

Reconnecting Communities with new BRT Stations in Tukwila and South Renton

Narrative

a) Overview

This Project will construct two BRT stations along the new, 18-mile, Stride “S1” BRT line serving South King County. This Project will construct the Tukwila International Boulevard Station, including bus-only lanes and pedestrian bridges over SR518; and the South Renton Transit Center, a new BRT Station with bus-only lanes, transit signal prioritization, bicycle and pedestrian improvements, with a 2-acre Transit Oriented Development (TOD) site, supporting affordable housing development.

The Stride S1 BRT line is located along SR518 and I-405 in South King County. Both BRT stations are located in disadvantaged communities. SR518 in Tukwila and I-405 in South Renton are both “barriers” and “burdening” facilities. The “Reconnecting Solution” is high quality Stride BRT service, including these two new BRT stations that provide pedestrian bridges and trails to reconnect communities.

Stride BRT service will operate up to 20 hours/day with 10-minute peak headways and 15-minute headways on weekends. Overall, the Stride S1 BRT line connects five cities (Burien, Tukwila, SeaTac, Renton, and Bellevue). Stride BRT will operate in managed lanes (HOV, express toll lanes or bus-only lanes). Riders taking an average-length trip can save 14 minutes per trip as compared to existing service (31% time savings), or 17 minutes on the whole route from Burien to Bellevue. Stride S1 BRT is estimated to have 10,000 daily riders.

In the City of Tukwila, the Tukwila International Boulevard Station (TIBS) scope includes:

- Construction of two in-line BRT platforms on SR 518, just east of Tukwila International Blvd (aka SR99).
- Construction of new pedestrian bridges spanning SR518, connecting the new BRT station to the existing TIBS light rail station and the neighborhood to the south of SR 518. The pedestrian bridges reconnect the community and mitigate the freeway barrier.
- Construction of bus-only lanes on SR 518 (~1,900 feet eastbound and 2,800 feet westbound) to improve speed and reliability of BRT service.
- TIBS station is estimated to have 3,000 daily riders (30% of the 10,000 daily riders on the S1 BRT line).

In the City of Renton, the South Renton Transit Center (SRTC) scope includes:

- Construction of a new transit center supporting new Stride BRT and King County Metro Rapid Ride service (existing F-Line, and the new I-Line) and existing express and local bus service (ST Express 560, 566 and King County Metro 101, 102, 148, 153, 167, 169.)
- Construction of transit signal prioritization and bus-only lanes.
- Construction of sidewalks, crosswalks, benches, lighting, and signage.
- Bike parking for approx. 108 bikes will be provided. All buses will have bicycle racks.
- SRTC is estimated to serve 2,700 riders daily riders (27% of the 10,000 daily riders on the S1 BRT line).

The two BRT stations included in this grant request (SRTC and TIBS) will account for 57% of the estimated 10,000 daily riders on the Stride S1 BRT and will provide numerous benefits:

- BRT service every 10 minutes in peak periods, 20 hours a day.
- The BRT connection directly to Link light rail in Bellevue and Tukwila.
- Significantly improved pedestrian/bicycle connections from the stations to the community, including construction of new pedestrian bridges spanning SR518 in Tukwila, and a multi-use trail on the north side of S 7th Street to create safer access into and out of the South Renton Transit Center. (Sound Transit’s “Station Access Allowance” funds additional access improvements outside the footprint of stations. Sound Transit is providing an additional \$1M in System Access Funds to improve safer access to/from South Renton Transit Center.)



Stride S1 line, on I-405 and SR 518, is 18-miles of new BRT service serving 5 cities.

Barriers Addressed.

SR518 in Tukwila and I-405 in South Renton are both “barriers” and “burdening” facilities. This Project provides a reconnecting solution by building 2 new BRT stations and safe pedestrian bridges over the SR518 freeway in Tukwila and a multi-use trail connecting the South Renton Transit Center BRT station and the Downtown Transit Center and Piazza in Renton.

SR 518 is a 4-6 lane, divided freeway (average daily traffic of 125,000 in 2015) and is the primary access route to the Seattle-Tacoma International Airport. The corridor has connections with the Airport Expressway for passenger service and to SR 509 for air cargo service. There are several freight distributions centers and warehouses accessed by the corridor including FedEx Express, Summit Northwest Corp, UPS Supply Chain Solutions and airport-related facilities. (SR518 is classified as a T-2 freight route with an annual tonnage of roughly 9,190,000 in 2015.) While the local road network accommodates pedestrian and bicyclists, non-motorized travel is prohibited on SR 518. There are currently no pedestrian, bicyclist, or shared-use facilities available on the corridor. ([WSDOT Corridor Sketch Summary](#))

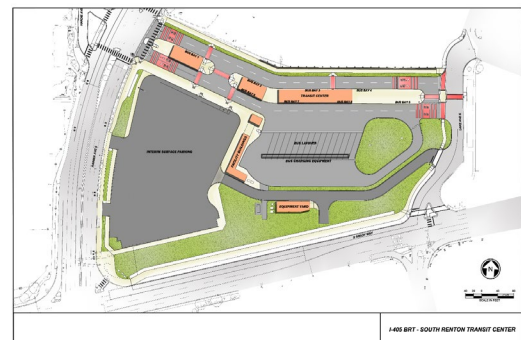


SR518 is a 4-6 lane divided freeway to/from SeaTac Airport. Pedestrian bridges across SR518 will help reconnect the community.

SR518 is a formidable obstacle to pedestrians trying to cross to access the station, or simply access neighborhood locations on either side of the freeway. In April 2022, King County and the Washington State Traffic Safety Commission launched emphasis patrols in the area along Tukwila International Blvd / SR99, citing a rise in car crashes with pedestrians and cyclists. (Tukwila has

This Project provides a reconnecting solution with:

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South Renton Transit Center is served by Stride BRT and King County Metro and includes a 2-acre TOD site (on the left of the graphic)

History and character of the community most impacted by the facility.

Both TIBS and SRTC stations are located in disadvantaged communities (Justice40 communities) as defined by the Climate & Economic Justice Screening Tool (CEJST).

- With a population of 106,785, the City of Renton is also known for manufacturing, Renton is the final assembly point for Boeing 737 airplanes.
- The City of Tukwila has a population of 21,798, with a large commercial retail center. The city is home to one of the most diverse school districts in the nation, with more than 80 languages represented.
- The regions MPO, Puget Sound Regional Council (PSRC), designated Renton as a designated “Regional Growth Center” for jobs and population growth and North Tukwila is a designated [Manufacturing/Industrial Center](#) due to its importance to the region’s industrial base, along with the over 46,000 jobs in the city, as of 2019.

