The average travel time for I-405 commutes between Tukwila and Bellevue increased by up to four minutes (from 39 minutes to 43 minutes for the morning Tukwila to Bellevue commute) in 2016 compared to 2014. Corridor segments near SR 169 in Renton contributed to the significant delay increases. During the peak evening commute, transit riders face a travel time of 79 minutes between Bellevue and Burien (2016). Once open for revenue service in 2024, I-405 BRT riders can count on a reliable 45 minute trip between Burien and Bellevue, eliminating 34 minutes of travel time.

RESIDENTS: 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

Burien, Renton and SeaTac, are expected to accommodate 22 percent of the region's population growth and 29 percent of its employment growth by 2040. The project will benefit residents by providing fast, frequent, reliable transit service to jobs and other community amenities and access to a wide range of opportunities in the region.

COMMERCIAL USERS: In addition to delaying commuters, congestion on I-405 directly impacted the movement of goods in Washington, as trucks accounted for 5% of the total daily traffic volume on the corridor (2016). I-405 carries twice the amount of freight shipped each year through the Port of Seattle. As reliability decreases, and congestion increases, many companies send more trucks on the roads to make the same number of deliveries, further adding to the region's problems with congestion. This project will help move SOV drivers off congested I-405 and onto high capacity transit bus service, relieving some of the congestion that degrades freight and goods movement (PSRC Regional Freight Strategy and WSDOT website).

MINORITY and LOW-INCOME POPULATIONS: Percent minority population for census tracts surrounding the BRT stations range from 32% in Burien to 82% in SeaTac. Of the five stations, four have percent minority populations higher than the regional average of 33.6%. 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. Households in poverty for census tracts surrounding the BRT stations range from 6% in Bellevue to 32% in Burien with three of the five exceeding the region-wide rate of 11.3%.

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 \$9,797 when switching a daily commute to taking public transportation. In Seattle, riders save \$11,849 (APTA Transit Savings Report September 2017). 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. The eligibility threshold for a person to qualify for the low-income fare is at or below 200% of the Federal Poverty Guidelines, currently \$24,280 for an individual.

ELDERLY and DISABLED POPULATIONS: Elderly populations in census tracts surrounding the BRT stations range from 8% to 18%. All five stations have census tracts surrounding them with elderly population percentages exceeding the region-wide total of 11.7 percent. 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 TransitCenter report makes the case healthy aging hinges on better mass transportation which can ease isolation and provide connections to medical care. For many seniors, transit is safer than driving.

Disabled populations in census tracts surrounding the BRT stations range from 7% in Bellevue to 16% in Burien. Three out of five 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. Sound Transit will make reasonable modifications to its policies, programs, and procedures applicable to its transportation services when necessary to avoid discrimination and ensure accessibility for people with disabilities.

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 and OPPORTUNITY INDEX: The BRT stations at the Burien Transit Center, TIBS and South Renton are in the top 10% of highly impacted communities, geographic locations characterized by degraded air quality. This new transit service can help improve health conditions for residents in these communities by reducing air pollutant emissions, including diesel, through the reduction of 76,800 - 92,400 vehicle miles traveled/day while 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). This project will also reduce CO2 emissions by 5,840 tons annually. Sound Transit 2018 Sustainability Targets

include evaluating electric bus feasibility for BRT service which, if implemented, could result in further reduced CO2 emissions in these communities. Census tracts surrounding the Burien, SeaTac and South Renton stations have very low, low or moderate access to opportunity

6. 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.

