



More Transit Together

Final Report

September 2023 • Prepared for Everett Transit and Community Transit

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1 INTRODUCTION

This Report details the background, evaluation process, and initial results of the More Transit Together Consolidation Study effort for Everett Transit and Community Transit.

The purpose of this report is to summarize the existing planning context surrounding transit service in Snohomish County and the City of Everett, evaluate a financial capacity scenario for transit service funding if a potential consolidation were to occur, summarize engagement efforts completed through this study, describe two future year consolidated transit network alternatives, and discuss next steps for additional public engagement and network refinement.

BACKGROUND

Everett Transit and Community Transit are the two primary public transportation providers operating within Snohomish County, WA. Sound Transit is another regional transit provider currently operating commuter bus, commuter rail, and planned light rail service within Snohomish County but does not provide local bus service and has less direct overlap between Community Transit and Everett Transit.

Everett Transit is organized as a department within the City of Everett and, as such, primarily provides local service within city limits. Everett Transit currently operates 10 fixed-routes and maintains a fleet of 28 paratransit vehicles and 41 fixed-route vehicles. Community Transit operates within a larger Public Transportation Benefit Area (PTBA) and more broadly serves other municipalities and unincorporated areas of Snohomish County. Community Transit currently operates 51 fixed-routes and maintains a fleet of 52 paratransit vehicles and 293

fixed-route vehicles, including local, commuter, and Swift rapid bus. While Community Transit primarily operates in other areas of Snohomish County outside of Everett, several routes, most notably the Swift Blue Line, operates within the city limits as a partnership between the two agencies with shared operational and financial responsibilities.

Due to the close proximity of service areas, similar regional travel needs, and localized financial considerations, there has been interest between both agencies in exploring the potential for consolidating the two systems. This consolidation study was initiated by the Everett City Council based on concerns regarding the ability to financially sustain transit service in the long-term and the need to consider expanded service opportunities as Link light rail expands into Snohomish County.

Building upon work completed in 2021 for the ReThink Everett Transit Study, the More Transit Together consolidation study takes the next step in evaluating the potential opportunities for transit network consolidation between Community Transit and Everett Transit. This study includes an updated financial analysis to more accurately reflect shifting economic conditions within the region and forecast the potential available funding under a consolidation scenario. Using this updated financial analysis, two future consolidated transit networks were developed to reflect the shared priorities of both transit providers. These networks were developed to complement the planned Sound Transit light rail investments within Snohomish County, including the Lynnwood Link extension (2024) and the Everett Link extension (2041). Any potential consolidation would require an Everett City Council decision to advance a ballot measure within the city of Everett for annexation into Community Transit's service area, increasing the dedicated transit sales tax rate in Everett from the existing 0.6% to 1.2% of taxable sales, consistent with the current Community Transit sales tax levy.

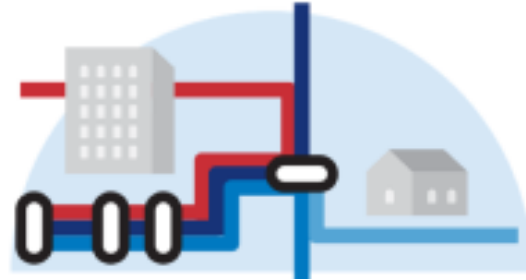
The two networks identified in this report, the Near Term Network and the Long Term Network, represent potential service options within the projected financial capacity of a consolidated transit system. However, additional public and community engagement will still be necessary to confirm that these networks align with community needs and priorities.

PROJECT GOALS

The More Transit Together study took place over a one-year period from October 2022 to October 2023. Several project goals were identified during the project initiation, including:



Maintain a close partnership between Community Transit and Everett Transit



Clearly define potential future services for the public and elected officials



Specifically demonstrate benefits for individual residents and employers



Actively involve labor groups from both organizations in the process

These goals were used throughout the study to guide the teams' approach and ensure alignment between both agencies, the public, and other stakeholder groups.



REPORT ORGANIZATION

This report consists of six chapters in addition to this introduction:

- **Chapter 2 Document Review** includes a detailed review of existing planning documents between Community Transit and Everett Transit. This chapter identifies key planning priorities to be explored through potential consolidation and details a peer review of previous successful ballot approved transit funding measures.
- **Chapter 3 Financial Analysis** expands upon the financial analysis completed in 2020 for the ReThink Everett Transit Study and details the potential financial resources available to provide consolidated transit service from 2024 through 2041.
- **Chapter 4 Engagement** describes the engagement efforts completed and prepared throughout this study, including with labor representatives, elected officials, and laying the groundwork for future public and community involvement.
- **Chapter 5 Near Term Transit Network** details the specific service changes at a systemwide and route level included in the Near Term Transit Network as well as the overall benefits to existing transit riders and the broader Everett and Snohomish County communities
- **Chapter 6 Long Term Transit Network** takes a similar approach as Chapter 5 but with a focus on the Long Term Transit Network, including the specific service changes and benefits associated with them, as well as the opening of the Everett Link light rail extension in 2041.
- **Chapter 7 Next Steps** details the next steps necessary before implementing the consolidated transit networks included in this plan. Further engaging in community outreach, refining network concepts based on public feedback, and preparing for a ballot measure are all required next steps before reaching implementation.

2 DOCUMENT REVIEW

Current transit planning efforts in Everett and Snohomish County exist within a broader planning context that has evolved over time. Fully understanding this context is crucial for guiding the development of future service planning efforts to ensure alignment with the ongoing planning processes being conducted by both Community Transit and Everett Transit. As the two agencies continue to evaluate opportunities for a consolidated transit network, this memo provides a review of two key pieces of background research:

-  A review of local and regional planning documents including the most recent plans from Everett Transit, Community Transit, and Sound Transit to identify planned service improvements, public priorities, and community needs.
-  Identification of best practices in transit agency consolidation and transportation funding ballot measures from around the country including, but not limited to, Project Connect in Austin, TX, Measure M in Los Angeles, CA, and Link Transit Prop 1 in Chelan and Douglas Counties in central Washington. Included in these best practices are methods agencies have used to successfully pass measures and effectively communicate impacts to the community.

BACKGROUND DOCUMENT REVIEW

The local background document review ensures that the Transit Consolidation Study is in alignment with other planning efforts in the City of Everett, Snohomish County, and the Puget Sound region. This work identifies existing community priorities, proposed service concepts, community feedback, and planned investments, ensuring the overall study builds on work that has already been completed.

Key Findings

- The ReThink Everett Transit study suggested that residents in Everett showed mixed support for service consolidation with Community Transit.
- According to community outreach by Everett Transit, Everett residents prefer frequent transit service over increased transit coverage. Everett residents who were skeptical about consolidation with Community Transit preferred to maintain levels of service for both circulator routes and paratransit service. Supporters of consolidation identified improved regional connectivity and easier transfers between agencies as benefits.
- Consolidation with Community Transit will meet many of Everett Transit's priorities identified in the ReThink Everett Transit study, including expanding service and improving regional access. Both agencies share similar mission statements focused on providing access to marginalized groups, expanding regional connectivity, and implementing improved rider-facing technology. The priorities with the greatest public support included:
 - More people are within walking distance of transit service
 - Everett residents have access to more jobs
 - It is easier to use transit to travel between Everett and places outside of Everett
 - Fares are affordable
- Regional connectivity is a main priority for Puget Sound transit agencies, primarily due to the northbound Link light rail expansion set to reach Lynnwood (ST2) in 2024 and Everett (ST3) between 2036 and 2041. Community Transit will dedicate some of its service and set its priorities based on creating transit access to these stations.

Everett and Community Transit

The consolidation of Everett Transit and Community Transit has recently been explored in partnership with both agencies. Respective of potential consolidation, each agency has its own established plans that may be used to identify priority service improvements within the region. The following plans seek to define the potential future alternatives for transit service in Snohomish County.

Everett Transit Long Range Plan

The Everett Transit Long Range Plan, finalized in 2018, is designed to respond to the growing transportation demand in the City of Everett and create a plan to continue effective and efficient service for Everett residents. The document relied heavily on community input and visioning to guide Everett Transit in service planning priorities for the next 40 years.

COMMUNITY FEEDBACK

The Long-Range Plan's community engagement effort contained three phases of public outreach, each one building on input from the previous phase.



Phase 1: Vision & Priority for Everett Transit

The first phase of outreach focused on asking participants what they liked about Everett Transit, what could be improved, and their vision for the agency's future.

Respondents said frequent service is the most important element of Everett Transit as compared to coverage, low fares, span of service, or comfort and safety. Respondents also said they preferred the agency to focus on local service with frequent and local connections over regional and commuter service.

Phase 2: Network Concepts

Based on the input from Phase 1, Everett Transit put together two different future network options: one focused on coverage and the other on frequency. 23% of respondents were "very satisfied" with the frequency network option, while 21% were "very satisfied" with the coverage option. Those who preferred the frequency option noted the improvements would mean more flexibility in their travel schedules, better timed connections to regional transit, and accommodate the area's projected growth.

Phase 3: Draft Long-Range Plan

Building on the two previous phases of outreach, the agency drafted a Long-Range Plan for the public to provide feedback. Respondents asked for more service to places like Everett Community College and Everett Mall and schedule alignment with regional bus and ferry options as well as full weekend service for those who work weekends and do not own cars. Nearly three quarters of respondents (74%) supported raising fares from \$1 to \$2 to maintain current levels of service and especially paratransit service.

AGENCY PRIORITIES

Agency priorities, as depicted in the Growth Network Plan, were created as a locally focused restructured network that prioritizes transit service to areas that will see the greatest amount of growth, ensure the level of transit service along a corridor is supported by future household and job density, and restructures routes to integrate with regional transit investments.

To meet these goals and the needs stated by the community, Everett Transit plans to make changes to their fleet, frequency, service hours, and capacity before the 2040 horizon year.

These changes include:

25%

Growth in service hours

< 10m

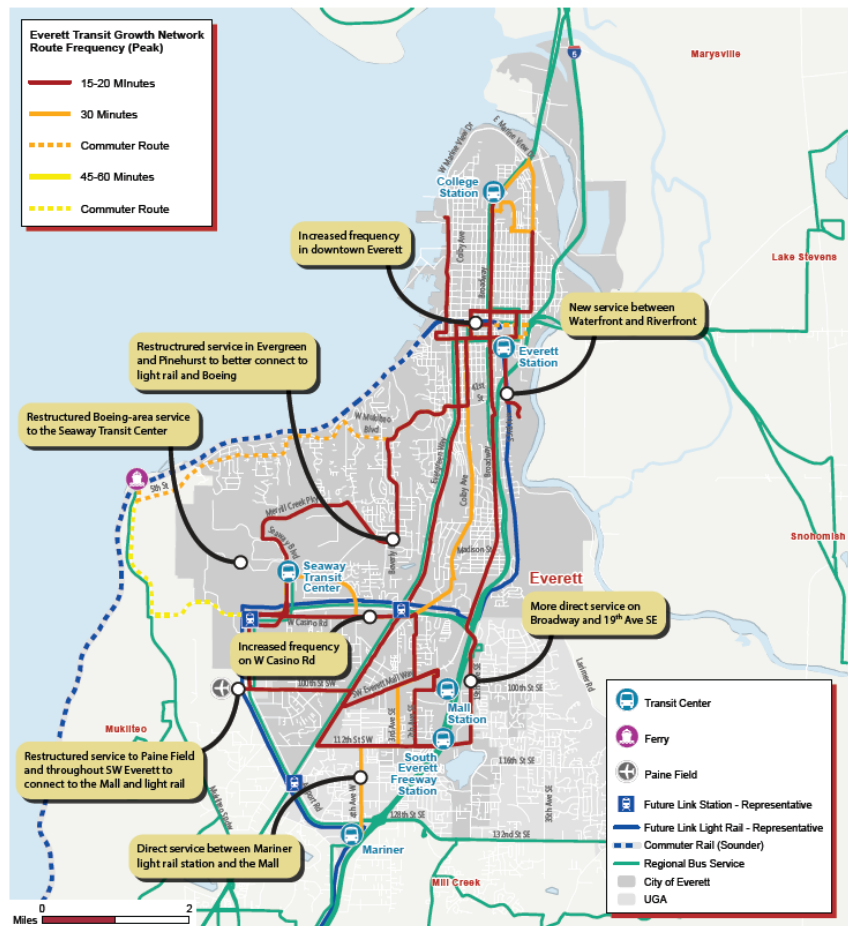
Wait times due to increased bus frequency

6-8

Added buses for a total fleet size of 48-50

20%

Increase in peak-period seated capacity



Growth Network Plan, Everett Transit LRP

This plan also includes improvements to specific bus routes and corridors, including:

- New service between the Waterfront and Riverfront areas
- Restructure service in Evergreen and Pinehurst to better connect to future light rail and Boeing
- Restructure Boeing-area service to the Seaway Transit Center
- Increase frequency on W Casino Road
- More direct service on Broadway and 19th Ave SE
- Restructure service to Paine Field and throughout SW Everett to connect to the Mall and future light rail
- Direct service between Mariner light rail station and the Mall

Everett Transit Transportation Development Plan

INTRODUCTION

The Everett Transit Transportation Development Plan, completed in 2022, gave updated information to the Washington State Department of Transportation on transit service delivered in the previous year (2021) and future planning efforts to be undertaken by the agency.

AGENCY CHANGES AND UPDATES

During the pandemic, a steep decline in ridership meant a reduction in Everett Transit's service, both in frequency and coverage. Throughout 2021, the agency slowly reinstated service and restored ridership, and by October of 2021, a total service increase brought Everett Transit to around 90% of its pre-pandemic level of service.

Based on feedback from the Long-Range Plan, Everett Transit increased their fares to \$2 for their fixed-route full fare and improved technology on-board by fully integrating their system to be compatible with ORCA technology.

AGENCY PRIORITIES

To meet the State Policy Objectives between 2022 and 2027, Everett Transit plans to make a series of service, facility, and equipment changes, documented on a yearly basis.

- **Service:** the agency will grow fixed route service and improve frequency on highest ridership routes, reduce service along other routes to increase service efficiency in south Everett, and adjust the fixed-route system for integrity and delivery optimization. The agency will implement the Riverfront to Waterfront route and a new Route 17 in Northwest Everett.

- **Facilities:** improved lighting and wayfinding at Everett Station and other transit stations and stops and install bus shelters throughout the city to increase perceived safety and provide adequate shelter for those waiting for transit.
- **Equipment:** replace diesel bus fleet with electric buses and install chargers throughout the network.

ReThink Everett Transit Study

INTRODUCTION

In the fall of 2020, the City of Everett developed three potential options for the future of Everett Transit. The following year, the agency conducted technical analysis on each of the three options based on potential financial futures for the agency.

The ReThink Everett Transit Study presented three potential futures:



Current Funding

This option would allow Everett Transit to restore some service cut during the pandemic but will not provide enough revenue to grow the service. The current local transit tax rate of 0.6% will be maintained.



Growth

This option will increase bus service, expand operating hours, and expand service coverage. A 0.3% tax increase, for a total of 0.9% local transit tax rate, would be needed to meet this level of service.



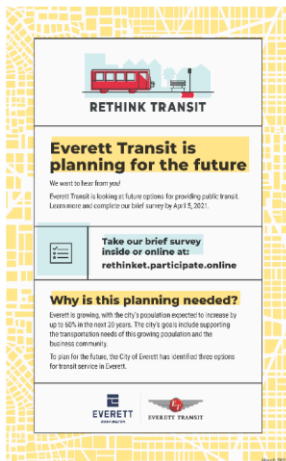
Growth through Consolidation

The consolidation of Everett Transit and Community Transit would increase frequency and coverage of transit service in Everett and reduce walk time to bus stops for many Everett residents. Most of this growth would be seen in the first two years. A 0.6% tax increase, for a total 1.2% local transit tax rate, would be necessary to reflect the tax rate for the Community Transit Public Transportation Benefit Area (PTBA).

COMMUNITY FEEDBACK

Outcomes from the community outreach efforts did not show a clear distinction between preferences for either the Growth or the Growth through Consolidation options, but Growth through Consolidation did see the most polarizing response (either a strong approval or disapproval) of the three options.

Everett residents prefer frequent transit service over increased transit coverage. Everett residents who were skeptical about the consolidation with Community Transit would like to



maintain current levels of service on both circulator routes and paratransit service while also continuing the agency's low-income reduced fare program.

Supporters of consolidation identified improved regional connectivity and easier transfers between agencies as key reasons for their support.

Participants who preferred the Growth through Consolidation option expressed the need for better inter-regional connections and improved interagency transfers and the sentiment that

Public Engagement Fact Sheet, ReThink Everett Transit

consolidation would lead to a more efficient use of resources. Those who supported the Growth through Consolidation option had a lower tendency to take transit as compared to the respondents who preferred the Growth option.

AGENCY PRIORITIES

Through public engagement, the ReThink Everett Transit Plan created a list of priorities in order of importance, regardless of preference for the Current Funding, Growth, or Growth through Consolidation option. The priorities with the greatest public support included:

- More people are within walking distance of transit service
- Everett residents have access to more jobs
- It is easier to use transit to travel between Everett and places outside of Everett
- Fares are affordable
- Buses come more often
- Buses operate earlier in the morning and later at night
- Buses operate on Saturday and Sunday
- Agency spends more for transit improvements so they can happen faster

Community Transit Transportation Development Plan

INTRODUCTION

The Community Transit Transportation Development Plan, completed in 2022, provided updated information to the Washington State Department of Transportation on transit service delivered in the previous year (2021) and future planning efforts to be undertaken by the agency between 2022 and 2027.

AGENCY CHANGES AND UPDATES

The pandemic drastically decreased ridership, but currently, Community Transit's ridership has recovered to about 86% of early 2020 ridership prior to the pandemic.

While Community Transit primarily operates in Snohomish County outside the City of Everett, the agency does serve the Everett community through their Swift Blue Line, that launched in 2009 and is jointly funded by both Community Transit and Everett Transit. Community Transit also operates their DART paratransit service through a portion of the Everett Transit service area.



Swift Blue Line Expansion Map, Community Transit TDP

AGENCY PRIORITIES

Community Transit's major priority is developing improved transit connections to the Lynnwood Link Light Rail extension, opening in 2024. This effort includes:

- Development of an updated fixed-route network plan that provides improved connections between buses and light rail.
- Restructure current commuter bus routes to eliminate overlapping service.
- Recommend options for service innovations that complement the improved fixed-route service.
- Service Expansion and buildout of the Swift network.

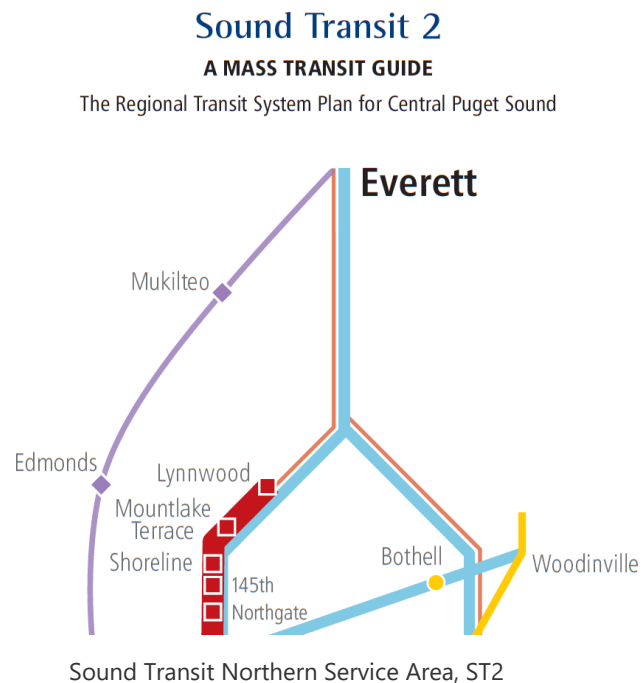
Sound Transit

Regional connectivity for Snohomish County is planned to be significantly expanded over the coming decades. Light rail which currently serves South Seattle, SeaTac, Downtown Seattle, the University District, and Northgate, will extend first to Lynnwood in 2024 and eventually to Everett between 2036 and 2041.