Both the Tukwila International Blvd Station and South Renton Transit Center are located in Disadvantaged/Justice40 communities. Maps are included in the appendices.

Area	Minority Population (District avg is 38.6%)	Low Income Population (District average: 20.7%)	Limited English Proficiency Pop. (District avg: 10.4%)
TIBS and SRTC areas	The Minority population is 57.2% , higher than district average.	The Low-Income population is 28.3% , higher than district average.	Limited English Proficiency (LEP) population is 19.4% , higher than district average.

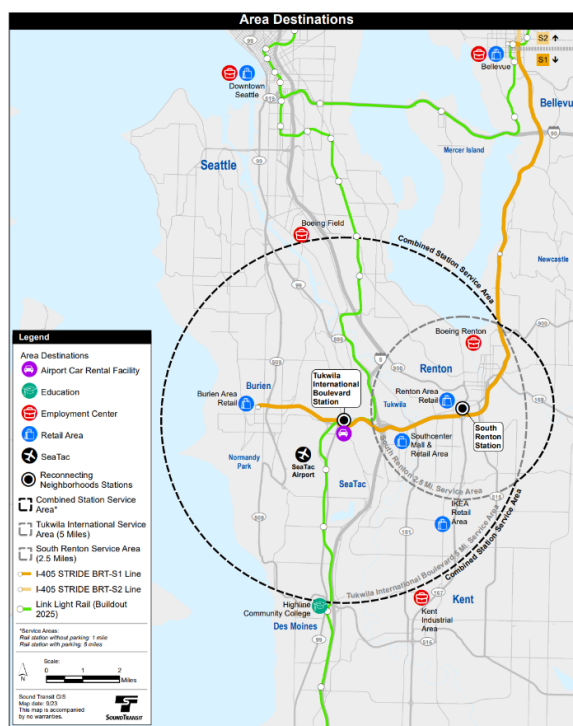
b) Location & Map

Location & Maps. See additional maps, attached.

Tukwila: The TIBS BRT station is located in the City of Tukwila, at the crossroads of two interstate highways – I-5 and I-405/SR518. Tukwila is also near two major airports; Seattle–Tacoma International Airport is less than 1 mile south of the Project; Boeing Field/King County International Airport is approx. 6 miles north of the Project.

SRTC: This station is located in the City of Renton, located at the southeast shore of Lake Washington, 11 miles southeast of downtown Seattle and is bifurcated by I-405. The new transit center is located in South Renton at Rainier Ave S and S Grady Way.

In Tukwila, connecting Stride BRT with the existing light rail station provides a significant increase in accessibility. Tukwila is a major transfer point between Stride BRT and light rail (with connections to SeaTac Airport.) By 2026, over 50 miles of light rail will be in operation, serving King and Snohomish counties. The full voter-approved ST3 light rail system is over 100 miles, serving 3 counties (King, Snohomish and Pierce).



In Renton, the SRTC will be served by Stride BRT service, ST Express 560 and 566 and several King County Metro routes, including Rapid Ride I and F and routes 101, 102, 148, 153 and 167 service. These routes serve South King County and the cities of Renton Kent, Auburn, downtown Seattle, Bellevue, Kirkland, Bothell, Burien, and Seattle’s University District. These destinations have hundreds of thousands of jobs, hospital/health care facilities and education opportunities.

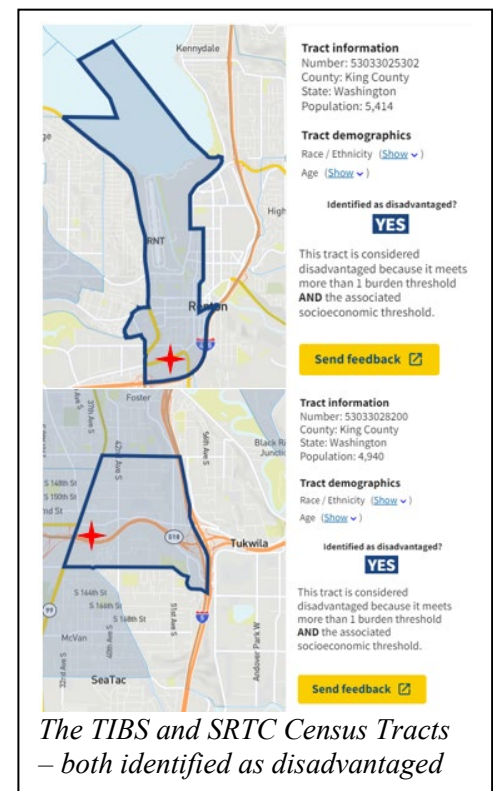
c) Response to Merit Criteria

Equity and Environmental Justice. Plans for this project have been informed by community engagement findings and research of harmful historic policies, existing socioeconomic disparities, environmental burdens and risks and the needs of the surrounding community. The community has supported Stride BRT since 2015, and this project is accompanied by robust efforts – including affordable housing and TOD – to mitigate displacement risks.

In 2005, the [Seattle Civil Rights & Labor History Project at the University of Washington](#) began an investigation of racial restrictive covenants and other tools of segregation in Seattle and its suburbs. Published under the title "[Segregated Seattle](#)" the initial phases of work uncovered restrictive covenants in scores of neighborhoods in Seattle and King County, covering 15,000-20,000 properties. The [Racial Restrictive Covenants Project](#) involves teams of researchers at the University of Washington and Eastern Washington University working to identify and map racial restrictions buried in property records. This project is authorized by the Washington State legislature under SHB 1335 (May 2021) and charged with identifying and mapping neighborhoods covered by racist deed provisions and restrictive covenants. To date the project has identified documents covering about 20,000 properties in King County, including properties near this project.

Between now and 2050, the Puget Sound region is expected to grow by an additional 1.8 million people (PSRC). That growth could exacerbate challenges currently facing historically marginalized communities including unmet housing demand and supply, difficulty in accessing jobs, and inequitable access to opportunities. Displacement risk is a key concern in the region. In King County, rising housing costs have pushed lower-income families and communities of color out to suburban communities, especially in South King County, where it can be harder to serve and connect people to the transit network. In the Puget Sound region, communities of color are concentrated along I-5 and I-405 corridors, with an especially strong presence in south King County. Concentrations of poverty also exist in suburban south King County. (VISION 2050: Equity Briefing Paper) There is a need for increased transit availability to/from affordable and low-income housing as current conditions lead to long commutes and household cost burdens.