This project supports the Regional Economic Strategy, Amazing Place, including the following initiatives:

>> “Improve the links between housing and employment centers by delivering reliable transit connections that cut current commute times.” (pg. 39). In addition to directly serving four centers and supporting connections to three more, the I-405 BRT, Burien to Bellevue Section project improves travel for transit riders, reducing trip time by 34 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 BRT, Burien to Bellevue Section 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)

More than 50,731 jobs (mostly private sector) are created per \$1 billion of investment in public transportation. Public transportation jobs cannot be offshored or moved out of the region. Public transportation supports economic growth through the concentration of economic activity and the clustering of offices, shops, entertainment centers, and other land uses around public transportation stops. Such clustering activity may provide increased efficiency through reduced labor costs, improved communication, lower infrastructure costs, and increased interaction with similar businesses. Clustering provides an opportunity for more face-to-face contact and for access to specialized labor, which together result in higher productivity and more economic growth (Economic Impact of Public Transportation Investment Report, 2014 Update, APTA).

In 2015, a coalition of chief executives from more than a dozen of the region’s largest employers, announced a private sector initiative working to address issues the region faces. The Challenge Seattle strategy has a vision for developing world leading infrastructure that drives future growth and creates and maintains good jobs. Transportation is identified as a key area of regional infrastructure that needs attention. 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 Burien, SeaTac, Renton, and Bellevue’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 7th 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).

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 Burien, SeaTac, Renton and Bellevue Downtown centers including Group Health and Valley Medical Center (Life Sciences & Global Health); Port of Seattle, Alaska Airlines and Boeing (Transportation & Logistics); Puget Sound Energy (Clean Technology Industry); Nintendo, Expedia and Microsoft (Information & Communication Technology Industry); and Symetra (Financial & Business Services). Residents of these four 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 22,600 residents, 59,889 jobs, and 11,382 households in the four regionally designated centers served by the I-405, Burien to Bellevue Section project.

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

This project can result in reduced dependence on single occupancy vehicles by providing a reliable 45 minute travel time between Burien and Bellevue, mitigating traffic congestion, reducing air emissions and fuel consumption. It is estimated this project reduces annual VMT by 33.18M to 40.3M on the region’s roadways. Calculated using the lower figure for VMT reduction, Puget Sound Clean Air Agency estimates this project will reduce annual emissions of CO2 by 5,840 tons; CO by 14.5 tons; NOx by 0.67 tons; SOx by 0.058 tons; PM10 by 0.031 tons; and PM2.5 by 0.029 tons.

Sound Transit promotes CTR opportunities by offering a variety of free services to enhance business programs including participation at benefits and wellness fairs; electronic updates

with service changes; and news, and helping worksite employees with relocation services and trip planning. In partnership with other transit agencies, Sound Transit provides ORCA cards and other transit passes through employers. The ORCA regional business account program allows Sound Transit and regional partners to offer local employers a program that includes a range of transit benefits.

Criteria: System Continuity/Long Term Benefit-Sustainability

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

This project is a "logical segment" on the Metropolitan Transportation System, serving nearly 22,600 residents, 59,889 jobs, and 11,382 households, in four regionally designated centers. I-405, Burien to Bellevue Section project directly links four centers, 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 project also connects to three other regionally designated centers: Kirkland Totem Lake, Bothell Canyon Park and Lynnwood.

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

2. Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.).

Currently, barriers to accessing centers along the I-405 corridor between Burien and Bellevue include some of the worst traffic congestion in the state. Regional population is exploding and the additional vehicles associated with this growth further degrade travel along the corridor. Respondents to a Washington State Department of Transportation (WSDOT) survey said they regularly change their plans or go out of their way to avoid I-405, impacting surface streets in local jurisdictions along the corridor. Heavy traffic on local streets is likely negatively impacting centers ability to achieve their growth management visions.

The I-405 BRT, Burien to Bellevue Section project removes barriers by providing new high capacity transit service, saving riders 34 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.

3. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

Over 1.1 billion person miles were traveled on I-405 in 2016, a 0.9% increase from 2014. Despite the availability of transit and HOV and express toll lanes, traffic at specific locations on the corridor worsened from 2014 to 2016, with morning and evening weekday commuters experiencing severe congestion on a daily basis. The average travel time for I-405 commutes between Tukwila and Bellevue increased by up to four minutes (from 39 minutes to 43 minutes for the morning Tukwila to Bellevue commute) in 2016 compared to 2014. Corridor segments near SR 169 in Renton contributed to the significant delay increases. In addition to delaying commuters, this congestion directly impacted the movement of goods in Washington, as trucks accounted for 5% of the total daily traffic volume on the corridor in 2016. I-405 carries twice the amount of freight shipped each year through the Port of Seattle (WSDOT 2017 Corridor Capacity Report).