Sound Transit 2

Sound Transit's Sound Transit 2 (ST2) voter approved plan expands upon the regional transit network that was started with the successful 1996 Sound Move ballot initiative. The ST2 Plan, ratified by voters in 2008, approved the expansion of the existing light rail system to serve three major travel corridors. Link light rail would extend from North Seattle into Snohomish County, across Lake Washington into East King County, and south of Sea-Tac International Airport to Federal Way. ST2 will also expand the Sounder Commuter Rail and ST Express regional bus service significantly.

Everett and Snohomish County will benefit from light rail expansion to Lynnwood in 2024 and promote another phase of regional connectivity. Some of the funding from ST2 was slated to study the expansion of high-speed transit between Lynnwood and southern Everett.



The 0.7% transit tax funding (0.4% sales tax and 0.3% motor vehicle excise tax) was increased to 1.2% through the successful ST2 campaign with a new 0.5% sales tax throughout the region. Eventually, Sound Transit plans to divest from a sales tax revenue model and generate revenue with sources more closely related to transit and travel, such as toll roads.

Sound Transit 3

Sound Transit 3 (ST3), approved by voters in 2016, includes the extension of light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. The line is scheduled to open between 2036 and 2041 and includes six stations serving the areas of West Alderwood Mall, Ash Way, Mariner, Southwest Everett Industrial Center, SR 526 near Evergreen Way, and the area near the existing Everett Station, as well as a seventh unfunded station at SR 99 & Airport Road.

The tax initiative builds on both Sound Move and ST2. ST3's successful campaign gained voter approval to raise taxes 0.5% sales and use tax, a 0.8% motor vehicle excise tax, and a 0.25% property tax for a total of a 1.55% regional transit tax.

CONSOLIDATION AND BALLOT MEASURE BEST PRACTICES

Proposing tax increases dedicated to transit improvements requires a thoughtful approach to gain public support but it is important to note that according to a recent Eno Center for Transportation study, over half of transportation tax ballots are successful, particularly in the West and Midwest. If Everett residents were to vote to support consolidation between Transit and Community Transit, they would become part of Community Transit's service area and be subject to the PTBA local transit sales tax of 1.2%. This section outlines best practices and lessons learned from other transit agency experiences in passing voter approved transit funding measures across the country.

Based on relevant case study research, the chances of a transportation tax ballot's success can be boosted by relevant messaging and branding, continued community engagement, and a mix of short and long-term priority projects. This section of the memo outlines the successes of transportation tax ballot initiatives from across the country including Los Angeles County's Measure M, Sound Transit's ST3, Wenatchee Link Transit's Proposition 1, Austin's Project Connect, and Spokane's STA Moving Forward.

Key Finding

- Voters typically respond more favorably to tangible, short-term projects set to be implemented shortly after the ballot is passed and the tax is levied. According to the campaigns of Spokane Transit Authority STA Moving Forward and ST3, Successful ballot initiatives have mixed long-term infrastructure plans, such as rail expansions or transit center construction, with short-term improvements such as service hours expansion, bus stop improvements, and schedule changes. This strategy appeals to voters looking for immediate improvements, while also securing long-term funding for larger projects.
- To cast the widest net of support, some successful ballot initiatives center their language around the behavior most common in a voter's region. For example, as seen in language from the successful Measure M campaign, if 90% of voters drive to work, ballot messaging may center around how expanding public transportation could improve driving conditions through transit's potential spillover effect of congestion reduction.
- Public opinion is constantly shifting. To effectively gain support of a ballot initiative, consistent and frequent focus groups and public surveying, to whatever extent possible, has been successful to ensure messaging stays relevant throughout the

entire campaign process up until election day. This was seen in both the Measure M campaigns and both Sound Transit Propositions.

- Successful ballot campaigns, such as the Link Transit Prop 1 campaign, have generally outlined “individual” contributions so voters can see what exactly their dollars would contribute to, rather than identifying the total amount of revenue that is anticipated to be generated.

Measure M (Los Angeles County, CA)

BACKGROUND AND TAX INCREASE

In 2016, the voters of Los Angeles County endorsed Measure M with over 71% of the vote, levying a permanent 1% sales tax to support transportation initiatives. Measure M proposed extending Measure R, a 0.5% sales tax which passed in 2008 but was set to expire in 2038, indefinitely and adding an additional 0.5% sales tax slated to raise around \$860 million dollars a year to fund a variety of projects throughout Los Angeles County.

In 2014, Measure J proposed making Measure R’s 0.5% sales tax permanent, but it failed with just under the two-thirds vote needed. In 2014, Measure J saw opposition from key political leaders, stakeholders, and communities, but the cause of its failure is nearly impossible to decipher with the vote’s razor-thin margins (the measure needed 66.6% of the vote to pass but received 66.1%). Its failure to pass served as a lesson learned and informed the messaging for the Measure M campaign.¹

Los Angeles County’s size, both in terms of land mass and population, meant language around the proposition needed to be inclusive and focus on existing travel patterns of the region as a whole. Messaging about Measure M centered around easing traffic, repairing local roads, expanding public transportation, retrofitting capital investments, and subsidizing transit fares. Los Angeles County’s transit commute share hovers around 6%, with more than three quarters of the population reporting not using transit on a regular basis or at all.

Measure M’s success, as noted by a number of post-election studies, is attributed to focusing less on the ballot initiative’s language around the expansion of public transit and more around the reduction of traffic.^{2,3}

¹ Manville, Michael, “Measure M: Lessons from a Successful Transportation Ballot Campaign,” Eno Center for Transportation, July 23, 2019.

² Ibid.

³ “How to Pass a Mega Transportation Measure LA County’s Measure M Lessons Learned,” Los Angeles County Metropolitan Transportation Authority, May 24, 2018.

SUCCESSFUL COMMUNITY ENGAGEMENT STRATEGIES

After the passage of Measure M, Metro and academic circles published papers outlining ways to pass major transit initiatives in large, diverse metropolitan areas. The Measure M team spent two years creating a strong coalition of political leaders (some of whom rejected Measure J a mere two years before), Councils of Government, and community organizations to craft a project list with a 40-year timeline, focused on major improvements within the 2020 decade. A final project list of nearly 50 projects, with a price tag of over \$120 billion, was compiled with a consistent metric-driven scoring process.

When the project list was finalized, LA Metro created a series of public polls to gauge community support for Measure M. The polls asked the public about potential project names, which projects they preferred, their support for a tax increase, and how this measure impacted their view of the future of Los Angeles. These polls happened frequently across the county and forced Metro to run a dynamic campaign, shifting messaging language and priorities of the measure throughout the five-month public campaign.

This transportation tax ballot initiative planned to allocate much of its revenue to transit projects, but based on public engagement, Measure M's campaign language focused on promoting the reduction of congestion, improving roads, and creating more jobs. Measure M's official title was "Traffic Improvement Plan." A campaign consultant said, "A key audience for us [was] people...who have no intention of ever getting out of their cars...The imperative therefore was to reach those who had no experience with transit and no intention of ever riding."



Measure M Poster, LA Metro

Community Transit Prop 1 (Snohomish County, WA)

BACKGROUND AND TAX INCREASE

In 2015, Community Transit Proposition 1 proposed a 0.3% sales tax increase within the agency's PTBA, resulting in a 1.2% total transit dedicated sales tax. The tax increase was slated to generate \$25 million in additional annual revenue for Community Transit at the time of the ballot measure. The "package" as it was called during the campaign, included increased service, two additional Swift Lines (Green and Orange), and new bus routes

throughout Snohomish County. The plan included a substantial service expansion as Sound Transit's Link Light Rail extension, set to open in Lynnwood in 2024, begins to serve the southern area of Snohomish County.⁴

SUCCESSFUL COMMUNITY ENGAGEMENT STRATEGIES

Public messaging for Community Transit's Prop 1 emphasized the swiftness with which some of these service changes and expansions could take place, some in as little as six months. The proposition included funding for public input processes that would help shape the next phase of growth, showing the agency's commitment to continued community engagement and participation.⁵

The campaign and messaging emphasized the importance of growing not only the commuter network, but also the expansion of the DART paratransit service throughout Snohomish County. The population inside Community Transit's service area is set to grow substantially in the coming years, and this tax increase laid out the improvements that could be made for current and future residents through increased funding.

Link Transit Prop 1 (Chelan and Douglas Counties, WA)

BACKGROUND AND TAX INCREASE

Link Transit, the main transit provider in Chelan and Douglas Counties in Washington State, sought to fund their new Link Transit Vision 2020 Plan with a sales tax increase throughout their service area. The ballot measure called for a 0.2% sales tax increase on top of its 0.4% tax rate that hadn't been increased in nearly 30 years. The proposed tax increase was to be phased in gradually over two years, with a 0.1% tax increase each year. Voters approved the measure with 56% of the vote in August 2019 to increase the sales tax effective January 1, 2020.⁶

SUCCESSFUL COMMUNITY ENGAGEMENT STRATEGIES

Link Transit Vision 2020, to be funded in part by this new measure, included three main goals:

- More trips and improved connections through the region with expanded service.

⁴ Heath, Emmett, "Approval of Resolution No. 08-15, Calling for an Election to Authorize an Additional Three-Tenths of One Percent Retail Sales and Use Tax," Community Transit, July 02, 2015.

⁵ Community Transit, "Life in Transit," Community Transit, 2015.

⁶ "Link Transit Moving Ahead with Expansion Plans," Link Transit Connecting Our Communities, 2022, https://www.linktransit.com/news_detail_T2_R43.php.

- Improvements to enhance mobility options for disabled persons and the growing population of senior citizens.
- Connect workers to jobs and customers to retail and grocery locations.

Through two years of community engagement leading up to the ballot initiative, the Link Transit team created Link Transit Vision 2020 to reflect specific community needs with specific improvements and digestible messaging. Layered into their community outreach were questions directly related to the sales tax increase and what exactly voters would be willing to pay for service and capital improvements. Lengthy Q&A sessions resulted in concise messaging on what taxpayers' money would be funding and service-area wide education about transit agency funding sources.

The Link Transit Vision 2020 plan focused deeply on the needs of marginalized individuals, specifically creating campaign messaging about the improvements to paratransit and on-demand service that would be seen if this ballot measure were to pass. The ballot measure made it clear this measure concerned only sales tax, and not property tax.

Project Connect (Austin, TX)

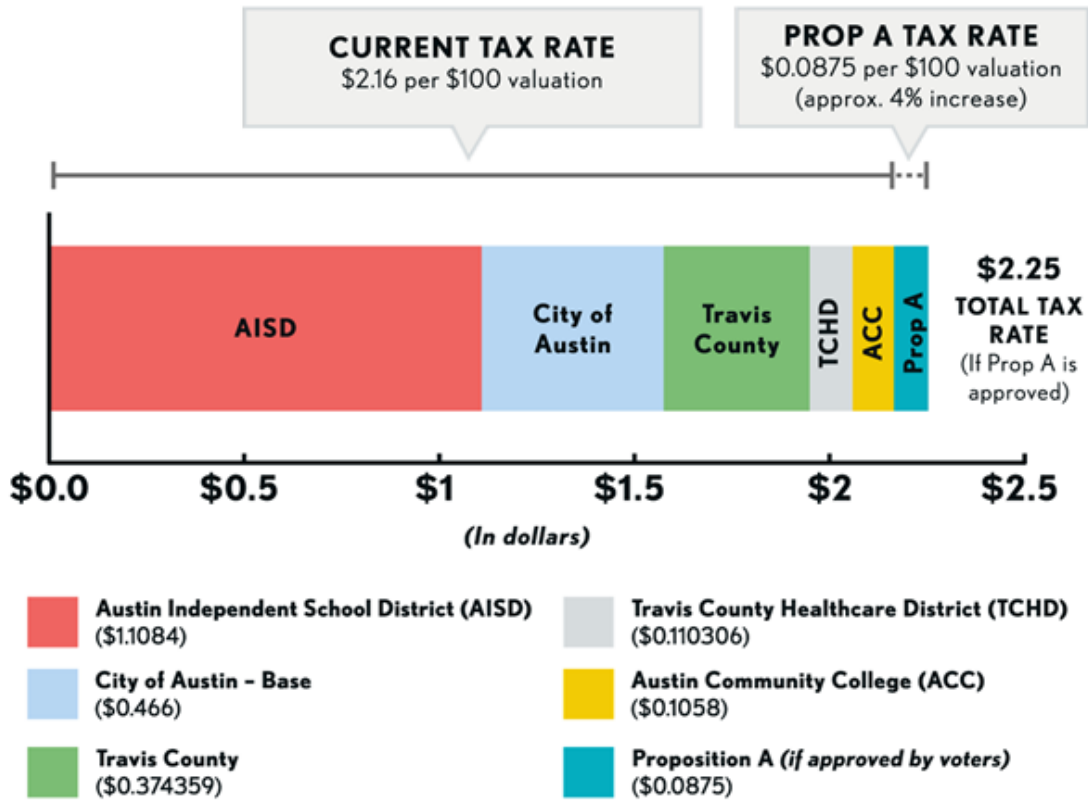
BACKGROUND AND TAX INCREASE

Project Connect, a system-wide plan for Capital Metro in Austin, aimed to enhance transit access and frequency in the rapidly growing city. In 2020, Proposition A was approved by voters with nearly 58% of the vote in the Austin area, enacting a 0.0875% additional property tax to fund the implementation of Project Connect.

The new tax increased existing property taxes (which include Austin Independent School District, City of Austin, Travis County, Travis County Healthcare District, and Austin Community College) from 2.16% to 2.25%.⁷

⁷ "Project Connect Funding," Project Connect, 2022, <https://www.capmetro.org/funding>.

IMPACT OF PROPOSITION A ON TAX RATE PER \$100 VALUATION



Tax Rate Breakdown, Capital Metro

The community engagement about Project Connect and the tax increase prior to the ballot initiative in November of 2020, focused mostly on the expansion of the system, citing Austin’s rapid growth, and need for a more robust transit system. The plan includes:

- 27 miles of new rail and 31 new stations
- Light rail transit tunnel
- Four rapid bus routes
- New facilities
- New Circulators
- Transit-supportive anti-displacement funds

SUCCESSFUL COMMUNITY ENGAGEMENT STRATEGIES

The Project Connect team focused on a substantial amount of community engagement in the drafting of the plan and crafting the ballot initiative's language. Recognizing major transit projects have the potential to displace vulnerable residents, the ballot initiative included \$300,000 for anti-displacement housing strategies, set to be guided by the FTA and Austin Strategic Housing Blueprint⁸.

Capital Metro CEO and President said the success of this project was a "20-year conversation" and cited a "community-driven plan" as the reasoning behind Proposition A's success.

Austin voters rejected ballot proposals crafted to expand rail in Austin in both 2000 and 2014. Opposition to Proposition A included a range of topics, from frustration related to a disproportionate tax burden applied to residents on the outskirts of the city, to criticism that the "transit-supportive anti-displacement funds" in the initiative were insufficient to combat gentrification in a city with rapidly increasing economic inequality⁹. The ballot measure overcame these objections and passed in 2020.

Spokane Transit Authority STA Moving Forward (Spokane, WA)

BACKGROUND AND TAX INCREASE

STA Prop 1 proposed a 0.2% increase to the existing transit dedicated sales tax of 0.6%, for a 0.8% total transit dedicated sales tax throughout STA's service area. In 2016, voters approved Prop 1 to maintain and expand transit inside the Spokane Transit PTBA. The sales tax will expire in 2028 unless voters opt to renew the tax.¹⁰

The three pillars of this campaign were better access to community with improved connections throughout the region, improvements to regional corridors to help commuters get to work and home more easily, and a 25% increase in service across the region through more service during peak hours, improved transit centers, and shortened travel times.

The tax increase was to be rolled out in phases over a three-year period. Specific service improvements were tied to each of these year-long phases.

⁸ "Austin Awards \$20 Million in Community Contracts to Reduce Displacement Along Transit Corridors," City of Austin, 2022, <https://www.austintexas.gov/news/austin-awards-20-million-community-contracts-reduce-displacement-along-transit-corridors-0>.

⁹ "12 Reasons to Vote NO on the City of Austin's \$7-10B Light Rail Plan," Our Mobility Our Future, 2022, <https://ourmobilityourfuture.com/12-reasons-to-vote-no/>.

¹⁰ "The Plan," STA Moving Forward, 2022, <https://stamovingforward.com/plans/>.

SUCCESSFUL COMMUNITY ENGAGEMENT STRATEGIES

In 2015, a year prior to STA's successful Proposition 1 campaign, STA proposed a similar tax initiative, which failed at the hands of voters. Through 2016 leading up to the election, STA launched a campaign committed to learning from the previous ballot initiative. In the Prop 1 proposal, STA asked for a lower tax increase, created a shorter implementation timeline, and phased in the tax increase over multiple years.

Voters wanted to see their tax dollars work in the short term, so STA's campaign focused on showing voters what improvements they would see in one to two years after the tax was levied including increased service, improved facilities, and an improved vehicle fleet. Because the tax was to be gradually increased, each phase of the increase was tied to a specific goal and project.

STA created visuals to show voters how each of their dollars was to be spent through their themes of Expand, Improve, and Maintain. The agency also made clear what other funding sources could be, demonstrating the possibility that STA could match a sizable portion of sales tax revenue through fares, and state and federal grants.

3 FINANCIAL ANALYSIS

The financial analysis establishes additional funding availability for service improvements under a consolidated network scenario.

Under a consolidated scenario, Everett Transit would increase the dedicated sales tax for transit funding from 0.6% to 1.2%, matching the current sales tax rate of Community Transit. Policy makers are considering whether this should be done all at once or be phased in over time. This financial analysis represents a fully funded option, in which the tax increase is implemented all at once in 2025.

The additional funding generated by this tax increase would then be available for enhanced transit service within Everett. The financial analysis establishes a key input by determining the projected transit funding available for service improvements in Everett and Snohomish County between 2023 and 2041.