Sound Transit, with our partners, mitigates concerns of displacement by developing affordable housing around station areas. In planning recent transit projects, Sound Transit has heard community concern about displacement near transit. Sound



Transit is required by state law to create affordable housing near its transit stations. Sound Transit must offer at least 80% of its surplus property that is suitable for housing to qualified entities to develop housing affordable to families at 80% of area median income or less. Sound Transit also has the authority to discount its property to facilitate those outcomes. With land values appreciating quickly in station areas, Sound Transit has found that without discounting its property, little affordable housing would be financially feasible to construct. By creating affordable housing on Sound Transit surplus property and joint development opportunities, Sound Transit is using one of its few tools to address economic displacement concerns from communities near transit.

Sound Transit and Amazon have an [agreement](#) where Amazon provides \$100 million to accelerate up to 1,200 affordable housing units on ST-owned properties near light rail stations by end of 2025. By partnering with Amazon, Sound Transit and Amazon are creating more affordable housing near our transit stations and delivering them sooner than what is otherwise possible. Through our partnership, Sound Transit is demonstrating how it can align resources to its property with community-based organizations and non-profit developers to develop affordable housing, which we hope will build trust with the station-area communities that Sound Transit will participate and bring creativity to addressing economic displacement concerns in those communities. As of 2Q 2023, Sound Transit's TOD program has built, is constructing, or is designing over [3,125 housing units and 2,325 affordable housing units on ST surplus property](#).

In Renton, Sound Transit is working with the City to support the development of affordable housing and TOD in close proximity to the new SRTC station. The City [won a Smart Communities Award](#) in 2022 for its Rainier/Grady Junction plan, which seeks to build a people-oriented community around the new transit center through development planning, creating access to opportunities and services to people of all income levels.

Census tracts surrounding both the Tukwila and SRTC stations show very low, to low-or-moderate "Access to Opportunity," a composite measure of Education, Economic Health, Housing and Neighborhood Quality¹. Stride BRT improves Access to Opportunity by providing safe, fast, reliable BRT service and safety pedestrian/bicycle facilities.



TIBS Design Concept, including pedestrian bridges over SR518

[Access.](#)

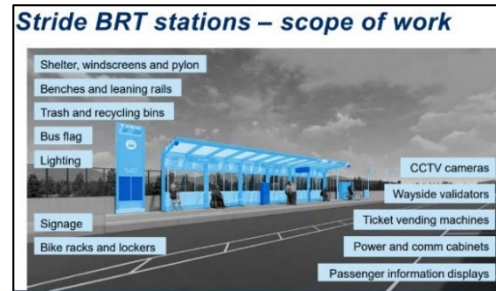
Both BRT stations include a number of features designed to make them easily accessible to travelers of all modes. Non-motorized improvements include:

- At TIBS, new pedestrian bridges will span SR518, connecting the BRT station, to the existing light rail station and a new TOD community.
- At SRTC, a new trail will be constructed and bike parking for 108 bikes.

¹ See Puget Sound Regional Council's Opportunity Mapping tool, found here: <https://www.psrc.org/our-work/opportunity-mapping>

- Lights, sidewalks, crosswalks, benches, and signage will be provided at both stations.

The Stride S1 Line includes inline stations, bus-only lanes and direct access ramps, which will improve transit speed and reliability in the long term. TIBS and SRTC will have bus-only lanes and transit signal priority to improve on-time performance.



Facility Suitability.

Both of these BRT stations and Stride service have been developed through extensive outreach and engagement processes, incorporating input from numerous stakeholder sources. This approach has yielded considerable support for this project, as described in the next section.

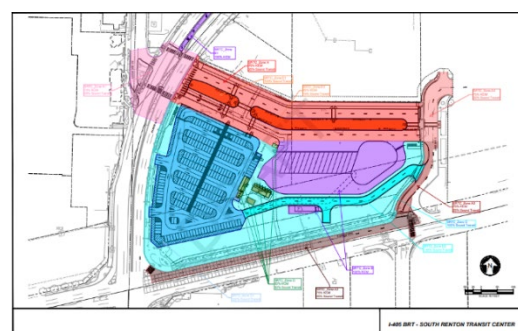
Community Engagement, and Community-based Stewardship, Management/Partnerships.

The Community Participation Plan for Stride BRT ensures that people can engage in important decisions about planning, design, construction, operations, and land use. Stride has received significant support from the community since 2015. Additionally, an Interagency Group consisting of various cities and organizations, such as Bellevue, Bothell, Burien, Renton, SeaTac, Tukwila, Community Transit, King County Metro, Port of Seattle, and WSDOT, convenes monthly.

- A list of [Stakeholders and partners](#) is on the Stride project website.
- An [Elected Leadership Group](#) includes elected officials who represent the cities along the project corridor, the Sound Transit Board and WSDOT.
- An [Executive Advisory Group](#) of state and local elected officials, and representatives from federal and regional transit agencies, have been advising WSDOT on I-405 corridor improvements since 1999.
- [Partnering Agreements](#) have been made between Sound Transit, King County Metro, WSDOT and cities along the Stride corridor to reach consensus on project development.
- [30 organizations signed a letter in support of Stride BRT](#). A coalition of more than 30 organizations signed a [letter](#) to the Sound Transit Board of Directors, encouraging the board to prioritize the Stride Bus Rapid Transit.

Partnership with King County Metro at South Renton Transit Center (SRTC):

- Sound Transit and King County Metro have signed a *Term Sheet for South Renton Transit Center*. The Term Sheet is meant to memorialize Sound Transit and Metro's continued collaboration on the funding of the South Renton Transit Center.



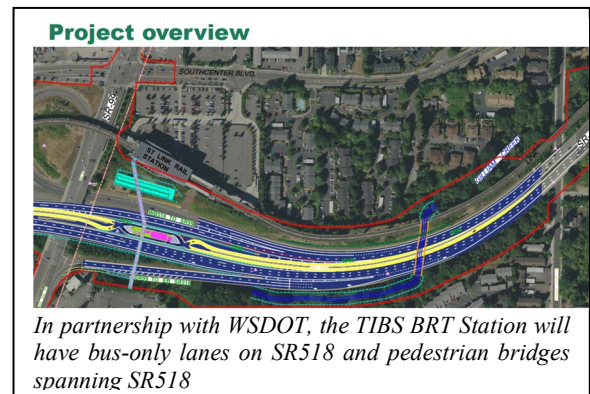
- Partnership with Sterling Realty (SRO) at Tukwila International Blvd Station: Sound Transit and Sterling Realty Organization have signed a *Term Sheet for Tukwila International Blvd I-405 BRT*. Throughout the project development process, Sound Transit has been in regular communication with Sterling Realty Organization and the cities of Tukwila and SeaTac regarding the parties' collective desire to extend the southernmost portion of the pedestrian bridge (the "Southern Leg") of the Base Pedestrian Bridge further south and land near the south side of the eastbound on-ramp to SR 518, providing more accessibility to the 25-acre property owned by SRO (the "Enhanced Pedestrian Bridge"). Following future redevelopment of the SRO property, the Enhanced Pedestrian Bridge will increase ridership for Sound Transit and connect neighborhoods south and east of SRO's property to BRT and light rail. SRO will fund the additional cost of an Enhanced Pedestrian Bridge extension further south than what Sound Transit would otherwise be constructing.