During the evening peak period, it can take 79 minutes to travel by bus from Burien to Lynnwood. With the I-405 BRT, Burien to Bellevue Section project, riders can count on a reliable 45 minute trip between the two cities, eliminating an additional 34 minutes of travel time.

The I-405 BRT Burien to Bellevue Section project can also positively impact overall system performance by offering a fast, reliable alternative to a regularly congested corridor. High capacity transit has the ability to move large volumes of people. The 2042 projections of average weekday boardings on BRT range from 6,400 to 7,700.

4. Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).

LIGHT RAIL: From the Bellevue Transit Center and TIBS, I-405 BRT riders will be able to access Link light rail. 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 BRT, Burien to Bellevue Section project starts revenue service, Link will be serving 10 regional growth centers. From TIBS, light rail riders have a fast and easy access to connections at the SeaTac Airport.

EXPRESS and LOCAL BUS: In addition to ST Express Route 560, the Burien Transit Center is served by ten King County Metro (KCM) bus routes including RapidRide F Line. TIBS is served by nine routes including RapidRide A and F lines and the Bellevue Transit Center is served by KCM routes RapidRide B Line, 226, 232, 234, 235, 237, 240, 241, 246, 249, 271, 342 and ST Express routes 532, 535, 550, 555, 556, 560, 566, and 567.

P&R's: Burien Transit Center has 488 parking spaces; TIBS has 600 parking spaces; and there is no free parking at or nearby the Bellevue Transit Center. The I-405 BRT, Burien to Bellevue Section project includes 200 stalls at the new NE 44th Street 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. Per the System Access Policy (Board Resolution No. R2013-03), when designing transit facilities and services, Sound Transit will maximize pedestrian, bicycle and transit access.

Parking provided by Sound Transit is intended for and restricted to customers of transit services. To enforce parking management, Sound Transit is implementing 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.

>>Permit Parking - In September 2015, the board authorized staff to implement a parking permit program the purpose of which is to increase the number of transit customers accommodated per parking space, improve the efficiency of facilities and services, and improve customer satisfaction. In September 2016, Sound Transit rolled out the parking permit program, which has been a success with almost 300 permits issued to new carpools at ten facilities. In February 2018 Sound Transit and KCM kicked off outreach efforts to get feedback on plans to offer reserved parking for solo drivers who are frequent transit riders. The permits could be available in late 2018. The initiative is the next step for the agency as it develops new ways to manage limited parking resources.

>>Real Time Customer Information - From summer 2015 through spring 2016, Sound Transit conducted a real-time parking pilot program where customers were able to check the Sound Transit website to check parking availability (<https://bit.ly/2GNKp0M>). Real-time data showed the estimated percentage of parking still available and the parking monitoring system tracked the number of vehicles entering and exiting the parking facility. Sound Transit recently contracted with the University of Washington to conduct a pilot test of new parking monitoring technologies at the Angle Lake Link Station parking garage. If the technologies are deemed to meet accuracy and operational needs, we will assess how and whether to deploy them in a larger area, including BRT stations with parking.

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. There are now 286 carpool parking permits in circulation at Sound Transit park-and-ride 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. ST verifies transit use through ORCA fare card data and check for regular usage monthly to renew the permits. SOV parking permits and fees is scheduled to begin in late 2018. Sound Transit is considering a range of \$15 to \$90 a month for an SOV parking permit, based on the market-rate average of pay lots near the permitted stations.