OPERATING REVENUE

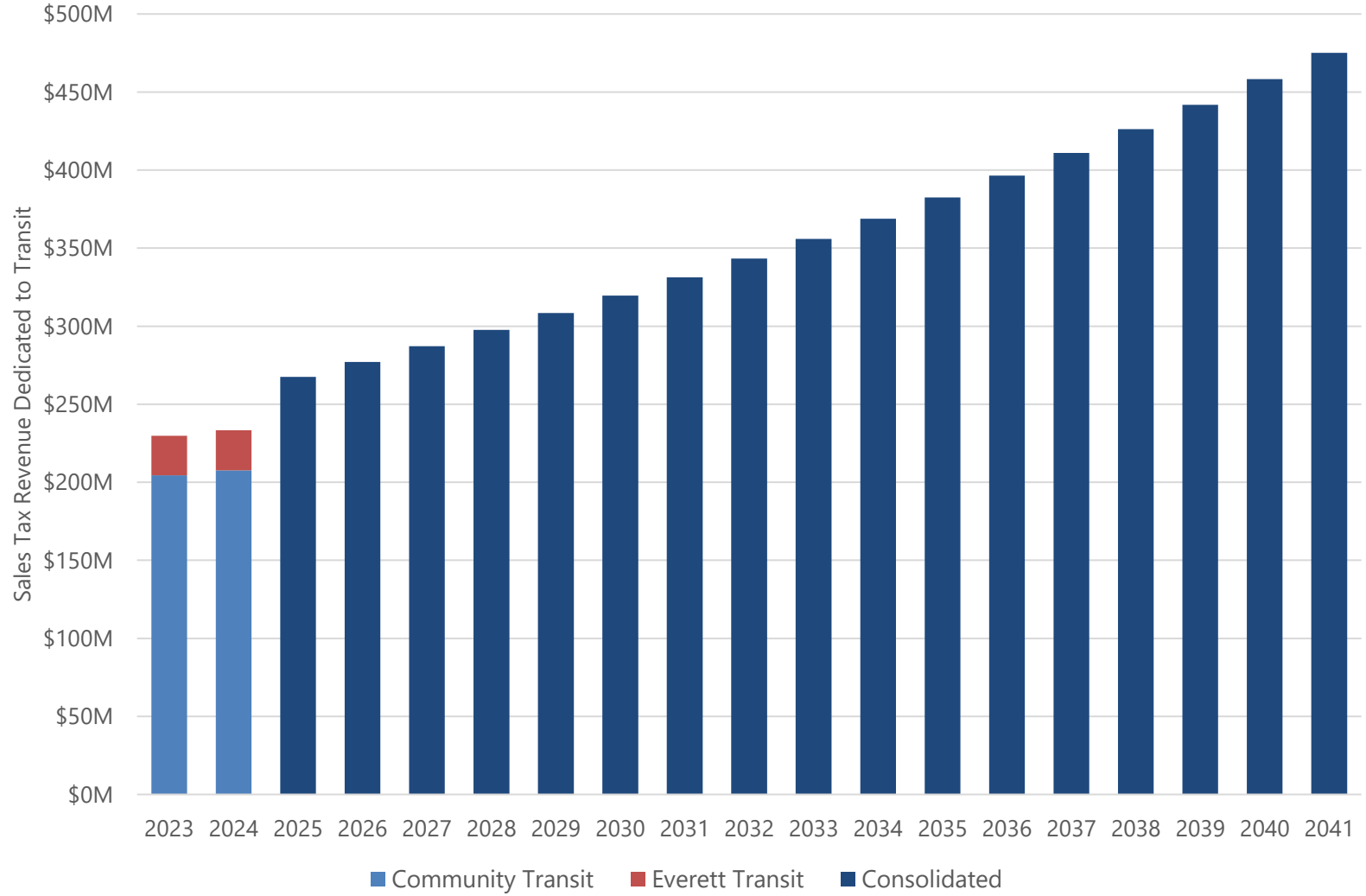
This analysis incorporates existing operating revenue assumptions for both agencies, including:

- Sales tax revenue
- Farebox revenue
- Advertising revenue
- Operating grants
- Other/miscellaneous revenue

Annual revenue growth factors for each category were predetermined by each agency's financial teams and were incorporated into the financial analysis to ensure consistency with ongoing financial planning. To account for the impacts of consolidation, the Everett Transit sales tax and farebox growth factors are made consistent with Community Transit's assumptions to reflect the higher sales tax revenue as well as fare structure consistency between the two agencies. The annual sales tax revenue under a consolidation scenario (beginning in 2025) is shown in Figure 3-1 and includes a \$34 million increase in the first year of consolidation within the fully funded option with no phased tax increase.

The actual year of implementation and approach to sales tax increase phasing may be subject to change as consolidation continues to be explored. This evaluation represents one potential timeline for consolidation and assumes the sales tax increase would be implemented all at once.

Figure 3-1 Consolidated Sales Tax Revenue Projections (2023 – 2041)



In addition to fixed-route bus service, transit agencies have other expenses that must be accounted for in this evaluation, including other service modes like vanpool and paratransit, facility costs, and maintenance costs. Using historical data for each agency, a proportion of overall operating revenue dedicated to bus service was identified for 72% of Everett Transit revenues and 90% of Community Transit revenues. This allotment was then used to identify the total amount of revenue available for bus service in each horizon year under a consolidation scenario beginning in FY 2025, as shown in Figure 3-2.

OPERATING COSTS

Identifying the available funding for bus service represents one piece of the financial evaluation. Equally important is determining how much service can be provided within those financial resources through the 2041 horizon year. An annual operating cost growth factor was identified for each year through 2041 using Community Transit's existing financial model assumptions (as shown in Figure 3-3). Fully burdened costs per revenue trip hour are anticipated to increase consistently from approximately \$308 per hour in 2024 to \$506 in 2041, in year of expenditure costs. A slight decrease in cost per hour is anticipated between 2040 and 2041 as service is reorganized around the Everett Link light rail extension, reducing the need for longer distance transit service between Everett and Lynnwood.

The cost per revenue trip hour is used in conjunction with the consolidated annual revenue for bus service to determine the annual revenue trip hours available for service in each year between 2024 and 2041 (also shown in Figure 3-3), including approximately 565,000 hours in 2024 and 848,000 hours in 2041. These figures serve as the key budgeting constraints for consolidated transit network development in the near term and long term. Each preliminary concept was developed to align within these budgeting parameters and ensure proposed services were sustainable in accordance with Community Transit and Everett Transit's current understanding of revenues, costs, and long-term financial modeling. These service concepts are explored in more detail in Chapters 5 and 6 of this report.

Figure 3-2 Consolidated Annual Revenue Available for Bus Service (2023 – 2041)

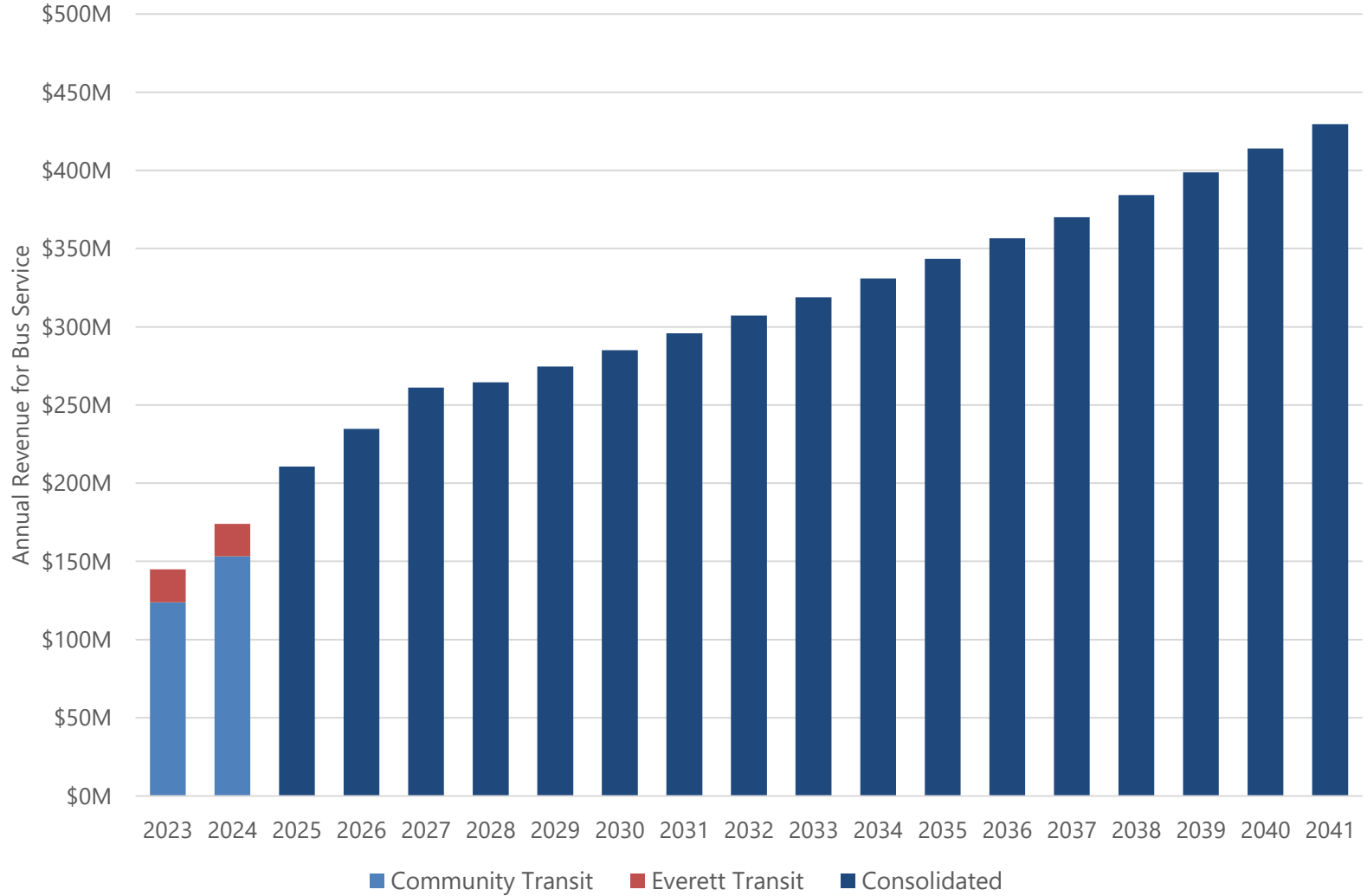
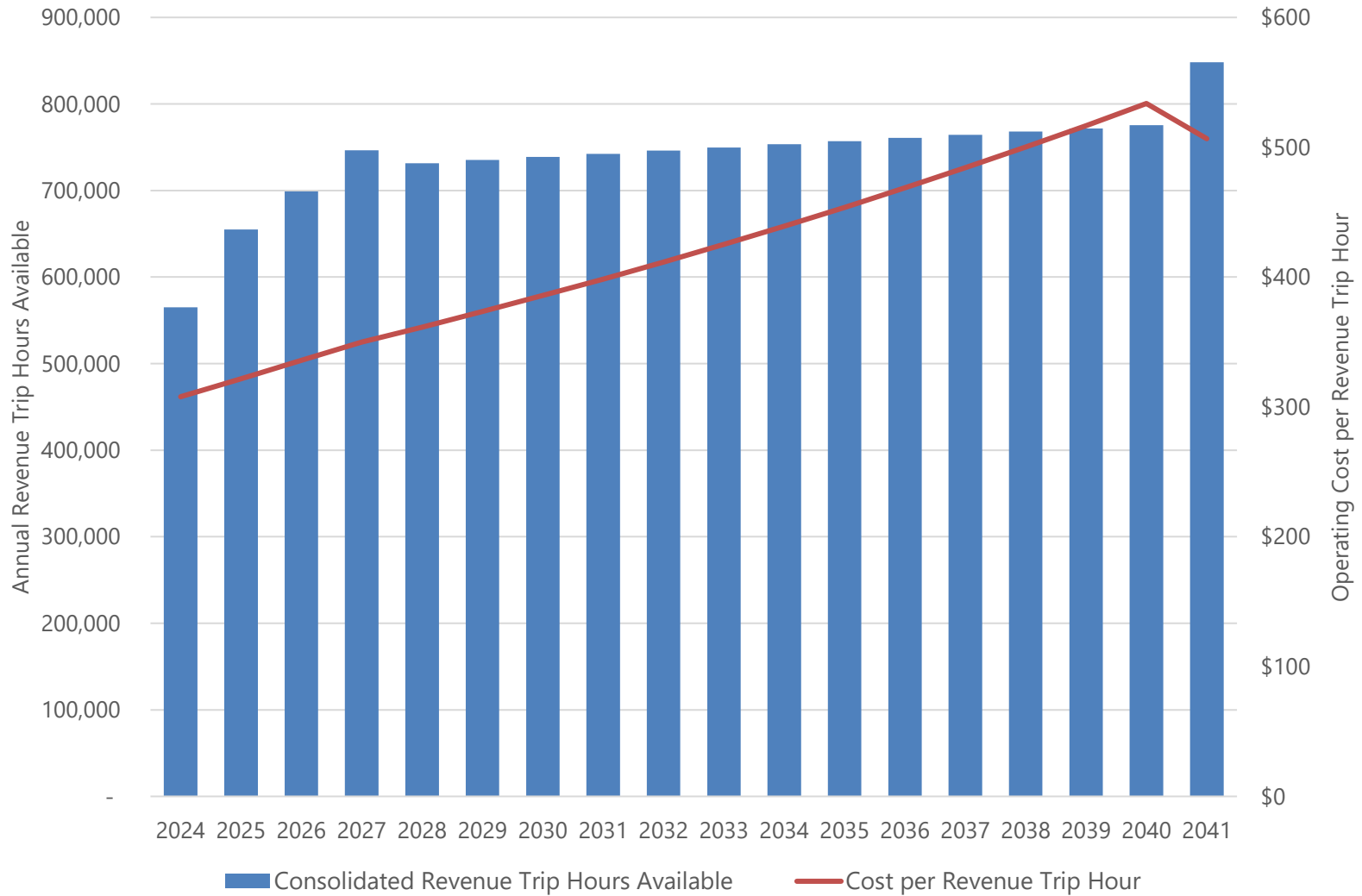


Figure 3-3 Operating Cost per Revenue Trip Hour and Annual Revenue Trip Hours Available per Year (2024-2041)



4 ENGAGEMENT

A crucial component of any transit study is to engage with transit operators, labor groups, political leaders, transit riders, and the overall community within the service area. This consolidation study began laying the groundwork for more robust engagement but stopped short of directly involving transit riders and the community in the process until service concepts were fully developed and there was sufficient organizational capacity to continue the initiative. Continuing engagement will be critical to ensure the planning team had a complete and robust understanding of the operational complexities, community priorities, and service needs surrounding both Community Transit and Everett Transit service.

This chapter details the targeted engagement activities that were conducted with transit operators, the Joint Policy Committee between Everett and Community Transit, and preparations made for rider and community engagement during the next phase of this study.

OPERATOR FOCUS GROUPS

During the week of Dec. 5, 2022, the project team met with two small focus groups (5-10 individuals each) representing operators, service planners, dispatchers, and labor for Everett Transit and Community Transit, independently.

Each focus group was scheduled to last between 60 and 90 minutes and included a round of introductions before the project team led the groups through a brief presentation that discussed the project background and timeline, community priorities identified in previous engagement efforts, and the distinction between policy and service implications associated with consolidation. Focus group participants were then encouraged to participate in an open, facilitated conversation using a set of discussion prompts guided around service strengths, challenges, and opportunities. Participants were also informed that their feedback would be anonymized and used as key inputs for developing initial consolidated transit networks.

Key Themes

- Customer service is a strength that should continue to be prioritized, particularly regarding dropped trips, communicating with riders, and ensuring safety.
- There is a need to balance the tradeoffs between local and regional service. Some routes are developed to pursue high ridership and others serve transit-dependent populations, both are important.
- There is an opportunity to more effectively connect services and utilize existing facilities. Specifically, better utilizing Eastmont park-and-ride, requiring fewer transfers at Everett Station, and instead providing more direct service.

- Key service improvements identified for both systems are earlier morning, later evening, and higher frequency service, particularly to connect existing Everett Transit and Community Transit routes in the early morning period.
- The role of microtransit service is unclear but could be used to better serve residential areas in Everett that are difficult to serve with fixed-route vehicles and connect them to higher-frequency service.
- While participants were informed that this study is specifically evaluating service consolidation, not policy or organizational aspects, several policy considerations did emerge, including:
 - Prioritizing future microtransit be operated in-house, rather than contracted.
 - Improving layover time and route schedules.
 - Direct involvement in procurement of new vehicle types to ensure operational effectiveness. Some specific issues identified were ineffective headlights, ineffective rear-view mirrors on articulated buses, and poor turning radii on some vehicles.
 - Need to address challenges in hiring drivers if/when services will be expanded.
 - The ability to maintain a high level of customer services with a consolidated agency.

Strengths, Challenges, and Opportunities

The first set of questions posed to each focus group was to identify specific strengths, challenges, and opportunities for the agency. Key strengths identified, include:

- Everett Transit has strong customer service and is an ingrained part of the community. The agency has a very low dropped-trip rate, is not experiencing operator shortages as severe as many other agencies, and provides a personal touch to ensure passengers are aware of dropped trips and have alternative options.
- Everett Transit balances providing local service on smaller roads, not just major corridors, to provide coverage throughout the city.
- Many riders on Everett Transit service are transit dependent. Service is often prioritized around meeting the needs of the community over increasing ridership.
- Community Transit provides good coverage throughout the region and effectively balances the tradeoffs between urban and rural service.
- Both agencies identified drivers and their workforce as a key strength for the agency's future.

- Both agencies identified the pride that drivers take in their work as strengths of the organizations.

From an opportunities and challenges perspective, representatives from both agencies identified several consistent concepts, including:

- Opportunities to make better, more effective use of transit facilities, notably the Eastmont Park and Ride.
- Opportunities for improved integration between services (like sharing schedules, trip planning, etc.) as well as reduced duplicative service (i.e., Route 7 and Swift Blue Line operating on a shared alignment).
- Both agencies expressed different concerns surrounding security and perceptions of safety and disruptive behavior. ET operators feel they handle security well, while CT believe they have room for improvement. Additionally, CT operators were concerned that more local routes in Everett may worsen their existing security issues.

Service Improvements

After identifying specific strengths, opportunities, and challenges facing their respective agencies, focus group participants were asked to identify any specific service improvements they would prioritize as well as any specific areas that are currently underserved. Identified service improvements include:

- Higher frequency service generally. This improvement is already identified for a number of routes in the Everett Transit Long Range Plan and the Community Transit 2024 and Beyond service plan.
- Earlier morning and later evening service, specifically:
 - Everett Transit begins operating later in the morning than Community Transit, some riders get into Everett on CT service and are forced to wait until ET begins operating.
 - Later evening service in more rural areas like Gold Bar, Stanwood, and Arlington.
 - Later evening service along Marine View Drive in Everett.
 - Service oriented around retail jobs or large shift-based employers, like Amazon.
- More direct service. Passengers often have to travel out of direction and make several transfers between agencies to make certain connections that could be improved.
- Microtransit may be an effective strategy for serving lower-density residential neighborhoods or areas that are challenging to serve with fixed-route service, including:
 - Holly Drive
 - 4th Avenue W

- 112th St SW
- Other areas were identified as underserved, including:
 - South Everett generally
 - Silver Lake
 - Lowell
 - Valley View
 - View Ridge & Port Gardner
 - Mill Creek

Operational Challenges

Focus group participants were then asked to identify any specific operational challenges they are hoping to see resolved by a potential consolidation. Participants generally expressed frustration that some procurements were made without adequate input from operators, resulting in some vehicles that are unable to serve all routes due to poor turning radii. Other challenges identified include:

- It can be difficult to see passengers at night and there is an opportunity to explore improved lighting at bus stops.
- There are challenges during inclement weather due to slow snow removal creating accessibility issues at bus stops
- Some layover facilities are inadequate and don't have proper facilities for operators to take a break or use the restroom, most notably at South Everett Freeway Station, Paine Field, and 128th & Evergreen.
- Participants also noted that Eastmont Park-and-Ride should be used for more layover and that the Mariner Park-and-Ride facility is too small.
- Several routes were identified as being scheduled too tightly without sufficient layover, including ET routes 7 and 29 and CT routes Swift Blue Line, Swift Green Line, 101, 113, 119, 201, and 202.
- Narrow streets and difficult turning movements were also identified for the downtown Edmonds area, the Lowell neighborhood of Everett, and the turn from Beverly Ln onto Madison St in Everett.
- Making sure a consolidated fare structure does not disadvantage senior passengers in Everett.