Partnership with WSDOT throughout the Stride BRT program.

- Sound Transit and WSDOT are working together to deliver Stride BRT. Sound Transit is generally responsible for the BRT stations, transit center, park and ride improvements, vehicles and operation of the service, while WSDOT is designing and constructing the managed/HOV/Express Toll lanes, interchange improvements and direct access improvements the buses will use. This coordinated strategy allows the Project to start construction and open some elements earlier – improving efficiencies for both Sound Transit and WSDOT.
- Sound Transit, WSDOT, FTA and FHWA have a coordinated strategy to implement Stride BRT, a key part of the I-405 Master Plan. Sound Transit and WSDOT have a long history of working together. The cooperation and coordination between WSDOT and Sound Transit leverages public resources and shortens construction durations. Sound Transit, in partnership with WSDOT, has completed over \$1 Billion of transit, HOV/roadway improvements. For example, the Stride S1 project includes \$118,400,000 for the [I-405/NE 44th Street Inline BRT Station and Direct Access Ramps](#) improvement in Renton, which will improve transit speed and reliability in the long term. Construction started in 2020 and is scheduled to be complete in 2024.
- WSDOT's I-405 Corridor Program (including the Stride program) was listed as a [Case Study in FHWA's "Initiatives to Accelerate Project Delivery."](#)
- [Agreements between WSDOT and Sound Transit](#) have been executed for the project.

See additional partnerships in *Workforce Development and Economic Opportunity*.



Equitable Development.

Sound Transit is committed to delivering projects that support an equitable transportation system. The agency aims to engage underserved populations, including people of color, low-income individuals, and those with limited English proficiency, in the community engagement process for the project during the evaluation phase and detailed design work.

Sound Transit uses socio-economic equity criteria to rate its capital projects based on how it serves key populations within a one-mile radius of station areas. Key populations include: 1) Black and Indigenous populations; 2) non-Black, non-Indigenous populations of color; 3) LEP populations; 4) low-income populations; 5) very low-income seniors; 6) populations with disabilities.

Sound Transit offers engagement opportunities that are tailored to the unique needs of underrepresented communities. These opportunities include conducting interviews with social service providers to better understand the populations in the project area, providing translators at public meetings and community gatherings upon request, translating key materials into languages spoken along the project corridor, and holding smaller meetings focused on individual communities. The agency also meets communities where they gather, such as community centers and people's homes.

Sound Transit's strategic priorities are built upon a commitment to equity, environmental stewardship, partnerships, and the communities we serve. Sound Transit has an [Equity & Inclusion Policy](#) and is implementing an [Equitable Engagement Tool & Racial Equity Tool](#) and [Equitable TOD](#) Program. In 2017, Sound Transit established the Office of EEO, Equity and Inclusion to oversee its EEO program, advance equity initiatives across the agency and create a culture of inclusion. In 2020, the agency's Title VI and DBE/Small Business programs joined the office to create the [Office of Civil Rights, Equity & Inclusion](#). The Office of Civil Rights, Equity & Inclusion publishes an [Annual Report](#) which highlights progress toward advancing civil rights, equity and inclusion for our employees, passengers and the community, as well as a look ahead to the next year. Key priorities for the Office include leading Sound Transit's anti-racist strategy focused on economic development opportunities, career development, community partnerships and accountability.

Sound Transit's [Equity and Inclusion Policy](#) describes Sound Transit's commitment to equity and inclusion. Sound Transit committed to integrating equity and inclusion into all of its policies, programs, operations and practices and applying a racial equity lens to decision-making. When expanding the transit system, Sound Transit takes into account the issue of equity and ensures equal access to the transit system by carefully planning the use of capital funds. In 2020, Sound Transit reaffirmed its commitment to becoming an antiracist organization. To uphold its equity commitment, Sound Transit uses two equity tools in its approach.

- The *Racial Equity Tool (RET)* is designed to integrate an explicit consideration of racial equity in decision-making related to projects, policies, programs and practices. The tool provides a framework and set of guiding questions that proactively analyzes the legacy of institutional and structural racism and its impact on communities of color. Through the use of the RET Sound Transit will be better able to develop strategies and actions that reduce and eliminate racial inequities.
- The *Equitable Engagement Tool (EET)* is designed to integrate an explicit consideration of equity and inclusion into Sound Transit's community outreach and engagement efforts. The tool provides a framework and set of guiding questions that will help practitioners identify the appropriate level of outreach or engagement and develop equitable engagement strategies with a focus on building relationships with communities that have been institutionally or historically underserved. The EET builds upon previously established public participation best practices and is formalized in our Title VI program.

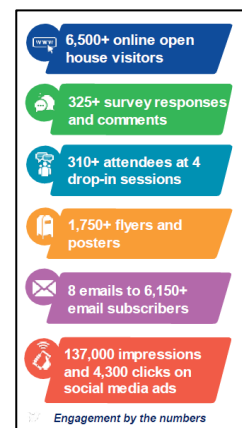


Members of the public viewing 60% design plans

For outreach, Sound Transit provides translation services in communities where over 5% of residents report speaking a language other than English (Within a 1.5-mile radius of TIBS and SRTC BRT stations, 5-10% of the population speaks Spanish and 5-10% of the population speak African languages.)

To gather ideas and feedback about various Stride BRT project refinement options, Sound Transit provides engagement opportunities that are designed to meet the unique needs of traditionally underrepresented communities. Since 2019, outreach included: project information sent to 1.1 million residents; postcards distributed to 125,000 individual family homes, apartments and businesses along the project corridor; 11 community briefings and one public event.

Over 2,000 people participated in briefings and online open house, and Sound Transit received nearly 300 comments from online open house visitors. Outreach included: Updates for the I-405 Elected Leadership Group; sent information to thousands of residents regarding South Renton Transit Center; briefed 7 Community Based Organizations along the corridor about BRT; briefed 2 Neighborhood Associations along the corridor about BRT; briefed I-405 Interagency Group members regarding BRT along the I-405 corridor.



Earlier this year, Sound Transit hosted an online open house from Feb. 22 to April 28, 2023, to share 60% design program updates and gather community input. Sound Transit also held in-person drop-in sessions to complement the online open house. Sound Transit received more than 320 survey responses during the online open house and at the in-person drop-in sessions, including two responses in Spanish and one in Simplified Chinese. Sound Transit takes public feedback into consideration when working with jurisdictional partners. Public input is incorporated into project design based on feasibility, budget, development plans, and jurisdictional requirements.