BICYCLING and WALKING: Per the System Access Policy (Board Resolution No. R2013-03), when designing transit facilities and services, Sound Transit will maximize pedestrian, bicycle and transit access. Depending on station location, racks, lockers and/or cages may be available. I-405 BRT buses will accommodate bicycles. Pedestrian amenities at BRT stations will include sidewalks, crosswalks, benches, lighting, and signage. In 2018 Sound Transit plans to launch an on-demand bicycle e-lockers program. 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.

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. Allowance amount is based on station type. This funding will help catalyze investments around I-405 BRT station areas that will improve the quality of pedestrian and bicycle infrastructure. Access allowances for the I-405 BRT, Burien to Bellevue Section project include:

- Burien Transit Center \$125,000

- TIBS/Seatac \$450,000
- S. Renton Transit Center \$400,000
- NE 44th Street Freeway Station \$400,000
- Bellevue Transit Center \$175,000

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. Uber, Lyft, etc.): Sound Transit and LA Metro are partnering on a pilot project to improve first/last mile access to Sounder stations. In the pilot program, when an eligible rider uses their ORCA card, they'll be eligible for a reduced price TNC ride to/from the station. The TNC discount would correspond to the fare category (Adult, RRFP or ORCA-LIFT). The pilot program is scheduled to begin in 2018. If successful, the program could be rolled out to other Sound Transit stations including I-405 BRT.

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

Currently, a transit trip in the pm peak between Bellevue and Burien takes 79 minutes. Offering 10-minute peak, 15-minute off-peak headways with up to 19 hours of service between Monday and Saturday, the I-405 BRT Burien to Bellevue Section project will reduce pm peak-hour transit travel time along I-405 by over 43%, with an estimated travel time savings of 34 minutes. This new service is also expected to meet or exceed performance measures for reliability.

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

I-405 BRT, Burien to Bellevue increases transit use to centers by establishing new, fast, frequent and reliable high capacity service along one of the most congested travel corridors in the state. Currently, a transit trip in the pm peak between Bellevue and Burien takes 79 minutes. Offering 10-minute peak, 15-minute off-peak headways with up to 19 hours of service between Monday and Saturday, the I-405 BRT Burien to Bellevue Section project will reduce pm peak-hour transit travel time along I-405 by over 43%, with an estimated travel time savings of 34 minutes. Off-board payment and real-time arrival bus information makes the service easy to use. In addition to other BRT service in the region, riders can make easy connections to regional Link light rail service.

7. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

In 2016, during the peak evening commute, transit travel times took 79 minutes between Burien and Bellevue. The I-405 BRT, Burien to Bellevue Section 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 primarily in the I-405 express toll and HOV lanes, these service characteristics along with transit priority improvements will help riders enjoy reliable service and avoid traffic congestion. When the service opens in 2024, riders can depend on a 45 minute trip between Burien and Bellevue, saving approximately 34 minutes of travel time.

Elements of the project provide long-term improvements along the corridor. In Circular 9030, for the following elements of the project, FTA establishes a useful life of:

- >> Parking garage = 40-50 years
- >> Heavy-duty large bus = 12 years
- >> Bus shelter = 10 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 BRT, Burien to Bellevue Section project through 2060. This project was approved by voters as part of the ST3 Plan and is a major element of the Master Plan for I-405.

Sound Transit supports and participates in a variety of TDM activities designed to help people use transportation more efficiently.

The ORCA card allows riders to pay their fare on Sound Transit, Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Seattle Street Car, the King County Water Taxi, and Washington State Ferries. If more than one mode is needed to get to a destination, the ORCA card automatically calculates the transfer.

Air Quality and Climate Change: Element Selection

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?**

As of spring 2017, average weekday boardings total: Route 560 - 1,729; Route 566 - 1,444; Route 567 - 622

Source: 2018 Service Implementation Plan

Note the data presented are only for Sound Transit modes (ST Express) and do not include any partner agency transit service at these locations.

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

The average trip length for ST Express Routes 560, 566, and 567 is 12 miles per the 2016 National Transit Database report.

For comparison, the distance from Burien Transit Center to Bellevue Transit Center is 17.8 miles.