JOINT POLICY COMMITTEE ENGAGEMENT

Following the development of the Near Term and Long Term Transit Networks, two presentations were developed and provided to the Joint Policy Committee (JPC) consisting of elected officials from the City of Everett and Community Transit's Board of Directors. These presentations were intended to present an overview of the More Transit Together study, highlight key themes and benefits of each consolidated transit network, document planned engagement and outreach activities, and outline next steps for the study. The first presentation, in February 2023, emphasized the study background, financial evaluation, near term network, and associated impacts. The second presentation, in June 2023, was focused on the long term network and associated impacts.

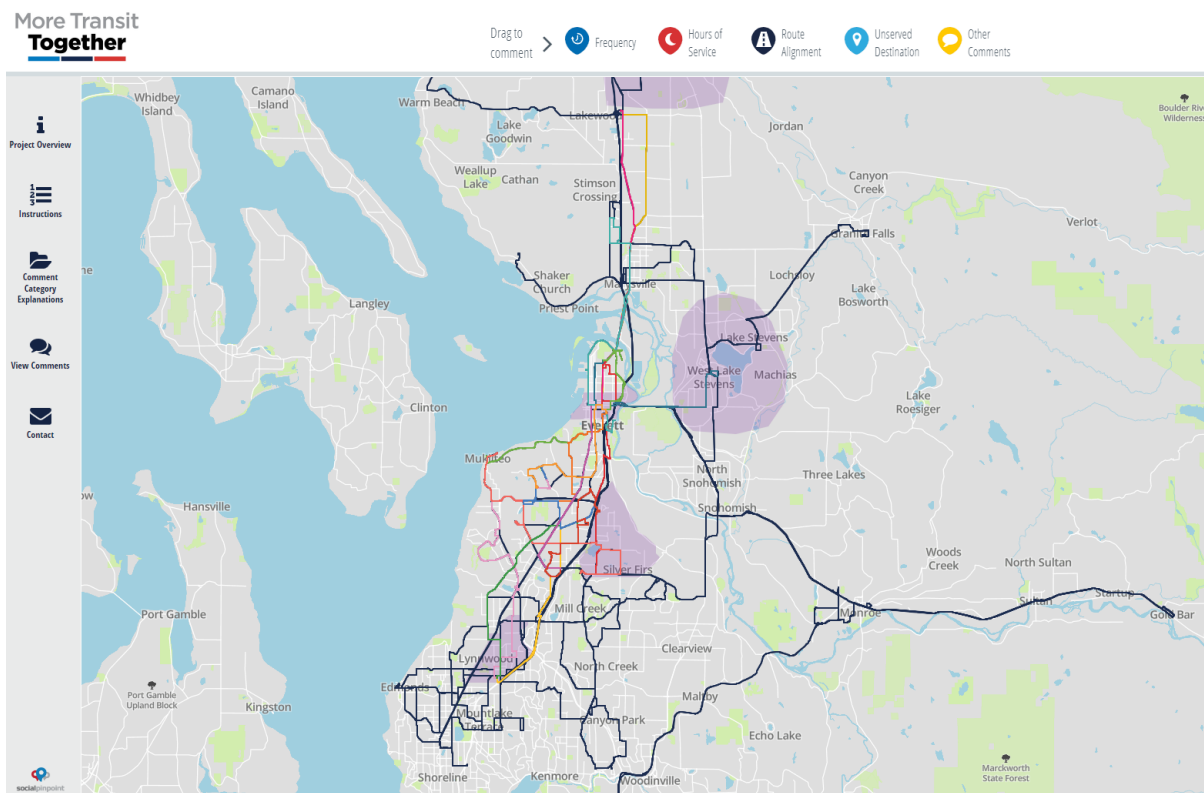
COMMUNITY ENGAGEMENT PREPARATIONS

In preparation for community engagement, the project team developed several print and digital options, including:

- A project website to house information on the project and survey links
- A social pinpoint site, including an interactive map for participants to view and provide comment specific service changes included in the consolidated transit network
- An online survey seeking overall feedback on the service changes as well as route level feedback on individual service changes and respondent demographic information
- Printed materials for on-board advertisements including bus flyers and hanger cards to advertise for the digital engagement options

These materials will be used as a resource to support future engagement efforts related to consolidation. Specifically, for both virtual and in-person engagement to better understand how transit riders and the broader Everett and Snohomish County communities feel about specific service changes included in the consolidated transit networks. Following community engagement, the consolidated transit networks will be refined based on public feedback to ensure alignment with the specific needs and priorities of the community.

Figure 4-1 Social Pinpoint Interactive Mapping Feature Homepage



5 NEAR TERM TRANSIT NETWORK

The Near Term Transit Network consists of Community Transit routes from the agency's Transit Changes in 2024 and Beyond plan, modified existing Everett Transit routes, new routes, and four Innovative Service Opportunities. The Near Term Transit Network was developed in coordination with the opening of the Lynnwood Link extension but may be implemented at any point following voter approval. With the agencies' consolidation, revenues would grow from \$246 million in 2023 to \$267 million in 2025 to \$275 million in 2041. This rise in revenue would support the robust proposed Near Term Transit Network.

FEATURES OF THE NEAR TERM TRANSIT NETWORK

More Transit Together's Near Term Transit Network consists of both fixed-route transit and innovative opportunities to increase coverage. The five guiding principles for network development include **access, convenience, equity, regional connections, and economic development**. The Near Term Transit Network accomplishes these goals in a financially sustainable way through the following network features:

- More service for Everett residents and jobs
- Buses that come more often all day
- Better transit access at night
- Better service in South Everett
- Better regional connections
- Innovative opportunities to increase coverage

During this evaluation, Everett Transit operated nine transit routes. Through consolidation and growth, the Near Term Network includes six new routes that would provide Everett with a total of fifteen routes. This section breaks down the benefits and elements of each network feature. Following the development of the Near Term Transit Network, Everett Transit began operating Route 19 between Everett Station and College Station via Colby. While this service was not included in the Near Term Transit Network, the proposed Route 17 operates along the same alignment.

More service for Everett residents and jobs

Which routes provide service to Everett residents and jobs?

9 Existing ET routes

6 New routes (both CT and ET)

15 Total routes (both CT and ET)

Feature highlight: *improvements to the overall network's coverage and span mean 15% more residents in equity priority areas live within 0.25 miles of a bus stop*

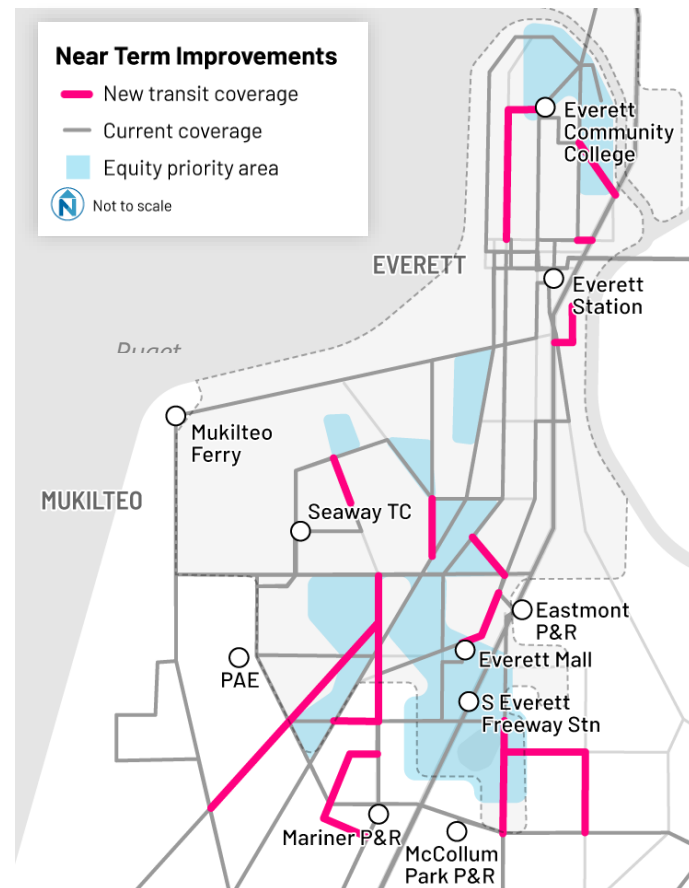
Much of the improved coverage in the Near Term Transit Network is in areas with a high population of communities identified as Equity priority areas (as shown in blue). In these areas, more people and jobs would be within 0.25 miles of a bus stop in the Near Term Transit Network.

Equity priority areas are defined using five weighted variables:

- Number of People of Color
- Number of Low-Income Residents
- Number of Persons with Disabilities
- Number of People who identify as Foreign Born
- Number of People who speak English as a Second Language

In 2021, the federal government identified five areas of persistent poverty for grant purposes in Snohomish County. Four of them are in the Everett Transit service area, and all of them are being served by the proposed Near Term Transit Network.

Figure 5-1 Near Term Network New Service



Buses that come more often all day

Which routes provide service to Everett residents and jobs?

2 Existing ET routes with all-day service every 30 minutes or better

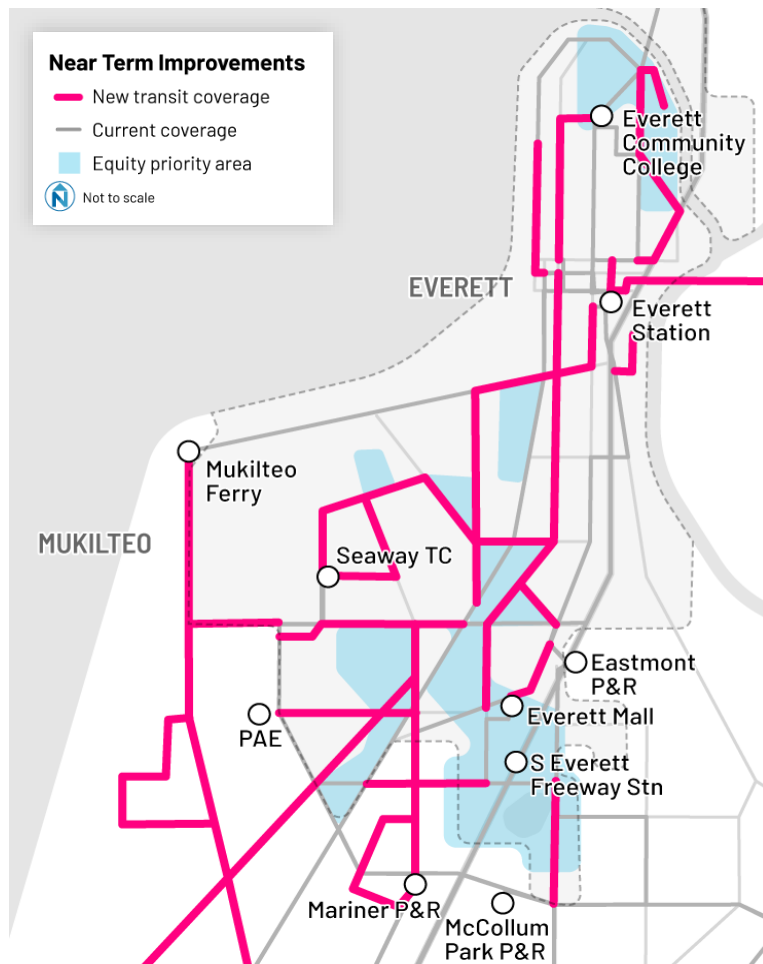
12 More routes with all-day service every 30 minutes or better

14 Total routes (both CT and ET) with all-day service every 30 minutes or better

Feature highlight: *buses that come every 30 minutes or better during the midday will provide service to 63% more residents, 64% more jobs, and 84% of people in equity priority areas as compared to the current network*

Pink highlighted lines show route segments that have been improved to 30 minute or better service during the midday. Currently, these segments only have transit service that comes every 40 minutes or less frequently, or do not have transit service at all. Improvements are provided throughout the entire City of Everett, with an emphasis on improved service in South and Northeast Everett.

Figure 5-2 Near Term Network 30 Minute Frequency



Better transit access at night

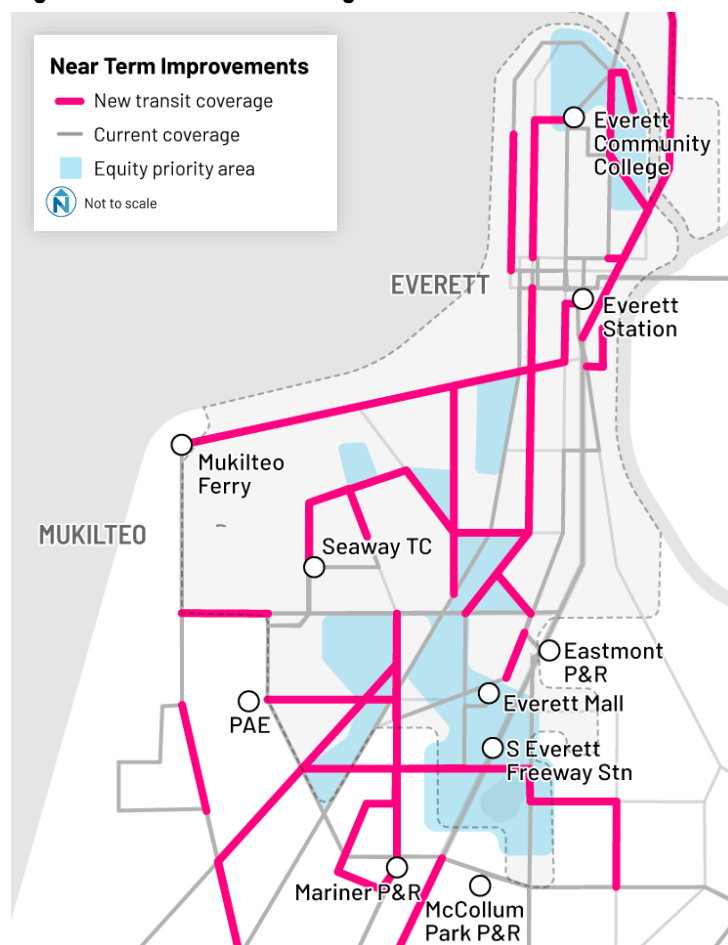
Which routes provide service to Everett residents and jobs?

- 3** Existing ET routes with service in Everett until 9 p.m. or later
- 12** More routes with service in Everett until 9 p.m. or later
- 15** Total routes (both CT and ET) with service in Everett until 9 p.m. or later

Feature highlight: buses with service in Everett until 9 p.m. or later will provide late-night service for 42% more residents and 41% more jobs compared to the current network and will provide access to late-night service for 46% of the people in equity priority areas

Figure 5-3 Near Term Late Night Service

Pink highlighted lines show existing and new route segments with service in Everett until 9 p.m. or later. Most routes currently serving Everett discontinue service at or before 7 p.m. The Near Term Transit Network ensures all routes serving Everett provide service between 5 a.m. and 9 p.m. on weekdays, 7 a.m. and 9 p.m. on Saturdays, and 8 a.m. to 8 p.m. on Sundays. Later evening service improves access to transit services for shift workers and off-peak activities.



Better regional connections

Key Regional Connection Points

- Quil Ceda
- Lake Stevens
- Seaway Transit Center
- Everett Transit Center
- Lynnwood Transit Center
- McCollum Park and Ride
- Ash Way Park and Ride

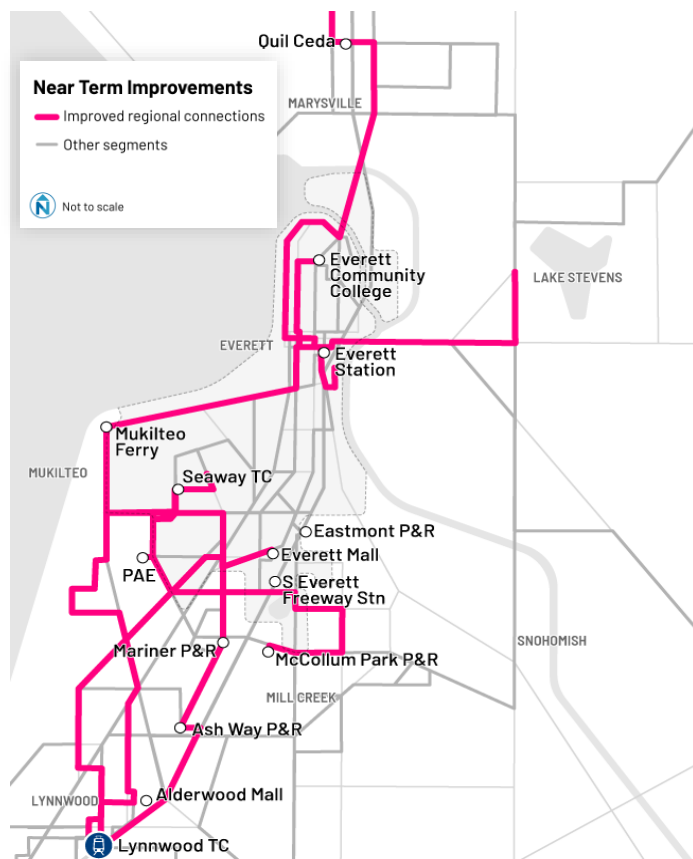
Feature highlight: *more connections will be provided to the future Lynnwood Link stations, giving Everett residents improved regional access*

Pink highlighted lines show improved regional connections as new regional routes or existing regional routes that have been upgraded to 30-minute peak frequency or better.

New routes between Everett and areas to the north and south enable better access to jobs and destinations in Snohomish County as well as better access to Everett’s jobs and destinations for non-Everett residents.

New direct services are provided to Lynnwood Link with many trips no longer requiring a transfer from different neighborhoods within Everett. Where transfers are necessary, more choices and shorter wait times are provided at key transfer points, including Everett Station, Seaway Transit Center, Mariner Park & Ride, and McCollum Park Park & Ride.

Figure 5-4 Near Term Regional Connections



Improvements beyond fixed-route service

Which Innovative Service Opportunities service Everett residents and jobs?