Sound Transit continues ongoing outreach to historically underrepresented populations to equitably engage current and future transit riders. Based on the demographic analysis conducted

during the earlier rounds of outreach that identified targeted populations within the Stride program area, we used the following strategies to engage these populations:

- Provided translated versions of the online open house in Spanish, Vietnamese, Simplified Chinese, and Traditional Chinese, as well as offering other languages via the embedded Google Translate tool.
- Publicized the online open house with translated ads in language-specific publications.
- Provided screen-reader compatible versions of online information.

As the Stride program moves from design to construction, Sound Transit will continue to work with community organizations, jurisdictions and social service providers to identify additional ways to reach historically underrepresented populations. (See [Stride Spring Engagement Summary, May 2023](#)).

Stride service will be fast, reliable, safe, and *affordable*. According to the Puget Sound Regional Council, almost half of the population in the region is eligible for reduced transit fares due to low income, senior/disabled status, or youth. To help make transit affordable for everyone, Sound Transit provides:

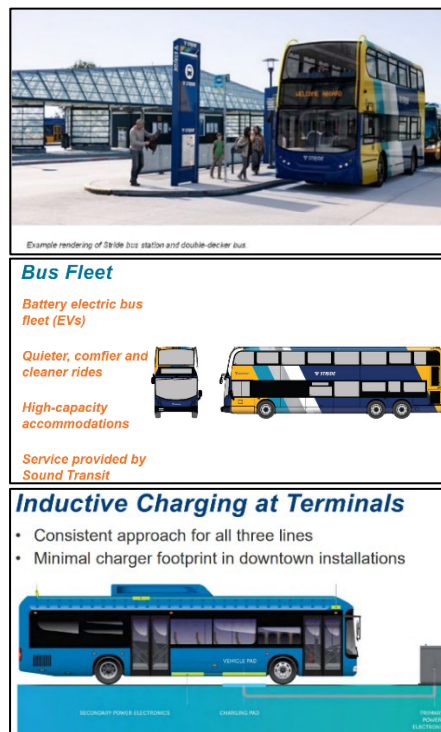
- [Free Annual Passes for people with very low income](#) (80% or less federal poverty level).
- [Lower ORCA LIFT fares](#) (\$1.00) for people with incomes of 200% or less FPL.
- ORCA LIFT cards are pre-loaded with \$20 of free rides when registering for ORCA LIFT.
- Free Youth Fares for Youth (age 18 and under)
- Before opening the Project, a [service and fare equity analysis will be completed, which](#) provides an assessment of potential impacts to minority and low-income communities and includes a robust public engagement process used to help inform/identify any equity issues.

Climate and Environment.

Based on the EJSCREEN Report by the EPA, both TIBS and SRTC are in, or next to, areas that fall within the 90th-100th percentile for Diesel Particulate Matter, Air Toxics Cancer Risk, and Air Toxics Respiratory factors. The project takes into account the impacts of climate change and environmental justice during planning and execution. It aims to enhance air and water quality, reduce travel demand, and increase resiliency in communities that are disproportionately affected.

The project is expected to bring about significant improvements in air quality, greenhouse gas emissions, and overall sustainability. The S1 Stride BRT fleet will consist of double-decker, battery-electric buses. (Double-decker buses provide about 40 more seats with same bus footprint.) Stride double-decker coaches from Alexander Denis, Inc., with US production, have been ordered.

Climate change and resiliency have been incorporated into project planning and project development. Sound Transit and our partners have explicitly considered climate change and racial equity in the planning of



Stride. The voter-approved ST3 Plan and Sound Transit Realignment process (2020-21)² rated all major projects, including the Stride S1 line, on the core principle of “socio-economic equity,” and how well the project expands mobility for transit dependent, low-income, and/or diverse populations. The Stride S1 project rated among the highest for those ST3 projects scheduled to be complete in the next several years.

The [Sound Transit Long-Range Plan and Final EIS](#), [ST3 Plan](#), The [I-405 Master Plan](#) and individual environmental reviews of the improvements in the corridor all completed environmental reviews. These plans support PSRC’s [VISION 2050](#) directive to preserve high value habitat, wetlands and air and water quality.

- Stride provides high-capacity transit connecting four designated Regional Growth Centers, supporting goals identified in [VISION 2050](#) and the [Regional Transportation Plan](#).
- The project has been developed with the goal of [ENVISION](#) certification, including a social impact analyses and climate change vulnerability assessment. Stride BRT will store and maintain BRT buses at what will be the LEED-BD&C Silver certified Bus Base.

The Project Reduces Air Pollution and Greenhouse Gas Emissions by:

- Providing over 5,500 daily boardings at the two stations (10,000 daily boardings on Stride S1)
- Up to 40% of the new riders will likely be solo drivers switching to transit.
- Reducing over 16.8 million vehicle miles traveled (VMT) annually from the two stations alone (21.3 million VMT reduced by Stride S1 service).
- Reducing thousands of tons of greenhouse gases annually.
- Supports electrification/zero emission vehicle infrastructure. WSDOT is the first state agency in Washington to purchase a plug-in hybrid work truck, a major step in continuing efforts to reduce the agency’s carbon footprint.

Stride BRT supports the [Puget Sound Clean Air Agency’s strategy](#) that prioritizes addressing air pollution and exposure reductions for communities that historically experience challenges to economic opportunity and decision making access in order to champion clean and healthy air for all. The Puget Sound Clean Air Agency estimated that Stride S1 BRT will reduce tons of carbon monoxide, oxides of nitrogen and particulate matter.

Table 1. Estimated annual emission reductions per Puget Sound Clean Air Agency Analysis

Project	VMT reduced	PM _{2.5} tons	PM ₁₀ tons	NO _x tons	SO _x tons	CO tons	CO ₂ tons	NH ₃ tons
Stride S1 Line	21.3M	0.024 (0.021-0.027)	0.026 (0.023-0.029)	0.75 (0.65-0.85)	0.055 (0.053-0.057)	16.1 (14.8-17.4)	5,562 (5,356-5,768)	0.88 (0.84-0.91)

Health Benefits from Improved Air Quality: The Puget Sound Clean Air Agency quantified the annual health benefits (e.g., reduced mortality, asthma, bronchitis and “work loss days”) due to improved air quality associated with the Stride BRT S1 line. The estimated annual health benefit from the reductions (from COBRA model) range from \$10,924 to \$24,617.