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

Average transit trip length for ST Express is 14.3 miles per the 2016 National Transit Database report.

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

900

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

In addition to comfortable, cloth upholstered seats with cup holders and foot rests, amenities include wheelchair restraints, 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.

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

The 2042 projections of average weekday ridership ranges from 6,400 to 7,700

Source: ST3 Modeling

A range of ridership estimates (low to high) is provided per a recommendation from a state audit.

Methodology:

I-405 BRT, Burien Bellevue Section

ST Express Route 560 - average trip length = 9

ST Express Route 566 - average trip length = 10.85

ST Express Route 567 - average trip length = 15.12

Average = 12 miles (consistent with ST Express average trip length of 14.3 miles)

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 2016 National Transit Database report provides current ridership data and average trip length.

2042 ridership estimates are based on a new version of the Sound Transit ridership model developed in 2015 for the FTA. The model uses PSRC land use estimates called Land Use Targets Maintenance Release 1 (April 2014).

PSRC Funding Request

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

N/A

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

No

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

N/A

Phase	Year	Alternate Year	Amount
other	2022	2021	\$7,000,000.00

Total Request: \$7,000,000.00

Total Estimated Project Cost and Schedule

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$38,972,000.00
		<u>\$38,972,000.00</u>

Expected year of completion for this phase: 2020

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$54,101,000.00
		<u>\$54,101,000.00</u>

Expected year of completion for this phase: 2022

Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	\$284,399,000.00
		<u>\$284,399,000.00</u>

Expected year of completion for this phase: 2024

Other

Funding Source	Secured/Unsecured	Amount
5307	Unsecured	\$7,000,000.00
Local	Secured	\$80,257,000.00
		<u>\$87,257,000.00</u>

Expected year of completion for this phase: 2024

Summary

- Estimated project completion date**
Dec 2024
- Total project cost**
\$464,729,000.00

Funding Documentation

1. Documents

N/A

- 2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.**

Funding for the project is affordable within the Sound Transit financial plan. Local match is available to obligate the FTA Competitive funding request.

The 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.

See page 12 of Sound Transit's Financial Plan for a description of the I-405 BRT project.
<https://bit.ly/2qpiyQ>

Also see page 50 of the 2018 Transit Improvement Plan for I-405 BRT project.
<https://bit.ly/2jbaUD1>

Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
2. **Is preliminary engineering complete?**
No
3. **What was the date of completion (month and year)?**
N/A
4. **Have preliminary plans been submitted to WSDOT for approval?**
N/A
5. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
N/A
6. **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).**
Dec 2019

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
No
2. **How many parcels do you need?**
N/A
3. **What is the zoning in the project area?**
N/A
4. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
N/A
5. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
N/A
6. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
N/A
7. **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 bid (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. The delivery method for the I-405 BRT, Burien to Bellevue Section project will be determined at the end of project design. 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.**

Prohibiting the highest-polluting construction equipment and vehicles from construction sites.

Sound Transit designates bonds as Green Bonds that use proceeds to finance or refinance projects that adhere to Sound Transit's Sustainability Plan, such as those that reduce car trips by carrying more transit riders, supporting smart regional growth, fostering transit oriented development and improved transit access, designing and building greener projects, and operating fleets and facilities more efficiently.

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://bit.ly/2qKkOz5>

Sound Transit projects are driven by voter approved commitments, The ST3 Plan was developed through an open public process over a three-year period. During that time, Sound Transit coordinated closely with cities and counties, the state of Washington, the PSRC, and local transit agencies. In addition, Sound Transit received tens of thousands of public comments that helped shape the plan.

The Sound Transit Citizen Oversight Panel is an independent 15-member panel of citizen volunteers appointed by Sound Transit's Board to monitor and report on Sound Transit performance in delivering on the commitments made in Sound Move, ST2, and ST3.

4. **Final documents**
N/A

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

I-405 BRT ELEMENTS

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

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

Legend

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

1 Miles



Map date: 4/2/2018

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