- 0 Existing innovative service opportunities in Everett
- 2 New innovative service opportunities in Everett
- 2 Total innovative service opportunities in Everett

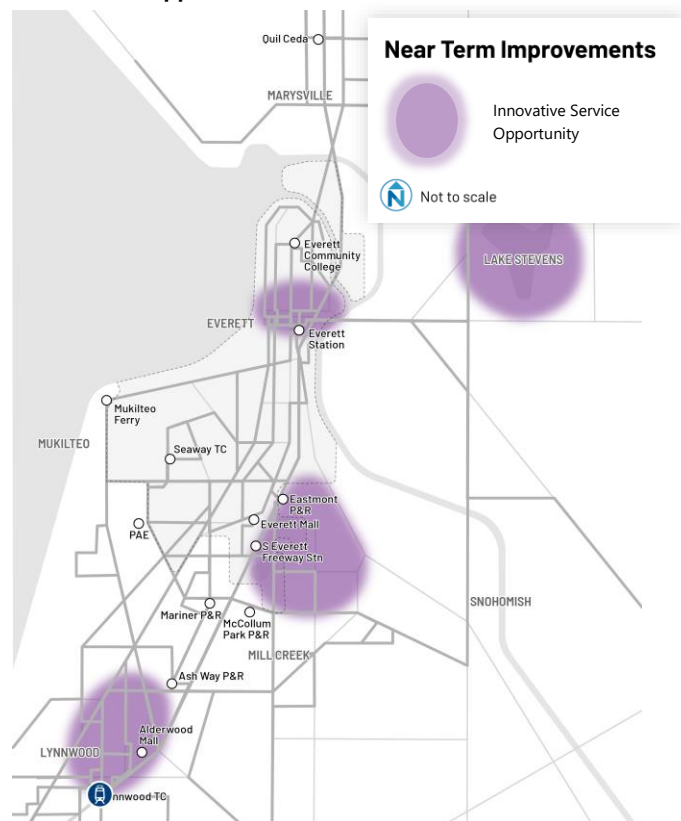
Feature highlight: *Innovative service opportunities, like the Zip Alderwood Shuttle pilot, can expand the reach of fixed-route transit*

Innovative service opportunities, similar to the Zip Alderwood Shuttle pilot and future Lake Stevens zone, can expand the reach of fixed-route transit. Community Transit currently operates one innovative service opportunity in Lynnwood and is currently studying potential future zones in other communities within and beyond the City of Everett. The Zip Alderwood Shuttle one-year pilot began in fall of 2022 and provides point-to-point rides within the Alderwood service area to resolve first/last mile missing connections.

The Near Term Transit Network recommends two innovative service zones within the City of Everett:

- Downtown Everett: improving access to essential services downtown and east of I-5
- Eastmont/Silver Lake: improving access to a neighborhood that is difficult to serve with fixed-route buses

Figure 5-4 Near Term Network Innovative Service Opportunities



Rider Profiles

Each of the features of the Near Term Transit Network described above have effects on current and future Everett residents such as reduced commute times, improved access to jobs, reduced need for additional personal vehicles, freedom to travel throughout Everett for those unable to drive, and improved connections to the rest of the region including Seattle, SeaTac Airport, and beyond. Fictional personas were developed to demonstrate how the Near Term Transit Network would directly translate to benefits for Everett residents. These examples are presented here to help articulate the potential real-world impacts of consolidated service.

Figure 5-5 Rider Profile – Higher Frequency Service

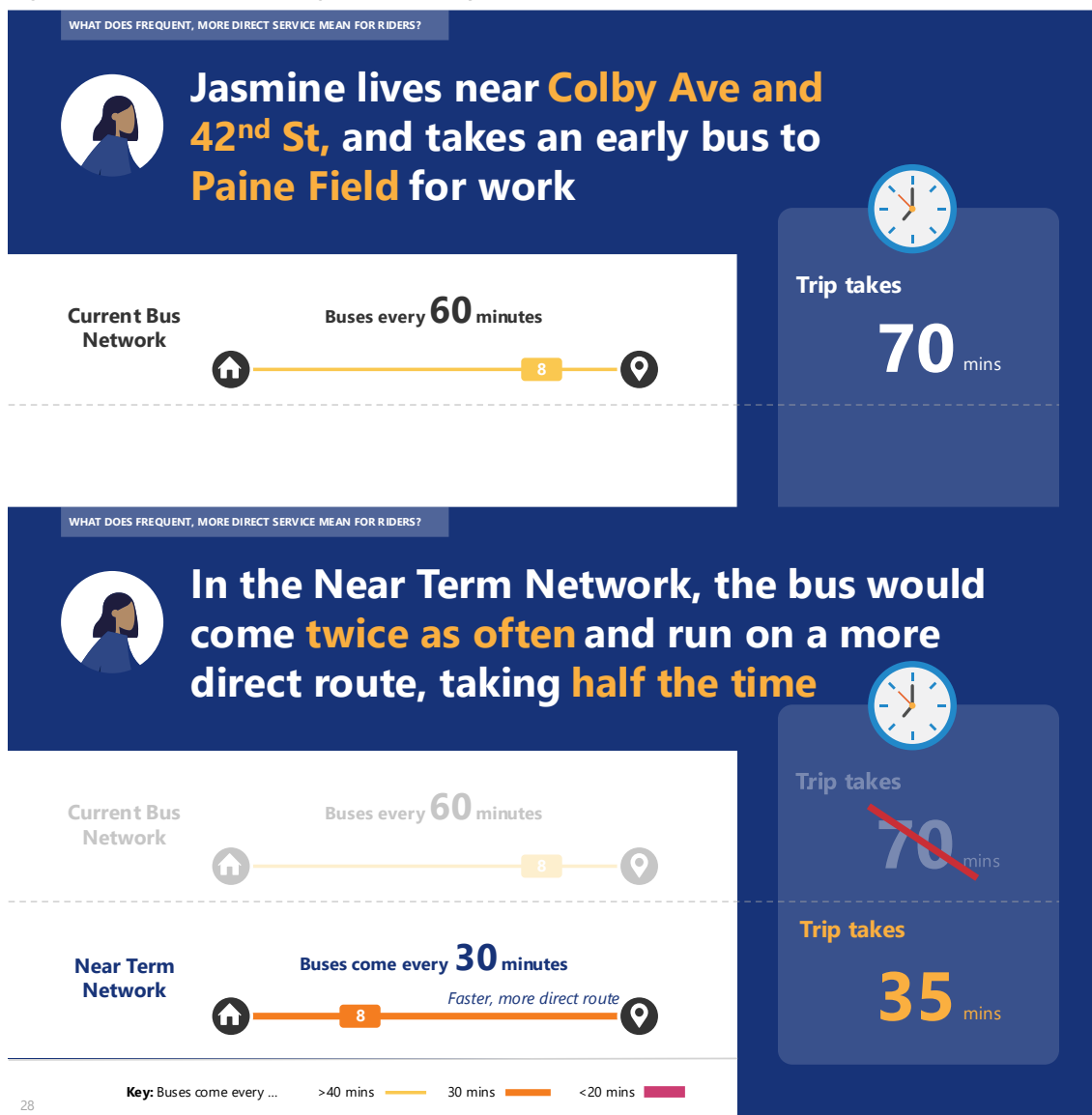


Figure 5-6 Rider Profile – More Direct Service



Figure 5-7 Rider Profile – Better Connections for Existing Riders

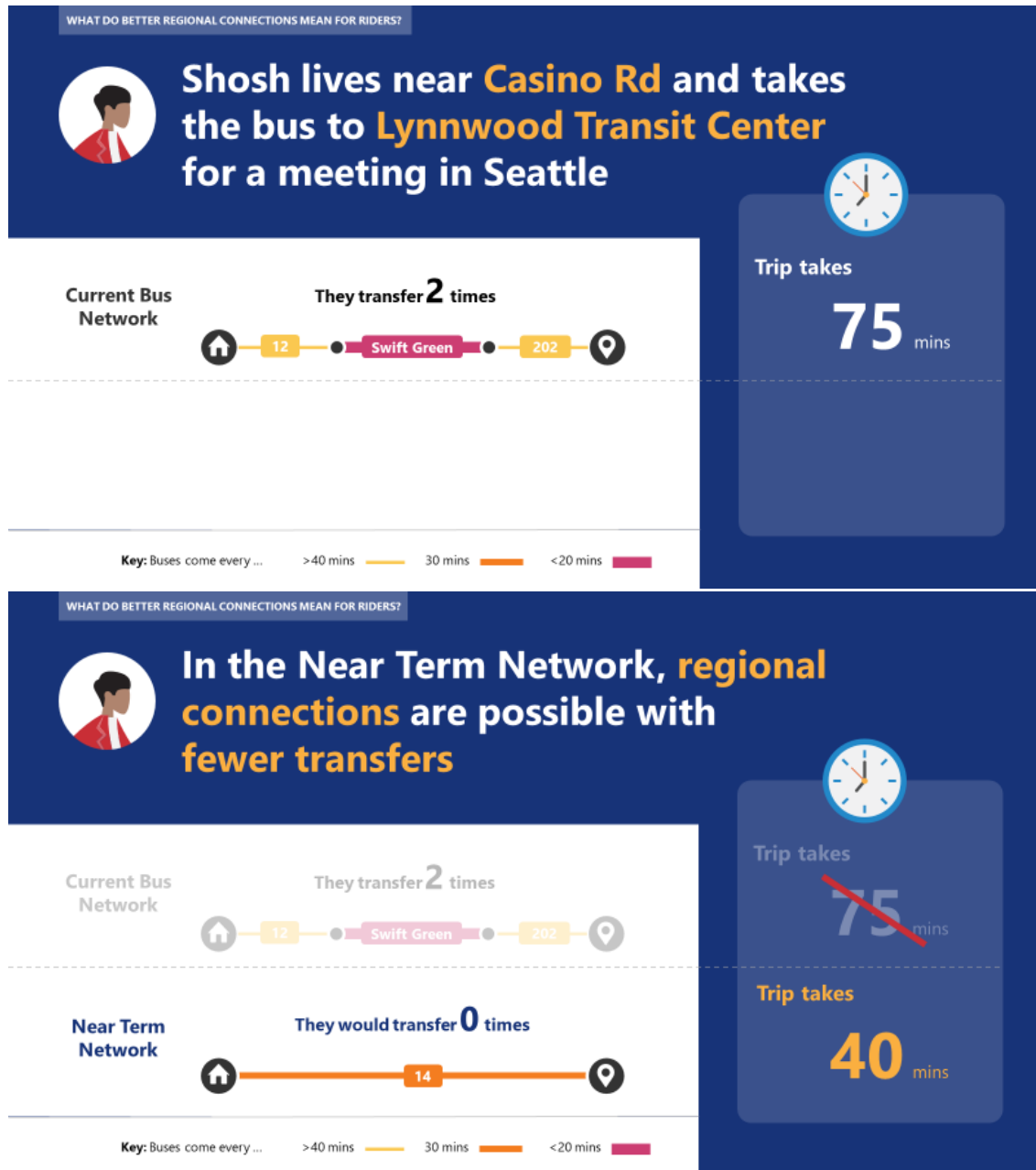
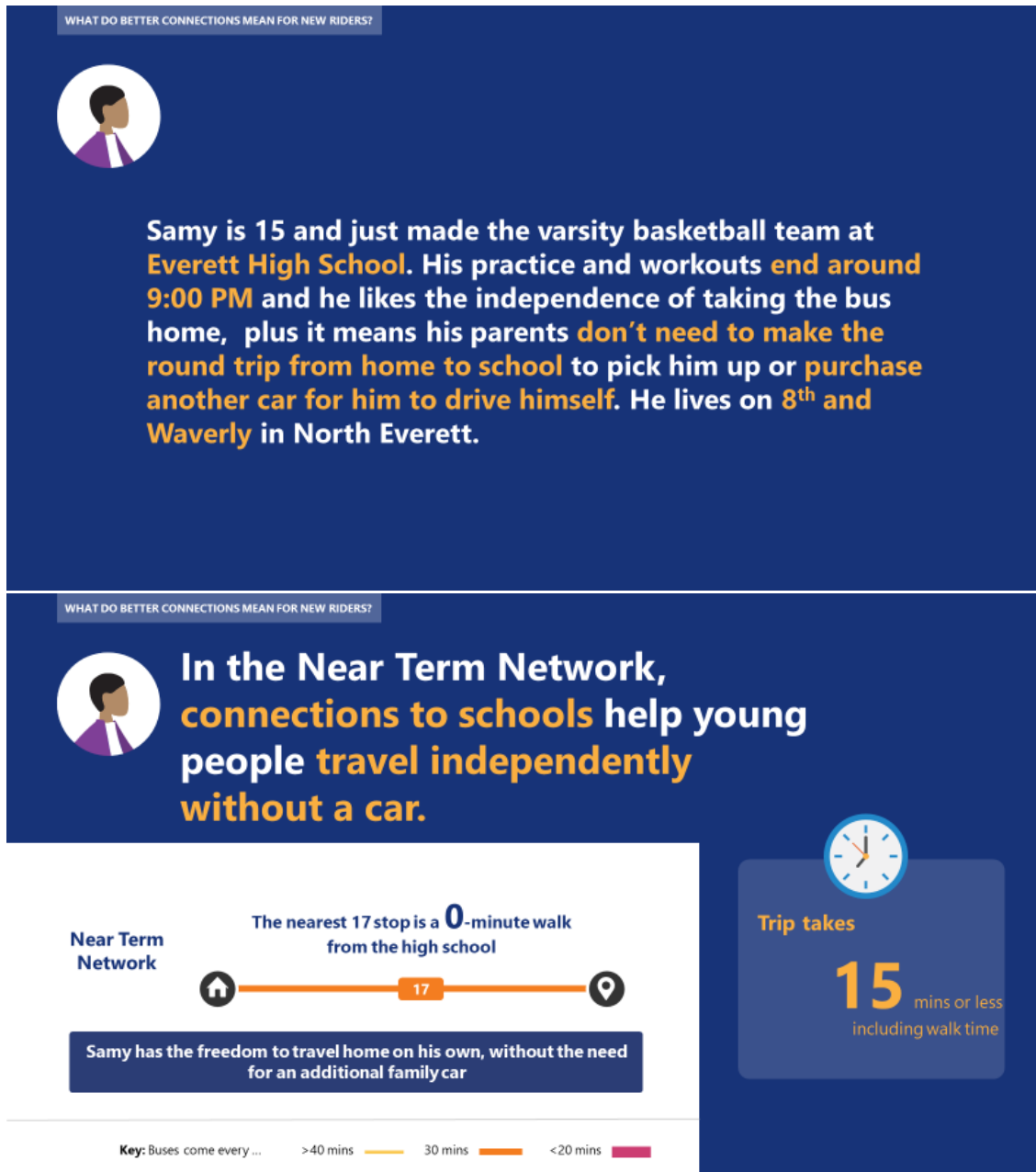


Figure 5-8 Rider Profile – Better Connections for New Riders



Figure 5-9 Rider Profile – Less Reliance on Personal Vehicles



Route Level Changes

This section includes specific changes for each route that are included in the Near Term Transit Network. Only routes with proposed changes that operate within Everett city boundaries are described in this chapter. Figure 5-11 shows the status of all Community Transit and Everett Transit routes in the Near Term Transit Network. Figure 5-10 shows frequencies and spans for routes with proposed changes and route level narratives articulate the changes compared to existing service. Routes that operate more frequently during the day than during the evening are shown with two frequency numbers (ie. 30 / 60).

Figure 5-10 Near Term Transit Network Route Service Statistics

Near Term Network Recommendations	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
	Frequency (in minutes)			Span		
Route 2	30	30	30	5:00 am – 9:00 pm	7:00 am – 9:00 pm	7:00 am – 8:00 pm
Route 3	30	30 / 60	30 / 60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 4	30	30	30	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 6	30	30	30	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 7	15 / 30	30	30	5:00 am – 10:30 pm	6:00 am – 10:00 pm	7:00 am – 9:00 pm
Route 8	30	30 / 60	30 / 60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 12	30	30 / 60	30 / 60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 13	30 / 60	30 / 60	30 / 60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 14	30	30	30	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 15	30 / 60	60	60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 16	30	30 / 60	30 / 60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 17	30	60	60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 18	30 / 60	60	60	5:00 am – 9:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 29	30	30	30	5:00 am – 10:00 pm	6:00 am – 10:00 pm	7:00 am – 9:00 pm
Route 103	20 / 30	60	60	4:30 am – 11:00 pm	6:00 am – 9:00 pm	7:00 am – 9:00 pm
Route 201	30 / 70	60	60	4:45 am – 10:00 pm	6:30 am – 9:15 pm	7:30 am – 9:15 pm
Route 202	30 / 60	60	60	5:00 am – 9:30 pm	5:45 am – 9:45 pm	7:45 am – 8:45 pm
Swift Orange	10 / 20	15 / 20	20	4:00 am – 11:30 pm	6:00 am – 11:00 pm	7:00 am – 9:00 pm
Swift Blue	10 / 15	15 / 20	15 / 20	4:00 am – 11:30 pm	5:00 am – 11:00 pm	7:00 am – 9:00 pm

Network Level Changes




Figure 5-11 Near Term Network Route Level Status

Route Name	Near Term Network Status	Route Name	Near Term Network Status
Route 2*	Modified	Route 121	No Changes
Route 3*	Modified	Route 130	No Changes
Route 4*	Modified	Route 166	No Changes
Route 6*	Modified	Route 201*	Modified
Route 7*	Modified	Route 202*	Modified
Route 8*	Modified	Route 209	No Changes
Route 12*	Modified	Route 220	No Changes
Route 13*	New	Route 222	No Changes
Route 14*	New	Route 223	No Changes
Route 15*	New	Route 230	No Changes
Route 16*	New	Route 240	No Changes
Route 17*	New	Route 270	No Changes
Route 18*	Modified	Route 271	No Changes
Route 29*	Modified	Route 280	No Changes
Route 101	No Changes	Route 901	No Changes
Route 102	No Changes	Route 903	No Changes
Route 103*	Modified	Route 904	No Changes
Route 106	No Changes	Route 905	No Changes
Route 109	No Changes	Route 907	No Changes
Route 111	No Changes	Route 908	No Changes
Route 112	No Changes	Route 909	No Changes
Route 114	No Changes	Swift Orange*	New
Route 117	No Changes	Swift Blue*	Modified
Route 119	No Changes	Swift Green	No Changes
Route 120	No Changes		

*Routes shown in Figure 5-10

Route 2

EASTMONT – MARINER PARK AND RIDE




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Cascade Senior High School Voyager Middle School Everett Mall Paine Field 		<ul style="list-style-type: none"> Route 7 Route 8 Route 12 Route 13 Route 14 	<ul style="list-style-type: none"> Route 15 Route 18 Route 101 Route 702 		Modified Route

Route 2 would run between the 128th Street Safeway and the Eastmont Park and Ride, extending the existing route further north than its current terminus at the Everett Mall. The route currently takes a somewhat direct route along 4th Ave W, 112th St SW, and 7th Ave SE. In the Near Term Transit Network, Route 2 would deviate to directly serve the residents living within the Equity Priority Area along E Gibson Rd near the southern portion of the route, Cascade Senior High School, Voyager Middle School, and terminate at the Eastmont Park and Ride to provide last-mile options to those commuting to and from Everett.

Route 2 would have improved frequency, operating every 30 minutes seven days per week and improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 7:00 am – 8:00 pm on Sundays.