The Project address the disproportionate negative environmental impacts of transportation on disadvantaged communities. Census tracts surrounding the two stations are in the top 10% of

² An agency-wide re-evaluation and prioritization of system expansion projects, undertaken due to funding shortfalls and ridership pattern changes do to the COVID-19 pandemic. More information available here: <https://www.soundtransit.org/system-expansion/realignment>

“Air Quality Focus Communities³” in the region, characterized by degraded air quality, and are well above the national average⁴. The two new BRT stations, with over 5,000 daily boardings, are estimated to improve air quality by providing fast, frequent and reliable transit service. Stride service will use are emissions-free battery-electric buses, which provide a lower carbon footprint and zero diesel particulates and emissions.

This project will also incorporate lower-carbon pavement and construction materials.

- Sound Transit requires that contractors reduce construction emissions by requiring 75% of contractors' equipment to meet EPA's highest two tiers for emissions reduction (with waivers for SBE/DBE businesses).
- The Statewide LED Roadway Lighting Conversion and Removal Project installs new, energy-efficient light-emitting-diode (LED) luminaires on state highways. This sustainable action reduces energy consumption.

This project reduces transportation-related pollution/greenhouse gases by improving land use.

- The City of Tukwila's Comprehensive Plan includes policies with the vision of transitioning the auto-oriented area into an "urban village."
- The City of Renton's award-winning Rainier/Grady Junction TOD Subarea Plan encourages compact, pedestrian-friendly development around the station, reducing the need for travel by car.
- The City of SeaTac has an adopted station-area plan that supports TOD. This is an overlay district that supports a transition of the area into TOD supportive environment.
- Tukwila and SeaTac have policies and incentives that support affordable housing near TIB Station, reducing the need for long commutes by car, which create pollution and place an additional financial burden on low-income households.

This Project includes environmental enhancements for stormwater treatment:

- Enhanced storm water treatment for all new pollutant-generating impervious surfaces, with a goal of minimizing pollutant concentrations discharged to receiving waterbodies.
- A storm water pollution-prevention plan will prevent the release of contamination and hazardous substances to the environment.
- During construction, wetland buffer and temporary construction effects are mitigated.
- Construction consistent with the Federal Flood Risk Management Standard.

Resiliency

- Sound Transit maintains an [internationally certified \(ISO 14001\) Environmental and Sustainability Management System \(ESMS\)](#) for controlling environmental impacts, maintaining environmental compliance and demonstrating performance improvement.
- [Sustainability Targets](#), [Sustainability Progress Report](#) and [Sustainability Progress Report Appendices](#) provide status of the agency's progress in making transit sustainable.
- Sound Transit and the [University of Washington](#) completed an [FTA-funded Sound Transit Climate Risk Reduction Project](#) to assess how climate change may affect Sound Transit commuter rail, light rail and express bus services.

³ See Puget Sound Regional Council's project selection resource mapping tool, found here: <https://experience.arcgis.com/experience/49821800b2b1460dbc49afb6fe9f021c>

⁴ According to the Climate & Economic Justice Screening Tool: The tracts where SRTC and TIBS are located rank in the 63rd and 85th percentile for asthma. They also are in the 97th and 86th percentile for proximity to superfund sites and both rank in the 99th percentile for expected population loss due to climate change.

- One of the goals of the agency's [Sustainability Plan](#) is to build resilience to climate change and natural or manmade disasters. To meet that goal, each major system capital expansion project (including the Stride BRT), will have Climate Change Vulnerability Assessment.
- Sound Transit assessed the vulnerability of the Stride S1 Line to climate change impacts, including increased extreme storm events, changes in temperature, changes in precipitation and sea level rise. In August 2021, a technical memorandum documented the potential climate change impacts to the project and identified project infrastructure that may be vulnerable to climate change impact, listing possible mitigation to address these impacts.
- Sound Transit has received [APTA's "Platinum"](#) status for commitments to sustainability.
- Sound Transit is the first light rail system to achieve carbon-free operations (100% fueled by hydroelectricity and wind).

The project also includes features aimed at improving the region's aquatic environment, with several water treatment systems approved by the State Department of Ecology at SRTC, including:

- A Modular Wetlands Linear biofiltration system approved by the State, with a General Use Level Designation (GULD) for Basic, Phosphorus, and Enhanced treatment.
- A Filterra system for Basic, Enhanced, Phosphorus, and Oil treatment.
- Compost-Amended Biofiltration Swale (CABS) for Basic Total Suspended Solids, Enhanced (Dissolved Metals) treatment and (Conditional Use Level Designation) CULD for Oil treatment.

Workforce Development and Economic Opportunity.

WSDOT and Sound Transit have partnered to incorporate workforce development programs and Disadvantaged Business Enterprises (DBEs) into all phases of the project, and the Stride S1 line, including planning, design, and construction.

The [Capacity Building Mentorship Program \(CBMP\)](#) by WSDOT aims to expand the pool of certified Minority, Small, Veteran, and Women Business Enterprises (MSVWBE) and disadvantaged businesses that can perform work on transportation-related projects. The program pairs such businesses with experienced prime contractors and consultants to develop their skills and participation in the industry. The goal is to empower underserved businesses and increase their ability to take on transportation-related projects.

Sound Transit utilizes apprenticeships for 20% of the total construction hours worked. This goal sets a high standard for improving the region's construction industry by providing opportunities for trained candidates to enter the trades. Over 5,000 apprentices have worked on Sound Transit projects.



The [Preferred Entry](#) program has been successful in providing apprenticeship opportunities to underserved and disadvantaged populations in the construction industry. Sound Transit collaborates with organizations like Seattle Vocational Institute, Apprenticeship & Nontraditional Employment for Women (ANEW), and Helmets to Hardhats to place veterans, women, and individuals from disadvantaged backgrounds into fulfilling careers that pay a family wage.

Partnerships to support Affordable Housing. As of 2Q 2023, Sound Transit's TOD program has built, is constructing, or is designing over [3,125 housing units and 2,325 affordable housing units on ST surplus property](#) around station areas. Rising housing costs in the Puget Sound region

have made TOD/affordable housing around transit stations an impactful solution for reconnecting communities. Transit-oriented affordable housing development also helps promote local community and economic development, environmental sustainability, and reduces commute times, expenses, and environmental impacts related to auto ownership. Sound Transit TOD policy includes a priority to offer 80% of its surplus property that is suitable for housing to qualified entities to develop affordable to families at 80% of area median income or less.

As mentioned earlier, [Sound Transit and Amazon have a partnership to increase affordable housing on ST property](#). Amazon and Sound Transit have a partnership to speed up development of as many as 1,200 affordable homes, using vacant lots left over after construction. Amazon is committing \$100 million in below-market funding to developers to help create and expedite the development of Sound Transit property offered for affordable housing. The partnership will help ensure that moderate- to low-income families can afford to live in great neighborhoods with easy access to employment, schools, health care, education, and other amenities. Amazon's investment will expedite pre-development efforts by providing early-stage funding, as well as permanent financing for new affordable housing units developed on Sound Transit property.