Route 3




SEAWAY TRANSIT CENTER– EVERETT STATION

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everett Community College Merrill Creek Park Everette Golf and Country Club Evergreen Cemetery 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 Route 16 Route 17 Route 18 	<ul style="list-style-type: none"> Route 29 Route 103 Route 201 Route 202 Route 270 Route 280 Swift Blue Swift Green 		Modified Route

Route 3 would maintain its current termini at Seaway Transit Center in the south and Everett Station in the north but change the central portion of its route to run along Colby Ave rather than Beverly Ln and E Mukilteo Dr and would overlap service with the new Route 8 alignment to provide more seamless transfers between routes. Route 3 would now serve residents living in the Equity Priority Area along Madison St. Route 3 would have improved frequency, operating every 30 minutes all day on weekdays, every 30 minutes through the evening on weekends, and every 60 minutes on weekend nights after 7:00 pm. Route 3 would also have improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 4

EVERETT STATION – EVERETT COMMUNITY COLLEGE




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everette Community College Viola Oursler Park Senator Henry M. Jackson Park Amazon SWA1 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 17 Route 18 Route 29 	<ul style="list-style-type: none"> Route 152 Route 201 Swift Blue 		Modified Route

Route 4 would maintain its current termini at Everett Station in the south and Everett Community College in the north and would serve the Amazon warehouse facility adjacent to the Snohomish River. Instead of running on Walnut St, Route 4 would briefly run on I-5 to improve headways and better serve residents living in the Equity Priority Area adjacent to Senator Henry M. Jackson Park. The route would continue to serve the dense multi-family housing development along E Marine View Dr.

Route 4 would have improved frequency, operating 30 minutes all day, seven days per week. Route 4 would also have improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 6

RIVERFRONT – QUIL CEDA




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everette Station Grand Avenue Park Legion Memorial Golf Course Quilane Park 		<ul style="list-style-type: none"> Route 3 Route 6 Route 7 Route 18 	<ul style="list-style-type: none"> Route 29 Route 201 Route 202 		Modified Route

Route 6 would be extended on both ends with its southern terminus at 36th St to accommodate future housing development slated for the area; the route's northern terminus would serve Quil Ceda Village. This route would provide improved regional connections by running along SR 529 and providing access to key points of interest along the route such as Everett Station, Downtown Everett, the future development around the Hotel Indigo, Downtown Marysville, and the resorts just north of Quil Ceda Village. This route would provide coverage to the northwest corner of Everett and key connections to those living just north of Everett looking to commute, visit, or make a further regional connection through Everett.

Route 6 would have improved frequency, operating every 30 minutes all day, seven days per week. Route 6 would also have improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 7

MARINER PARK AND RIDE – EVERETT STATION




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Cascade High School South Point Plaza Everett Reservoir Number 3 		<ul style="list-style-type: none"> Route 3 Route 6 Route 7 Route 17 Route 18 Route 29 Route 101 	<ul style="list-style-type: none"> Route 201 Route 270 Route 271 Route 202 Route 280 Swift Green Swift Blue 		Modified Route

Route 7 would run between the 128th St Safeway in the south, extending its current alignment to better serve residents living within the Equity Priority Area near Airport Rd, and Everett Station in the north, truncating its existing alignment that currently continues service to Everett Community College. Because Everett Community College is served by other routes, Route 7 would terminate at Everett Station to focus on providing a key transfer point to riders and maintain on-time performance. The route would run mostly along Evergreen Way/Rucker Ave and turn on Hewitt Ave to serve Downtown Everett before terminating at Everett Station.

Route 7 is currently a high frequency route, operating every 15 minutes for much of the day. In the Near Term Transit Network, weekend frequency and service span would be improved. Route 7 would now operate every 30 minutes all day on Saturdays from 6:00 am – 10:00 pm and every 30 minutes all day on Sundays from 7:00 am – 9:00 pm.

Route 8

EVERETT STATION - PAINE FIELD




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Seattle Paine Filed International Airport Cascade Senior High School Everett Golf and Country Club Memorial Stadium 		<ul style="list-style-type: none"> Route 2 Route 3 Route 4 Route 7 Route 12 Route 14 Route 16 	<ul style="list-style-type: none"> Route 17 Route 18 Route 29 Route 152 Route 201 Route 270 		Modified Route

Route 8 would provide service between Paine Field and Everett Station with key connections along Casino Rd where overlapping service would improve transfers between Route 12, Route 14, and Route 16. The route would run mostly along Colby Ave and Casino Rd and serve the Community Resource Center on Broadway, Cascade Senior High School, Horizon Elementary School, Explorer Middle School, and provide key connections for commuters between Everett Station and those working at Boeing. Later evening service would provide transit options to those working late night shifts at Paine Field.

Route 8 would have improved service frequency, operating every 30 minutes all day on weekdays and until 7:00 pm on weekends before operating every 60 minutes on weekend nights. Route 8 would also have improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 12

SEAWAY - EASTMONT




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everett Mall Walter E hall Park Merrill Creek Park 		<ul style="list-style-type: none"> Route 2 Route 3 Route 8 Route 12 Route 13 Route 14 	<ul style="list-style-type: none"> Route 16 Route 103 Swift Green 		Modified Route

Route 12 would run between Community Transit's Hardsen Campus and the Eastmont Park and Ride, with key stops at Seaway Transit Center, Paine Field, and the Everett Mall along the route. Routing along Casino Rd would improve transfers between Route 8, Route 14, and Route 16. Service along 4th Ave W and SW Everett Mall Way would serve retail employment opportunities including the Walmart Supercenter, hotels, grocery stores, and the shops within the South Point Plaza. Route 12 would connect with Route 3 for access into Downtown Everett and Everett Station.

Route 12 would have improved service frequency, operating every 30 minutes all day on weekdays and every 30 minutes until 7:00 pm on weekends before operating every 60 minutes on weekend nights. Route 12 would also have improved service span, operating from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 13

EVERETT MALL - LYNNWOOD TRANSIT CENTER

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Lynnwood City Hall Lake Serene Paine Filed Community Park Fairmount Elementary School 		<ul style="list-style-type: none"> Route 2 Route 12 Route 13 Route 14 Route 102 Route 103 Route 112 	<ul style="list-style-type: none"> Route 114 Route 117 Route 119 Route 120 Route 130 Route 166 Swift Orange 		New Route




Route 13 would be an entirely new route with service between Everett Mall and Lynnwood Transit Center along Beverly Park Rd, 52nd Ave W, and 44th Ave W. This route would provide regional connections from Lynnwood and beyond and serve the residents living within the Equity Priority Area in the Fairmont

neighborhood and around the Everett Mall in South Everett. Route 13 would briefly overlap with Route 12 in the north near Everett Mall and Route 103 in the south near Lynnwood Transit Center.

Route 13 would operate every 30 minutes Monday – Saturday until 7:00 pm and every 60 minutes after 7:00 pm and all day on Sundays. The route would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 14

SEAWAY - LYNNWOOD TRANSIT CENTER




Destination Connections	Route Connections	Route Status
 <ul style="list-style-type: none"> Ash Way Park & Ride Mariner High School Walter E Hall Park Boeing Everett Assembly Plant 	 <ul style="list-style-type: none"> Route 12 Route 14 Route 16 Route 103 Route 109 Swift Green 	 <p>New Route</p>

Route 14 would be an entirely new route with service between Seaway Transit Center near Paine Field and Lynnwood Transit Center via Casino Rd, 4th Ave W, and I-5. This route would provide regional connections for Boeing employees via Lynnwood Transit Center, and would serve residents living within the Equity Priority Area near Airport Road and 4th Ave W. The route would provide key connections to the Ash Way Park and Ride, Voyager Middle School Mariner High School, and other retail opportunities.

Route 14 would operate with 30 minute frequency all day, seven days per week. The route would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 15

MCCOLLUM PARK - MUKILTEO VIA PAINE FIELD

Destination Connections	Route Connections	Route Status
 <ul style="list-style-type: none"> Silver Lake Seattle Paine Field International Airport Mukilteo Lighthouse Park Mukilteo Ferry Terminal 	 <ul style="list-style-type: none"> Route 2 Route 29 Route 103 Route 109 Route 117 Swift Green 	 <p>New Route</p>




Route 15 would be an entirely new route with service between the McCollum Park and Ride and the Mukilteo Ferry Terminal via the Silver Firs neighborhood, Paine Field, and the dense retail and housing developments along 112th St W. Route 15 would serve the residents living in the Silver Firs neighborhood and Fairmont neighborhood Equity Priority Areas and provide key regional connections to Paine Field via the Mukilteo Ferry Terminal and McCollum Park and Ride.

Route 15 would operate every 30 minutes before 10:00 am and from 3:00 pm – 7:00 pm on weekdays. The route would operate every 60 minutes during the midday and evening periods on weekdays and all

day on weekends. Route 15 would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 16

EVERETT STATION - SEAWAY TRANSIT CENTER




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Boeing Everett Assembly Plant Walter E Hall Park Evergreen Middle School Rotary Centennial Playground 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 	<ul style="list-style-type: none"> Route 14 Route 17 Route 29 Route 152 Route 201 Route 270 Swift Blue 		New Route

Route 16 would be an entirely new route with service between Everett Station and Seaway Transit Center. Route 16 would serve as a transfer opportunity along Casino Rd with connections to Routes 8, 12, and 14. Route 16 would run along Broadway, E Mukilteo Blvd, Dogwood Dr, Beverly Ln, and Casino Rd serving retail, Evergreen Middle School, View Ridge Elementary School, and the residents living in the E Mukilteo Blvd Equity Priority Area.

Route 16 would operate every 30 minutes all day on weekdays and until 7:00 pm on weekends, before operating every 60 minutes on weekend evenings. The route would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 17

LAKE STEVENS - EVERETT COMMUNITY COLLEGE




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Providence Regional Medical Center Everett Station Ebey Island Wildlife Area Cavelero Mid High School 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 8 Route 29 	<ul style="list-style-type: none"> Route 201 Route 202 Route 270 Route 271 Route 280 Swift Blue 		New Route

Route 17 would be an entirely new route with service between Everett Community College and West Lake Stevens with key connections to Everett Station, Downtown Everett, Everett High School, and Whittier Elementary School. This route would provide regional connections between Lake Stevens and Downtown Everett with the opportunity to transfer via Everett Stations to further regional destinations.

Route 17 would operate with 30 minute frequency all day on weekdays and 60 minute frequency all day on weekends. The route would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 18

MUKILTEO FERRY TERMINAL - EVERETT STATION




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Rotary Centennial Playground Harborview Park Mukilteo Lighthouse Park 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 15 Route 16 Route 29 	<ul style="list-style-type: none"> Route 201 Route 202 Route 270 Route 271 Route 280 Swift Blue 		Existing Route

Route 18 would provide service between the Mukilteo Ferry Terminal and Everett Station with key connections to Downtown Everett and residents living within the E Mukilteo Blvd Equity Priority Area. The alignment of Route 18 would be very similar to the current Route 18 and terminate at the Mukilteo Ferry Terminal.

Route 18 would have improved frequency, operating every 30 minutes in the peak periods between 6:30 am – 9:00 am and between 3:30 pm – 6:30 pm. Route 18 would operate every 60 minutes all other times on weekdays and all day on weekends. The route would operate from 5:00 am – 9:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 29

EVERETT COMMUNITY COLLEGE – MCCOLLUM PARK AND RIDE


Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Hawthorne Elementary School Garfield Park Everett Station Lowell Riverfront Park Silver Lake 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 15 Route 17 Route 18 	<ul style="list-style-type: none"> Route 201 Route 202 Route 270 Route 271 Route 280 Swift Green Swift Blue 		Modified Route

Route 29 would provide service between Everett Community College and McCollum Park and Ride and would follow the alignment of the current Route 29, but would extend further south to serve the residents living within the Silver Firs Equity Priority Area and provide regional connections via McCollum Park and Ride.

Route 29 would have improved service frequency, operating every 30 minutes all day, seven days per week. The route would also have improved service span, operating from 5:00 am – 10:00 pm on weekdays, from 6:00 am – 10:00 pm on Saturdays, and from 7:00 am – 9:00 pm on Sundays.

Route 103

HARDESON RD - LYNNWOOD TRANSIT CENTER VIA ALDERWOOD MALL




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> YMCA Kamiak High School Harbor Pointe Golf Club Lynnwood Recreation Center 		<ul style="list-style-type: none"> Route 12 Route 14 Route 16 Route 101 Route 112 	<ul style="list-style-type: none"> Route 117 Swift Blue Swift Green Swift Orange 		Modified Route

Route 103 would be a modified route with service between Lynnwood Transit Center and Community Transit's Hardeson Campus. This route would serve central Everett and key destinations such as the Future of Flight Aviation Center and a number of hotels and hospitality establishments. Route 103 would provide regional connections via Lynnwood Transit Center.

Route 103 would operate every 20 minutes during the weekday peak periods from 6:00 am – 9:00 am and from 2:00 pm – 6:00 pm. The route would operate every 30 minutes at all other times on weekdays and every 60 minutes all day on weekends. Route 103 would operate from 4:30 am – 11:00 pm on weekdays, from 6:00 am – 9:00 pm on Saturdays, and from 7:00 am – 9:00 pm on Sundays.

Route 201/202

SMOKEY POINT – EVERETT STATION




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Arlington Municipal Airport Ebey Waterfront Park & Marina Providence Regional Medical Center 		<ul style="list-style-type: none"> Swift Blue Route 3 Route 4 Route 6 Route 7 Route 8 Route 16 Route 17 	<ul style="list-style-type: none"> Route 18 Route 29 Route 209 Route 220 Route 222 Route 223 Route 270 Route 271 Route 280 		Modified Route

Routes 201 and 202 would provide service between Smokey Point Transit Center and Everett Station. The routes would run along identical alignments to one another between Everett Station and 100th St NE where they would then split, with the 201 running along State Ave and the 202 running along 51st Ave. The routes would share an alignment again at Smokey Point Transit Center. The current 201 and 202 routes provide service much further south, extending to Lynnwood Transit Center, but the truncation of these routes at the Everett Station would allow for shorter route runtimes and continue to provide regional connections via the transfer opportunities at the station.

Frequency and service span on Routes 201 and 202 would be unchanged in the Near Term Transit Network.

Swift Blue Line

EVERETT STATION – SHORELINE NORTH/185TH LINK STATION




Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> Paine Field Boeing Assembly Plant Ash Way Park and Ride Alderwood Mall Lynnwood Transit Center 		<ul style="list-style-type: none"> Swift Green Swift Orange Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 Route 15 Route 16 Route 17 	<ul style="list-style-type: none"> Route 18 Route 29 Route 101 Route 102 Route 114 Route 130 Route 201 Route 202 Route 270 Route 271 Route 280 		Existing Route with extension to the south	

Swift Blue would continue to provide service between Everett Station and the Echo Lake area, but the southern terminus would be shifted to provide regional connections from its current terminus at the Aurora Village Transit Center, which would still be served along the route, to the future Link Light Rail Shoreline North/185th. Swift Blue would run primarily along Evergreen Way, I-5, and 200th St.

The Swift Blue Line would have improved frequency on weekday evenings and Sundays before 6:00 pm, operating every 15 minutes instead of every 20 minutes. The route would also have improved Saturday service span, operating from 5:00 am – 11:00 pm. These improvements are planned and will be implemented through the Community Transit 2024 Service Plan.

Swift Orange Line

MCCOLLUM PARK AND RIDE – EDMONDS COLLEGE

Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> Downtown Mill Creek Ash Way Park and Ride Alderwood Mall Lynnwood Transit Center 		<ul style="list-style-type: none"> Swift Blue Swift Green Route 14 Route 15 Route 29 Route 103 	<ul style="list-style-type: none"> Route 106 Route 112 Route 119 Route 130 Route 703 Route 166 		New Route	

Swift Orange Line would be an entirely new route with service between McCollum Park and Ride and Edmonds College via 164th St SW, Alderwood Mall Blvd, and 196th St SW. Swift Orange would serve the Alderwood Mall, Ash Way Park and Ride, and other regional destinations and connections. The route would operate every 10-20 minutes on weekdays from 4:00 am – 11:30 pm, every 15-20 minutes on Saturdays from 6:00 am – 11:00 pm, and every 20 minutes on Sundays from 7:00 am – 9:00 pm. Implementation of the Swift Orange Line is currently under construction and service will begin in 2024.

6 LONG TERM TRANSIT NETWORK

The Long Term Transit Network will restructure service around regional transit investments by connecting to Link light rail, improving Link station access, and reinvesting in local service with an electrified bus fleet. The Long Term network aligns with the Everett Link Extension opening year of 2041 with planned headways of every 4-6 minutes in the peak. This network reflects the expected changes to the regional network and was developed within the financial projections detailed in Chapter 3.

FEATURES OF THE LONG TERM TRANSIT NETWORK

More Transit Together's Long Term Transit Network consists of both fixed-route transit and innovative opportunities to increase coverage. The four design principles for network development include **maintain service**, **connections**, **span**, and **frequency**. The Long Term Transit Network accomplishes these goals in a financially sustainable way through the following network features:

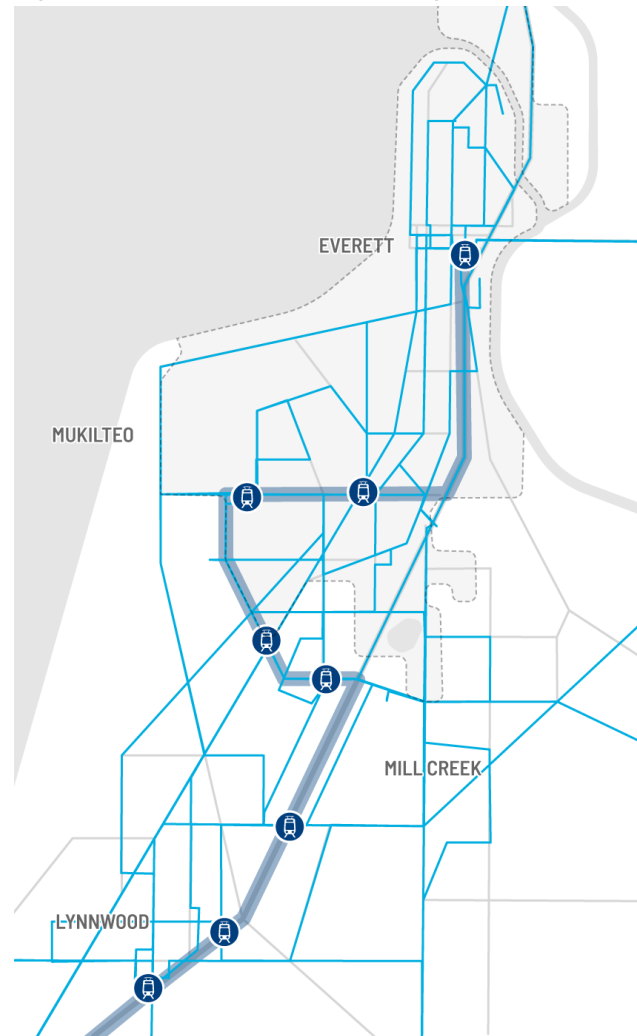
Maintain Service: Ensure reliability and reduce travel time-maintain local service for riders connecting to Link light rail

Connections: Ensure access points from parallel bus pathways to Link light rail stations

Span: At a minimum, maintain a span of service that starts earlier and ends later than Link light rail to provide local connections from Link light rail stations

Frequency: Improve frequency to match Link light rail along the busiest corridors

Figure 6-1 Everett Link Extension Alignment



Frequency: more 30-minute service for Everett residents and jobs

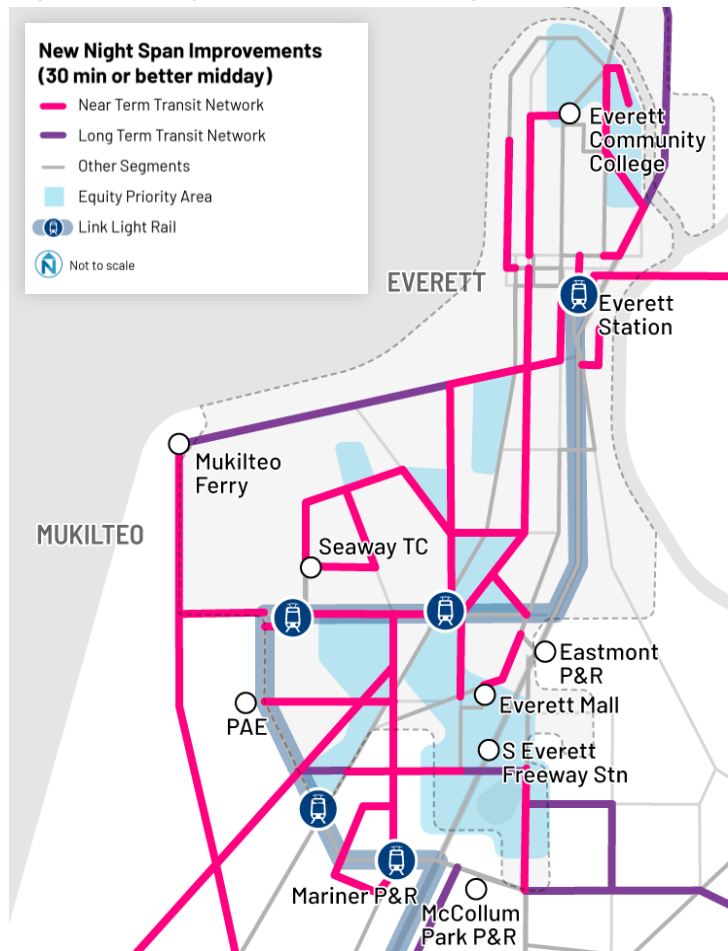
Which routes provide 30-minute service to Everett residents and jobs?