Earlier this year, Sound Transit and Amazon kicked off development of the first two projects, one of which is new apartments at the Link light rail Angle Lake Station. The units are targeting residents who earn 30-80% area median income. In the Seattle area, that ranges from \$24,300 to \$63,300 for a single-earner household, according to the Seattle Housing Authority. Stride S1 line riders will be able to access this housing from TIB Station, only two light rail stops away.

Equitable Development and Shared Prosperity. This project supports Equitable Development and Shared Prosperity. Sound Transit has taken an active role in working with partners to improve access to affordable housing and TOD. Both BRT Station areas are zoned for high density housing and commercial uses.

In Renton: Sound Transit, with the City of Renton, King County Metro and WSDOT have established a preferred concept for the South Renton Transit Center that integrates the future transit facility and a TOD parcel of approximately 2 acres. A TOD feasibility analysis was completed that included affordable housing, market-rate apartments and hotel.

In Tukwila: The area surrounding the TIBS station area is split between the cities of SeaTac and Tukwila by International Boulevard (SR99). Both cities' comprehensive plans support TOD near the station. There are more than 4,155 residents in 2,332 housing units within a half-mile radius of the TIB station, of which 95% are considered affordable. The King County Housing Authority purchased 286 apartments in a building near TIB light rail station to preserve their affordable rates for low-income households. The City of Tukwila adopted a Comprehensive Plan to develop the Tukwila International Blvd Neighborhood Planning area. In 2017, the [Congress for New Urbanism](#) partnered with the city to reimagine this vibrant neighborhood. As part of the [TUKWILA INTERNATIONAL BOULEVARD final report](#), a retail market analysis and a residential market analysis was completed. The Gibbs Planning Group retail market analysis finds the TIB neighborhood has a market demand for up to 47,700 square feet (sf) of new retail development producing up to \$13 million in sales (pages 48-49). Source: "[Community workshops to help shape future of Tukwila International Boulevard](#)." Tukwila Reporter). The City of SeaTac has implemented a station area plan called the *South 154th St. Station Area Action Plan*, which promotes TOD in the west of the TIBS station. This plan is an overlay district that facilitates and supports TOD in a more densely populated urban environment.

In Tukwila, [Sterling Reality Organization \(SRO\)](#) owns approx 25 acres at the intersection of SR 518 and SR 99 in Tukwila. Although there are mostly auto-related tenants in occupancy now (parking for SeaTac Airport), because of the adjacent light rail station and forthcoming BRT Station, the site will transition to an “Urban Village.” The pedestrian bridges across SR518 will link the redevelopment of the SRO property to the new Stride BRT station and the existing light rail station. SRO will fund the additional cost of the enhanced pedestrian bridge extension further south than what Sound Transit would otherwise be constructing. SRO is working with the community and City of Tukwila on a development agreement and Comprehensive Plan amendment to accommodate their vision. The enhanced pedestrian bridge will increase ridership for Sound Transit and connect neighborhoods south and east of SRO’s property.



In Tukwila, pedestrian bridges over SR518 will link BRT, light rail and new TOD community being developed by SRO.

Additional Support for Affordable Housing:

To incentivize affordable housing, the City of Tukwila offers permit fee reductions as established in their municipal code. Tukwila has also been recently involved in a *Sub-Regional Housing Action Framework* that evaluated existing incentives and potential strategies for affordable housing, followed by the *September 2021 TOD Housing Strategies Plan* specific to the TIBS area. These will help inform the upcoming 2024 Comprehensive Plan update which could result in additional incentives for TOD/affordable housing.

A new affordable housing development, [Polaris at SeaTac](#), is part of a 585 unit mixed-use residential project that includes three residential towers, 27,000 square feet of new commercial space, underground parking, and convenient access to the Tukwila light rail station and future TIBS BRT Station. This affordable housing project is on at 4.5-acre site which previously contained a vacant 65,000 square foot commercial building and a parking garage. Polaris consists of workforce housing which is affordable for individuals and families earning less than 60% of area median income. The project was funded with Opportunity Zone financing. The City of SeaTac has incentives for affordable housing projects, including Incentive zoning (i.e. density bonuses), a Multi-Family Tax Exemption (MFTE) program for affordable housing, Sales and use tax for affordable housing, and their Comp Plan includes incentive zoning for supporting affordable housing. The City of SeaTac also adopted a *Housing Action Plan* which will inform the upcoming 2024 Comp Plan updates which could result in additional incentives for TOD/affordable housing.

The TIB Station is located in a designated [Opportunity Zone](#), a program 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% and median family income up to 80% of the area median. Sound Transit TOD work and Opportunity Zone tax incentives can increase equitable development around TIBS station. In the

Puget Sound region, there have been several examples of using Opportunity Zones to support affordable housing and business start-ups for low-income residents, including immigrants and refugees. Examples of projects near the TIBS using Opportunity Zone financing include:

- Previously mentioned, [Polaris at SeaTac](#) is a 585-unit TOD that provides workforce housing, affordable for individuals and families earning less than 60% of area median income.
- The City of Tukwila used Opportunity Zone funding for the [Tukwila Village Phase II](#), a mixed-income senior living development in Tukwila. The full project will offer 403 apartment units exclusively for seniors, approx 32,000 square feet of commercial/retail space, a community center, a central outdoor plaza and a new King County public library. One fifth of the units at Tukwila Village will be set aside for seniors making up to 50% of the area median income. The project will use both Low-Income Housing Tax Credits and tax-exempt bond financing from the Washington State Housing Financing Commission. Development costs were estimated at \$59.8 million.
- The [Spice Bridge at Tukwila Village](#) (~5 blocks from TIBS) is the [Food Innovation Network](#)'s new commercial kitchen/community hub. FIN helps women of color, immigrant, and refugee chefs access the resources they need to build thriving businesses. [Spice Bridge Food Hall](#) is a non-profit incubator which has already helped launch 12 businesses headed by low-income S King County residents, primarily immigrants and refugees.

There are several other efforts to build TOD and more affordable housing near transit:

- Angle Lake Station (North and South) will have at least 315 affordable housing units in total. Amazon's Housing Equity Fund will offer a \$16.7 million low-rate loan commitment and predevelopment grant funding to the [Angle Lake North](#) project. Amazon said Mercy Housing Northwest will partner with nonprofit The Arc of King County to provide onsite resident services at the new units near the Angle Lake Station. The affordable housing units will be for families earning between 30-80% of the area median income. (["Amazon invests \\$42.5 million to build 318 affordable housing units in Bellevue, SeaTac"](#) KING 5 News, 3/15/22)
- At the South Renton Transit Center, Sound Transit, the City of Renton, King County Metro and WSDOT have established a preferred concept that integrates the transit facility and a TOD parcel of approximately 2 acres.