- 2** Existing ET routes with all-day service every 30 minutes or better in Everett
- 4** Existing Community Transit routes with all-day service every 30 minutes or better in Everett
- +12** More Near Term routes with all-day service every 30 minutes or better
- +4** More routes with all-day service every 30 minutes or better in the Long Term Transit Network
- 22** Total routes in Everett with all-day service every 30 minutes or better in the Long Term Transit Network

Feature highlight: *Four more routes would come every 30 minutes or better all day throughout Everett in the Long Term Transit Network*

Much of the improved coverage in the Long Term Transit Network is in communities identified as Equity priority areas (as shown in blue). These areas would experience improved regional access via connections with Link light rail more frequently throughout the day.

Figure 6-2 Long Term Network Frequency Improvements



Frequency: more 15-minute service for Everett residents and jobs

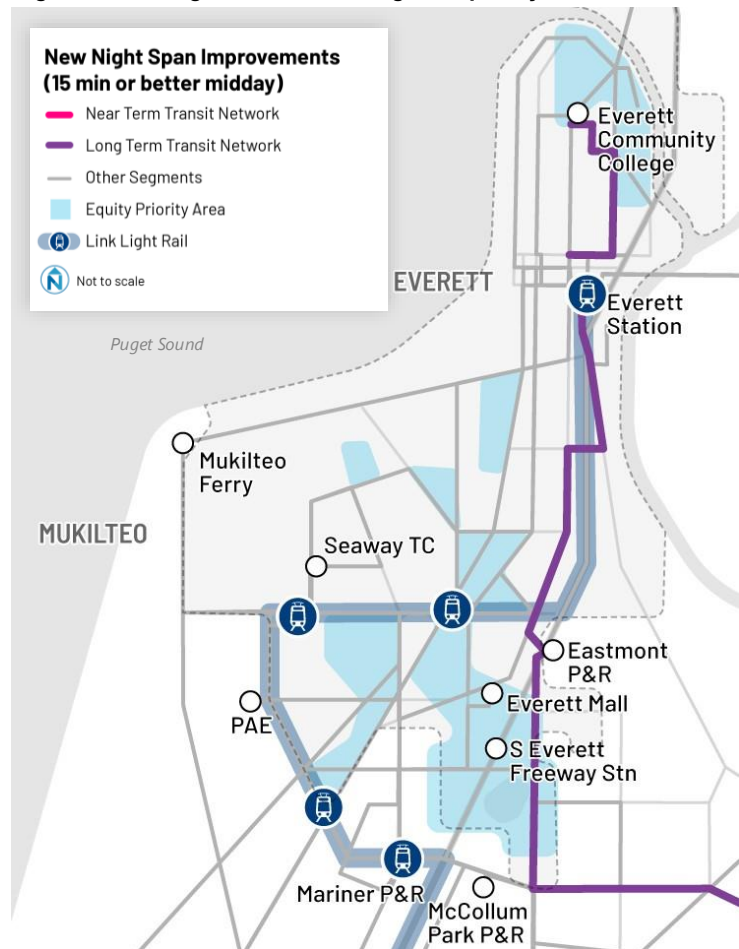
Which routes provide 15-minute service to Everett residents and jobs?

- 1** Existing ET routes with all-day service every 15 minutes or better in Everett
- 3** Existing Community Transit routes with all-day service every 15 minutes or better in Everett
- +0** More Near Term routes with all-day service every 15 minutes or better
- +2** More routes with all-day service every 15 minutes or better in the Long Term Transit Network
- 6** Total routes in Everett with all-day service every 15 minutes or better in the Long Term Transit Network

Feature highlight: *Two more routes would come every 15 minutes or better all day throughout Everett in the Long Term Transit Network*

Two additional routes on the east side of Everett will provide frequent 15-minute or better service to Everett Link station, Everett Community College, and the Eastmont Park & Ride.

Figure 6-3 Long Term Network High Frequency Service



Span: more service until 9 p.m. for Everett residents and jobs

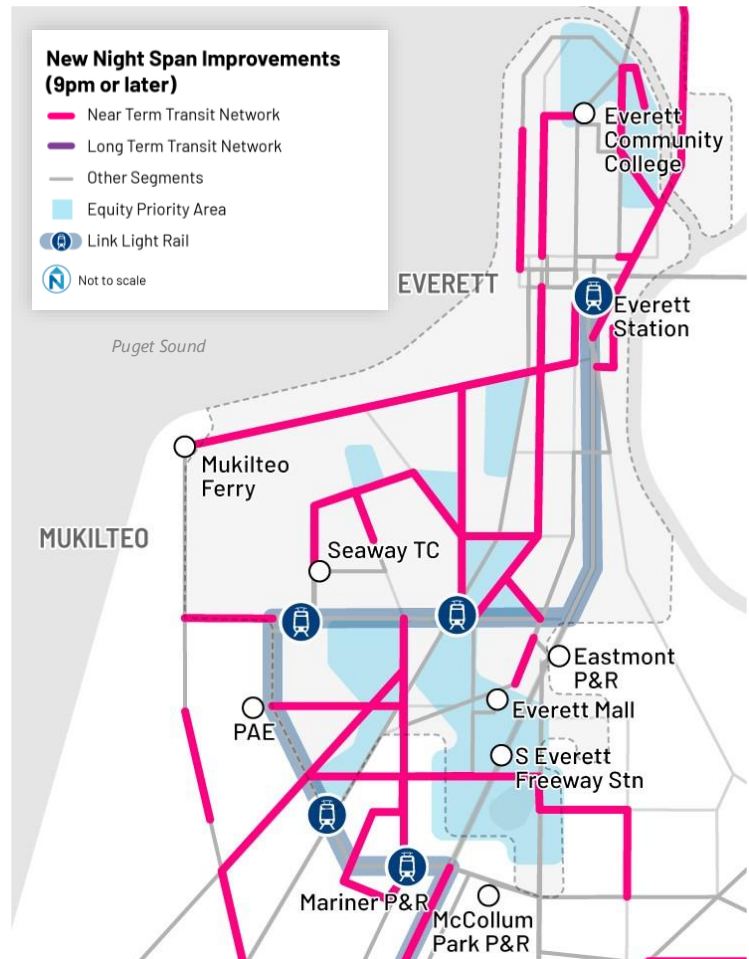
Which routes provide service until 9 p.m. to Everett residents and jobs?

- 3** Existing ET routes with service until 9 p.m. in Everett
- 4** Existing Community Transit routes with service until 9 p.m. in Everett
- +12** More Near Term routes with service until 9 p.m. in Everett
- +3** More routes with service until 9 p.m. in Everett in the Long Term Transit Network
- 22** Total routes with service until 9 p.m. in Everett in the Long Term Transit Network

Feature highlight: *Three more routes would run until 9 p.m. or later in the Long Term Transit Network.*

Three additional routes throughout Everett would provide service until 9 p.m. However, service until 9 p.m. would already operate along those routes' corridors. Additional opportunities for later evening service would be available but not in any new locations. These services are designed to better compliment Sound Transit's regional Link light rail expansion.

Figure 6-4 Long Term Network Later Night Service



Span: late night service for Everett residents and jobs

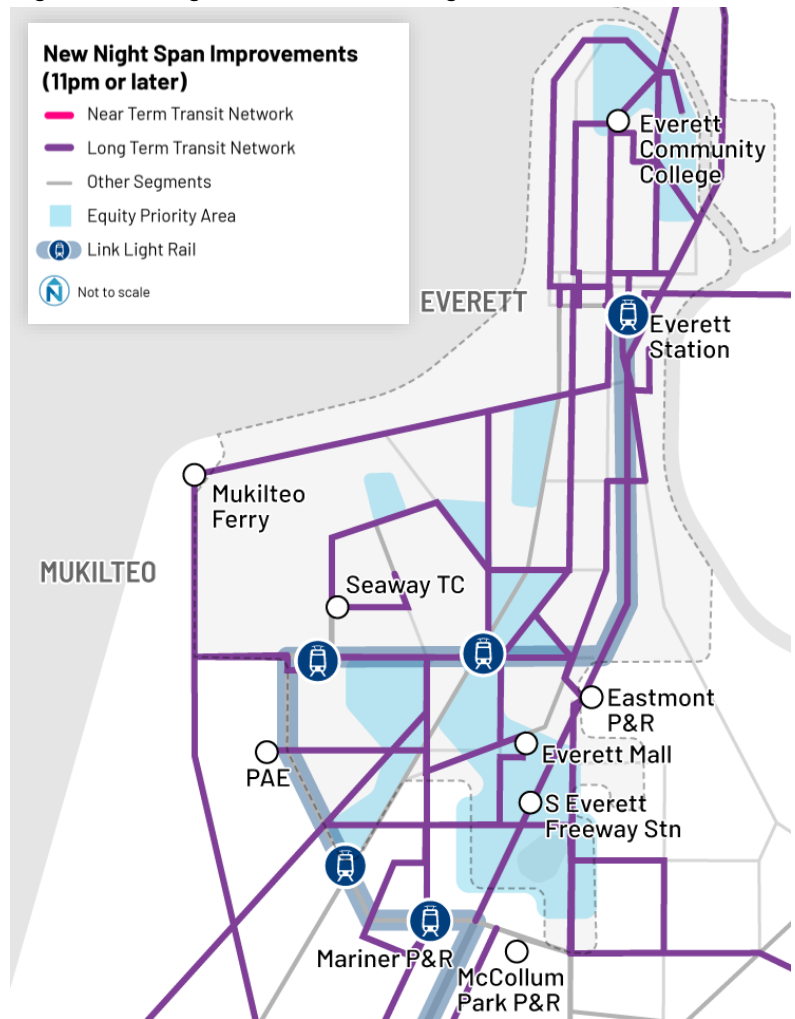
Which routes provide service until 11 p.m. to Everett residents and jobs?

- 0** Existing ET routes with service until 11 p.m. or later in Everett
- 2** Existing Community Transit routes with service until 11 p.m. or later in Everett
- 0** More Near Term routes with service until 11 p.m. or later in Everett
- +17** More routes with service until 11 p.m. or later in Everett in the Long Term Transit Network
- 19** More routes with service until 11 p.m. or later in Everett in the Long Term Transit Network

Feature highlight: *Seventeen more routes in Everett would provide service until 11 p.m. or later.*

The Long Term Network is designed to compliment Sound Transit’s regional Link Light Rail expansion, which will run service until 11 p.m. Providing late-night local connections in Everett will allow regional travelers to reach their final destination, even if they ride the last Link light rail train of the night.

Figure 6-5 Long Term Network Late Night Service



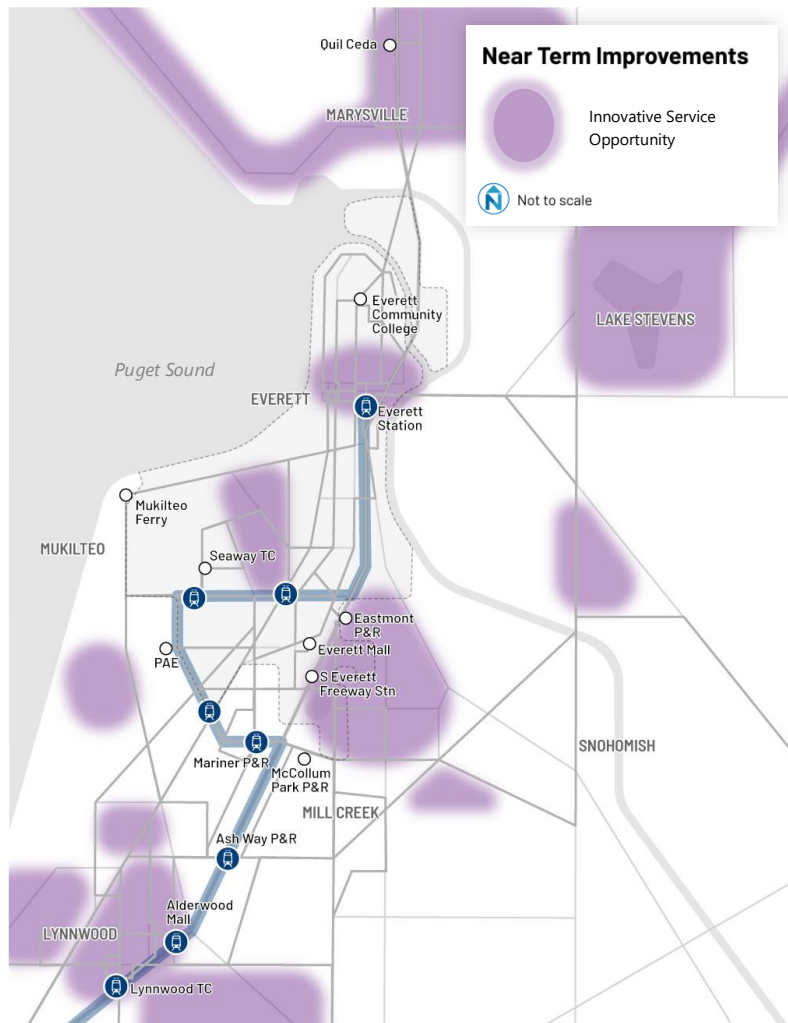
Improvements beyond fixed-route service

Which Innovative Service Zones provide service in Snohomish County?

- 1** Existing Innovative Service Zones
- +2** Innovative Service Zones in the Near Term Network
- +8** Innovative Service Zones identified for further study
- +1** Innovative Service Zone in the Long Term Network
- 12** Total Innovative Service Zones in the Long Term Network

Several additional Innovative Service zones outside of Everett were previously identified for further study. Within Everett, the Long Term Network adds one new Innovative Service Zone near the Glenwood - Sievers Duecy neighborhood, which would provide service to the area that is difficult to service with fixed-route buses. This would result in three innovative service opportunities in Everett, and twelve total throughout Snohomish County.

Figure 6-6 Long Term Network Innovative Service Zones



Route Level Changes

This section includes specific changes for each route that are included in the Long Term Transit Network. Only routes with proposed changes are described in this chapter. Figure 6-8 shows the status of all Community Transit and Everett Transit routes in the Long Term Transit Network. Figure 6-7 shows frequencies and spans for routes with proposed changes and route level narratives articulate the changes compared to the Near Term Transit service. Routes that operate more frequently during the day than during the evening are shown with two frequency numbers (ie. 30 / 60).

Figure 6-7 Long Term Transit Network Route Service Statistics

Near Term Network Recommendations	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
	Frequency (in minutes)			Span		
Route 2	20	30	30	4:00 am – 1:00 am	7:00 am – 9:00 pm	7:00 am – 8:00 pm
Route 3	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 4	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 6	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 7	15 / 30	30	30	4:00 am – 1:00 am	6:00 am – 10:00 pm	7:00 am – 9:00 pm
Route 8	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 12	30	30	30	4:00 am – 1:00 am	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 13	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 14	20	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 15	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 16	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 17	30	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 18	20	30	30	5:00 am – 11:00 pm	7:00 am – 9:00 pm	8:00 am – 8:00 pm
Route 29	30 / 15	30	30	4:00 am – 1:00 am	6:00 am – 10:00 pm	7:00 am – 9:00 pm
Route 103	20	30	30	4:30 am – 11:00 pm	6:00 am – 9:00 pm	7:00 am – 9:00 pm
Route 201	30 / 60 / 70	60	60	4:45 am – 10:00 pm	6:30 am – 9:15 pm	7:30 am – 9:15 pm
Swift Orange	10 / 15 / 20	15 / 20	20	4:00 am – 11:30 pm	6:00 am – 11:00 pm	7:00 am – 9:00 pm
Swift Blue	10 / 15	15 / 20	15 / 20	4:00 am – 11:30 pm	5:00 am – 11:00 pm	7:00 am – 9:00 pm
Swift Green	10 / 15 / 20	15 / 20	15 / 20	4:15 am – 11:00 pm	6:00 am – 10:00 pm	7:00 am – 9:00 pm
Swift Gold	10 / 15	15 / 20	15 / 20	4:00 am – 11:30 pm	5:00 am – 11:00 pm	7:00 am – 9:00 pm
Swift Silver	10 / 15	15	15	5:00 am – 11:00 pm	8:00 am – 9:00 pm	8:00 am – 9:00 pm

Network Level Changes

Figure 6-8 Long Term Network Route Level Status




Route Name	Long Term Network Status	Route Name	Long Term Network Status
Route 2*	Modified	Route 117	No Changes
Route 3*	Modified	Route 119	No Changes
Route 4*	Modified	Route 120	No Changes
Route 6*	Modified	Route 121	No Changes
Route 7*	Modified	Route 130	No Changes
Route 8*	Modified	Route 166	No Changes
Route 12*	Modified	Route 201*	Modified
Route 13*	Modified	Route 202*	Removed
Route 14*	Modified	Route 209	No Changes
Route 15*	Modified	Route 220	No Changes
Route 16*	Modified	Route 222	No Changes
Route 17*	Modified	Route 223	No Changes
Route 18*	Modified	Route 230	No Changes
Route 29*	Modified	Route 240	No Changes
Route 101	No Changes	Route 270	No Changes
Route 102	No Changes	Route 271	No Changes
Route 103*	Modified	Route 280	No Changes
Route 106	No Changes	Swift Orange*	Modified
Route 109	No Changes	Swift Blue*	Modified
Route 111	No Changes	Swift Green*	Modified
Route 112	No Changes	Swift Silver*	New
Route 114	No Changes	Swift Gold*	New

*Routes shown in Figure 6-7

Network Level Changes

Route 2

EASTMONT – MARINER PARK AND RIDE – ASH WAY




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Cascade Senior High School Voyager Middle School Everett Mall Paine Field Swedish Medical Center Ash Way Park and Ride 		<ul style="list-style-type: none"> Route 7 Route 8 Route 12 Route 13 Route 14 Route 15 Route 18 Route 101 Route 103 	<ul style="list-style-type: none"> Route 106 Route 112 Route 118 Route 121 Route 157 Route 702 Route 705 Swift Orange Swift Silver 		Modified Route

In the Long Term Transit Network, Route 2 would be extended further south along 128th St SW, 130th St SE, Meridian Ave S, Meadow Rd, 164th St SW, and Ash Way, terminating at the Ash Way Park and Ride. This alignment would improve regional connectivity at Ash Way Park and Ride and would provide direct service to planned high density residential developments along Meadow Rd.