Stride is strongly supportive of the PSRC's [Regional Economic Strategy](#). The regional economic strategy includes efforts to "improve the links between housing and employment centers by delivering reliable transit connections that cut current commute times." Improving the reach and reliability of regional transit directly supports the region and state's economy. Riders using the Stride service from either TIBS or SRTC significantly improve their travel times and reduces delay on SR 518 and I-405, improving job access and economic competitiveness.

Sample Trip	Travel Time Reduced	Number of Jobs Accessed	Major Employers Access by Stride S1
Approx. 14 miles, between TIBS and SRTC to Bellevue	Saves 14 minutes per trip (31% better)	~435,599 jobs	Boeing, LeoStella satellites, Amazon, PACCAR; Microsoft; Eddie Bauer; Symetra; Puget Sound Energy; Nordstrom; Alaska Airlines, SeaTac Airport

This construction project supports the Creation of jobs:

- According to a model developed by the Washington state Office of Financial Management, construction of the Stride S1 Line project supports 4,191 jobs (1,671 direct jobs and 2,520 indirect jobs).
- Design and construction of these two stations (TIBS and SRTC) supports a total of 1,654 jobs (674 direct and 981 indirect).
- Sound Transit's Project Labor Agreement promotes commitment to labor stability and a local workforce; apprenticeship and employment goals for people of color and women; and non-discrimination and fairness in employment.

Stride BRT service supports Access to Jobs. The S1 line serves major job centers:

- Downtown Bellevue (over 150,000 jobs). Amazon has plans to bring 25,000 new jobs to downtown Bellevue. Two new towers, directly adjacent to the Stride BRT and Link light rail station, are under construction and will accommodate more than 7,000 employees.
- The Renton Boeing Facility (~12,000 jobs) is near the Stride S1 line, in the City of Renton.
- LeoStella satellite manufacturing factory in Tukwila is approx. 2 miles from the TIBS Station. This facility is designed to scale up to produce up to 30 small satellites per year at full buildout. (PSRC, [The Washington State Space Economy: 2022 Update](#), pgs 7 and 11)

Stride S1 riders can directly connect to Link light rail, where riders can access: SeaTac Airport (23,000 jobs); Downtown Seattle (348,000 jobs); Highline College (1,100 jobs and 13,460 students); and Univ. of Washington-Seattle (34,668 jobs and 46,667 students); Federal Way (30,000 jobs) and Redmond (100,000 jobs – with 50,000 on the Microsoft campus).

Employers Help Fund Transit Service: The Puget Sound region has one of the highest levels of business investment in transit service in the country. The region has over 2,000 “ORCA Business Accounts,” which are contracts with employers that provide free or reduce cost transit passes (ORCA cards) for their employees. Business Accounts with employers provided ~50% of Sound Transit's fare revenue. The largest employers in the state of Washington have Business Accounts providing ORCA cards for their employees.

Benefits to Freight and Goods Movement: In addition to being designated part of the National Highway Freight Network, I-405 and SR 518 are identified as a Truck Freight Economic Corridors. Stride BRT service will reduce trips and VMT,

improving the efficiency of the I-405 and SR 518 corridors, which improves conditions for freight and goods movement.



- WSDOT's I-405 Master Plan noted that freight delivery travel times will improve by 2-6 minutes per trip, increasing efficiency and offering a more reliable trip.
- The Project includes over a mile of new Bus-Only lanes which can help lower congestion-related auto crashes and improve freight and goods movement. The SR 518 corridor has had a high proportion of rear-end collisions related to the congested freeway. There were a total of [133 crashes on SR 518 within a half mile](#) of the proposed TIB BRT Station (2014-2018). New bus-only lanes will improve speed and reliability for Stride BRT users, but also improve congestion for freight and goods and other roadway users.
- SOV drivers who use the I-405 Express Toll Lanes pay an average toll rate of \$4.79 for peak period, peak direction trips. All toll revenue and interest earnings in the I-405 account go toward paying ongoing operating and maintenance costs. Transit is exempt from tolls.

d) Project Readiness: Environmental Risk

This project can be obligated shortly after award and construction begins in 2024.

- The Sound Transit Board selected the project to be built for the entire Stride BRT system. The Stride program has a Board-approved baseline budget.
- Local matching funds are immediately available. Reconnecting Communities grant funds can be obligated promptly – before grant obligation deadline of September 2025.
- Interagency agreements have been executed between Sound Transit and WSDOT, as well as with the Cities of Renton and Tukwila.
- TIBS is at 30% design and SRTC is in Final Design.
- NEPA: The South Renton Transit Center Documented CE is complete. The NEPA Documented CE for TIBS is scheduled to be complete by Q4 2023.
- TIBS will be completed using Design-Build and delivered in partnership with WSDOT. The D-B contract will be executed in Q1 2024 with construction to begin by end of 2024.
- SRTC will be completed Design-Bid-Build. The construction contract is scheduled to be executed in early 2025, with construction starting by the end of 2025, and completing in early 2027. There is potential to open SRTC before Stride BRT service begins, allowing King County Metro service to use the new facility.
- Stride BRT S1 service is scheduled to begin in Q3 2028 (with 80%+ probability).

Summary Schedule	Start	Finish
Preliminary Engineering for both stations – Complete	Q1 2018	Q2 2022
NEPA DCE South Renton Transit Center - Complete	Q2 2020	Q2 2023
NEPA DCE Tukwila International Blvd Station	Q3 2022	Q4 2023
Tukwila International Blvd Station (Design-Build)	Q1 2024	Q3 2027
South Renton Transit Center -Construction	Q2 2025	Q1 2027
South Renton Transit Center Open - serving King County Metro		2027
Tukwila International Blvd Station - potential early opening		Q4 2027
Begin Stride S1 BRT Service – 18 miles (80%+ Probability)		Q3 2028

e) Benefit-Cost Analysis

As quantified in the attached Benefit/Cost Analysis, this project's benefits yield a net present value of **\$103,603,108** when compared with total costs over a 20-year analysis period at a 7.0% discount rate. The project's Benefit/Cost ratio is **1.46**, and its Internal Rate of Return is **5.0%**. Please see the full Benefit Cost Analysis (BCA) and BCA Narrative, attached, for more detail.

Project Location File

See attached file: **“reconnect_stations.kmz”**