Weekend service would be unchanged from the Near Term Transit Network, but weekday service frequency would be improved to operate every 20 minutes all day from 4:00 am – 1:00 am.

Route 3




PAINE FIELD – EVERETT STATION

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everett Community College Merrill Creek Park Everette Golf and Country Club Evergreen Cemetery 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 17 Route 18 Route 29 	<ul style="list-style-type: none"> Route 152 Route 201 Swift Blue Swift Gold 		Modified Route

The alignment of Route 3 would be unchanged from the Near Term Transit Network. However, frequency and service span would be further improved in the Long Term Transit Network. The route would now operate two hours later in the evening on weekdays, from 5:00 am – 11:00 pm, and would operate with 30 minute frequency all day on weekends.

Route 4




EVERETT STATION – EVERETT COMMUNITY COLLEGE

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everette Community College Viola Oursler Park Senator Henry M. Jackson Park Amazon SWA1 		<ul style="list-style-type: none"> Route 4 Route 17 Route 29 Route 201 Route 202 	<ul style="list-style-type: none"> Route 270 Route 271 Route 280 		Modified Route

The alignment of Route 4 would be unchanged from the Near Term Transit Network. The route would have further improved service span on weekdays, operating every 30 minutes from 5:00 am – 11:00 pm, two hours later into the evening than in the Near Term Transit Network.

Route 6




RIVERFRONT – QUIL CEDA

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everette Station Grand Avenue Park Legion Memorial Golf Course Quilane Park 		<ul style="list-style-type: none"> Route 3 Route 6 Route 7 Route 18 	<ul style="list-style-type: none"> Route 29 Route 201 Route 202 		Modified Route

The alignment of Route 6 would be unchanged from the Near Term Transit Network. The route would have further improved service span on weekdays, operating every 30 minutes from 5:00 am – 11:00 pm, two hours later into the evening than in the Near Term Transit Network.

Route 7




MARINER PARK AND RIDE – EVERETT COMMUNITY COLLEGE

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Cascade High School South Point Plaza Everett Reservoir Number 3 		<ul style="list-style-type: none"> Route 3 Route 6 Route 7 Route 17 Route 18 Route 29 Route 101 	<ul style="list-style-type: none"> Route 201 Route 270 Route 271 Route 202 Route 280 Swift Green Swift Blue 		Modified Route

The alignment of Route 7 would be unchanged from the Near Term Transit Network. The route would have further improved service span on weekdays, operating both earlier morning and later night service, from 4:00 am – 1:00 am on weekdays.

Route 8




EVERETT STATION - PAINE FIELD

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Seattle Paine Filed International Airport Cascade Senior High School Everett Golf and Country Club Memorial Stadium 		<ul style="list-style-type: none"> Route 2 Route 3 Route 4 Route 7 Route 12 Route 14 Route 16 	<ul style="list-style-type: none"> Route 17 Route 18 Route 29 Route 152 Route 201 Route 270 		Modified Route

The alignment of Route 8 would be unchanged from the Near Term Transit Network. There would be additional service span and frequency improvements in the Long Term Transit Network, including later weekday night service with Route 8 operating from 5:00 am – 11:00 pm on weekdays, and improved weekend evening frequency. Route 8 would operate with all day 30 minute service frequency on weekends, from 7:00 am – 9:00 pm on Saturdays and from 8:00 am – 8:00 pm on Sundays.

Route 12




SEAWAY - EASTMONT

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Everett Mall Walter E hall Park Merrill Creek Park 		<ul style="list-style-type: none"> Route 2 Route 3 Route 8 Route 12 Route 13 Route 14 	<ul style="list-style-type: none"> Route 16 Route 103 Swift Green Swift Silver 		Modified Route

The alignment of Route 12 would be unchanged from the Near Term Transit Network. There would be additional service span and frequency improvements in the Long Term Transit Network, including later weekday night service with Route 12 operating from 4:00 am – 1:00 am on weekdays, and improved weekend evening frequency. Route 12 would operate with all day 30 minute service frequency on weekends, from 7:00 am – 9:00 pm on Saturdays and from 8:00 am – 8:00 pm on Sundays.

Route 13

EVERETT MALL - LYNNWOOD TRANSIT CENTER




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Lynnwood City Hall Lake Serene Paine Field Community Park Fairmount Elementary School 		<ul style="list-style-type: none"> Route 2 Route 12 Route 13 Route 14 Route 102 Route 103 Route 112 	<ul style="list-style-type: none"> Route 114 Route 117 Route 119 Route 120 Route 130 Route 166 Swift Orange 		Modified Route

In the Long Term Transit Network, the alignment of Route 13 would be extended further west to the Edmonds Ferry Terminal along 48th Ave W, 196th St SW, 9th Ave N, Caspers St, 3rd Ave N, Dayton St, and Sunset Ave S. This route extension would replace service currently provided by Community Transit Route 166, which would be truncated in the Long Term Transit Network.

In addition to the extension to Edmonds, Route 13 would also operate later evening service and higher frequency service. The route would operate 30 minute service, all day, seven days per week. Route 13 would operate from 5:00 am – 11:00 pm on weekdays, from 7:00 am – 9:00 pm on Saturdays, and from 8:00 am – 8:00 pm on Sundays.

Route 14

SEAWAY – ASH WAY PARK AND RIDE




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Ash Way Park & Ride Mariner High School Walter E Hall Park Boeing Everett Assembly Plant 		<ul style="list-style-type: none"> Route 2 Route 3 Route 7 Route 8 Route 12 Route 13 Route 14 Route 16 	<ul style="list-style-type: none"> Route 101 Route 103 Route 106 Route 112 Route 157 Swift Green Swift Silver 		Modified Route

In the Long Term Transit Network, Route 14 would be truncated to terminate at the Ash Way Park and Ride instead of Lynnwood Transit Center. The alignment north of Ash Way Park and Ride would be unchanged from the Near Term Transit Network. The Swift Orange Line would continue to provide a direct connection between the Ash Way Park and Ride and the Lynnwood Transit Center. All areas served by Route 14 in the Near Term Transit Network would continue to be served in the Long Term Transit Network.

Route 14 would also operate with improved weekday service frequency and later evening service span, operating every 20 minutes all day on weekdays from 5:00 am – 11:00 pm. Weekend service span and frequency would be unchanged from the Near Term Transit Network.

Route 15




MCCOLLUM PARK - MUKILTEO VIA PAINE FIELD

Destination Connections	Route Connections	Route Status
 <ul style="list-style-type: none"> Silver Lake Seattle Paine Field International Airport Mukilteo Lighthouse Park Mukilteo Ferry Terminal 	 <ul style="list-style-type: none"> Route 2 Route 29 Route 103 Route 109 Route 117 Swift Green Swift Orange Swift Silver 	 <p>Modified Route</p>

The alignment of Route 15 would be unchanged from the Near Term Transit Network. The route would have improved service frequency in the Long Term Transit Network, operating every 30 minutes, all day, seven days per week. The route would also operate with later evening service on weekdays, from 5:00 am – 11:00 pm.

Route 16




EVERETT STATION - SEAWAY

Destination Connections	Route Connections	Route Status
 <ul style="list-style-type: none"> Boeing Everett Assembly Plant Walter E Hall Park Evergreen Middle School Rotary Centennial Playground 	 <ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 Route 14 Route 17 Route 29 Route 152 Route 201 Route 270 Swift Blue 	 <p>Modified Route</p>

The alignment of Route 16 would be unchanged from the Near Term Transit Network. The route would operate with later evening service on weekdays, from 5:00 am – 11:00 pm, and with improved weekend evening service frequency. Route 16 would operate every 30 minutes, all day, from 7:00 am – 9:00 pm on Saturdays and from 8:00 am – 8:00 pm on Sundays.

Route 17




LAKE STEVENS - EVERETT COMMUNITY COLLEGE

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Providence Regional Medical Center Everett Station Ebey Island Wildlife Area Cavelero Mid High School 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 8 Route 29 	<ul style="list-style-type: none"> Route 201 Route 202 Route 270 Route 271 Route 280 Swift Blue 		Modified Route

The alignment of Route 17 would be unchanged from the Near Term Transit Network. The route would operate with later evening service on weekdays, from 5:00 am – 11:00 pm, and with improved weekend service frequency. Route 17 would operate every 30 minutes, all day, from 7:00 am – 9:00 pm on Saturdays and from 8:00 am – 8:00 pm on Sundays.

Route 18




MUKILTEO FERRY TERMINAL - EVERETT STATION

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Roatry Centennial Playground Harborview Park Mukilteo Lighthouse Park 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 15 Route 16 Route 29 	<ul style="list-style-type: none"> Route 201 Route 202 Route 270 Route 271 Route 280 Swift Blue 		Existing Route

The alignment of Route 18 would be unchanged from the Near Term Transit Network. In the Long Term Transit Network, Route 18 would operate with improved service frequency and improved service span, operating every 20 minutes, all day, on weekdays from 5:00 am – 11:00 pm, every 30 minutes on Saturdays from 7:00 am – 9:00 pm, and every 30 minutes on Sundays from 8:00 am – 8:00 pm.

Route 29



EVERETT COMMUNITY COLLEGE – MCCOLLUM PARK AND RIDE

Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> ▪ Hawthorne Elementary School ▪ Garfield Park ▪ Everett Station ▪ Lowell Riverfront Park ▪ Silver Lake 		<ul style="list-style-type: none"> ▪ Route 3 ▪ Route 4 ▪ Route 6 ▪ Route 7 ▪ Route 15 ▪ Route 17 ▪ Route 18 	<ul style="list-style-type: none"> ▪ Route 201 ▪ Route 202 ▪ Route 270 ▪ Route 271 ▪ Route 280 ▪ Swift Green ▪ Swift Blue 		Modified Route	

The alignment of Route 29 would be unchanged from the Near Term Transit Network. In the Long Term Transit Network, Route 29 would operate with improved service frequency and improved service span. On weekdays, Route 29 would operate every 30 minutes in the mornings and nights from 4:00 am – 8:00 am and from 8:00 pm – 1:00 am, and would operate every 15 minutes during all other times of day. Weekend service would be unchanged from the Near Term Transit Network.

Route 103

HARDESON RD – ASH WAY PARK AND RIDE




Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> ▪ YMCA ▪ Kamiak High School ▪ Harbor Pointe Golf Club ▪ Lynnwood Recreation Center 		<ul style="list-style-type: none"> ▪ Route 12 ▪ Route 14 ▪ Route 16 ▪ Route 101 ▪ Route 112 	<ul style="list-style-type: none"> ▪ Route 117 ▪ Swift Blue ▪ Swift Green ▪ Swift Orange 		Modified Route	

In the Long Term Transit Network, the alignment of Route 103 would be simplified to remove the deviation operating along Harbour Pointe Blvd. This segment would be replaced with a new Innovative Opportunity Service area. Route 103 would also be shortened to operate to Ash Way Park and Ride rather than south to the Lynnwood Transit Center.

Service span on Route 103 would be unchanged from the Near Term Transit Network. However, frequency on Route 103 would be improved to operate every 20 minutes all day on weekdays and every 30 minutes all day on weekends.

Route 201/202

SMOKEY POINT – EVERETT STATION




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Arlington Municipal Airport Ebey Waterfront Park & Marina Providence Regional Medical Center 		<ul style="list-style-type: none"> Swift Blue Route 3 Route 4 Route 6 Route 7 Route 8 Route 16 Route 17 	<ul style="list-style-type: none"> Route 18 Route 29 Route 209 Route 220 Route 222 Route 223 Route 270 Route 271 Route 280 		Modified Route

Route 201 would continue to provide service between Smokey Point Transit Center and Everett Station, while Route 202 would be removed and replaced with the new Swift Gold Line. The routes would run along identical alignments to one another between Everett Station and 100th St NE where they would then split, with the 201 running along State St and the Swift Gold Line running along 51st Ave NE. The routes would share an alignment again at Smokey Point Transit Center. The current 201 and 202 routes provide service much further south, extending to Lynnwood Transit Center, but the truncation of these routes at Everett Station would allow for shorter route runtimes and continue to provide regional connections via the transit center transfer opportunities.

Frequency and service span on Routes 201 would be unchanged in the Near Term Transit Network.

Swift Blue Line




EVERETT STATION – SHORELINE NORTH/185TH LINK STATION

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Paine Field Boeing Assembly Plant Ash Way Park and Ride Alderwood Mall Lynnwood Transit Center 		<ul style="list-style-type: none"> Swift Green Swift Orange Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 Route 15 Route 16 Route 17 	<ul style="list-style-type: none"> Route 18 Route 29 Route 101 Route 102 Route 114 Route 130 Route 201 Route 202 Route 270 Route 271 Route 280 		No Changes

The Swift Blue Line would be unchanged from the Near Term Transit Network.

Swift Green Line

SEAWAY – CANYON PARK




Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Paine Field Boeing Assembly Plant Ash Way Park and Ride Alderwood Mall Lynnwood Transit Center 		<ul style="list-style-type: none"> Swift Orange Route 15 Route 29 Route 106 Route 109 	<ul style="list-style-type: none"> Route 121 Route 166 		Existing Route

In the Long Term Transit Network, the alignment of the Swift Green Line would be adjusted so it no longer operates on Airport Rd and 128th St SW. This segment would instead be served by the new Swift Silver Line. The Swift Green Line would now operate along Casino Rd and 19th Ave SE to reach Murphy's Corner. The alignment of the Swift Green Line between Murphy's Corner and the Canyon Park Park and Ride would be unchanged from the Near Term Transit Network, but the route would now continue operating further south along Bothell-Everett Hwy, Bothell Way NE, NE 185th St, Beardslee Blvd, and 110th Ave NE to terminate at the University of Washington – Bothell Campus.

The service span of the Swift Green Line would be unchanged in the Long Term Transit Network, but frequency would be improved to operate every 10-20 minutes on weekdays, and every 15-20 minutes on weekends.

Swift Orange Line




MCCOLLUM PARK AND RIDE – EDMONDS COLLEGE

Destination Connections		Route Connections			Route Status	
	<ul style="list-style-type: none"> Downtown Mill Creek Ash Way Park and Ride Alderwood Mall Lynnwood Transit Center 		<ul style="list-style-type: none"> Swift Blue Swift Green Route 14 Route 15 Route 29 Route 103 	<ul style="list-style-type: none"> Route 106 Route 112 Route 119 Route 130 Route 703 Route 166 		No Changes

The Swift Orange Line would be unchanged from the Near Term Transit Network.

Swift Silver Line




SEAWAY TRANSIT CENTER AND THE PLANNED SR 9 – CATHCART PARK AND RIDE

Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> Osborn Corner Penny Creek Elementary School Seattle Paine Field International Airport Boeing 		<ul style="list-style-type: none"> Route 2 Route 3 Route 4 Route 6 Route 7 Route 8 Route 12 Route 14 Route 15 Route 29 Route 103 	<ul style="list-style-type: none"> Route 106 Route 112 Route 119 Route 130 Route 703 Route 166 Swift Blue Swift Green 		New Route	

The Swift Silver Line would be a new Swift rapid bus route in the Long Term Transit Network operating between the Seaway Transit Center and the planned SR 9 – Cathcart Park and Ride. The route would operate along Seaway Blvd, Airport Rd, 128th St SW, 132nd St SE, 134th Pl SE, and Cathcart Way. The Swift Silver Line would operate every 10-15 minutes on weekdays from 5:00 am – 11:00 pm and every 15 minutes from 8:00 am – 9:00 pm on weekends.

Swift Gold Line

EVERETT TRANSIT CENTER – SMOKEY POINT TRANSIT CENTER

Destination Connections		Route Connections			Route Status	
 <ul style="list-style-type: none"> Downtown Everett 		<ul style="list-style-type: none"> Route 3 Route 4 Route 6 Route 7 Route 17 Route 18 	<ul style="list-style-type: none"> Route 29 Route 152 Route 201 Route 270 Swift Blue 		New Route	

The Swift Gold Line would be a new Swift rapid bus route in the Long Term Transit Network operating between Everett Station and Smokey Point Transit Center. The route would operate along SR 129, State Ave, and 51st Ave NE. The Swift Gold Line would operate every 10-15 minutes on weekdays from 4:00 am – 11:00 pm, every 15-20 minutes on Saturdays from 5 a.m. – 11 p.m, and every 15-20 minutes from 7:00 am – 9:00 pm on Sundays.

7 NEXT STEPS

The Near Term and Long Term Transit Networks were developed in coordination with identified agency priorities and with feedback from elected officials, agency staff, and labor organizations for both Community Transit and Everett Transit. However, this study did not include extensive engagement with transit riders and the broader Everett and Snohomish County communities to determine their priorities and perceptions of the transit networks. Prior to implementation, there are several critical steps necessary to fulfill community engagement goals, refine the transit networks, confirming the transit networks with the Everett City Council and Community Transit Board, completing a ballot initiative, and moving toward full implementation if approved by Everett voters.

NETWORK REFINEMENT

As consolidation continues to be studied, the financial landscape of Community Transit and Everett Transit will continue to evolve. Upon resumption of the potential consolidation study, the financial analysis should first be updated to confirm that forecasts continue to accurately align with current conditions and trends. Following this update, it will be necessary to refine the Near Term and Long Term Transit Networks to ensure that they are both cost constrained within the updated financial evaluation and align with current priorities for both agencies. Any shift in prioritization may require tweaks in how service is provided. This is unlikely to be a significant overhaul of these networks but smaller adjustments to ensure the network is the best representation of potential future service consolidation.

COMMUNITY ENGAGEMENT

The More Transit Together initiative developed several community engagement tools which will be utilized in future engagement processes, including:

- A project website to house information on the project and survey links
- A social pinpoint site, including an interactive map for participants to view specific service changes included in each transit network and to provide comments on each service change
- An online survey seeking overall feedback on the service changes as well as route level feedback on individual service changes and respondent demographic information
- Printed materials for on-board advertisements including bus flyers and hanger cards to advertise for the digital engagement options

Upon resuming system consolidation efforts, these tools should serve as the building blocks for initial public engagement. The draft transit networks should be incorporated into these tools and reviewed by the public to determine which elements have high levels of support, which are not supported, and if there are any specific issues that should be addressed before finalizing the service networks.

This community engagement should be focused on not just ensuring the public is aware of the potential service changes related to consolidation, but that they truly understand the scope and scale of benefits to the community as a result. Ultimately, the consolidation decision will be determined by a voter approved ballot measure, and ensuring a strong understanding of the network benefits will be imperative, not just for transit riders but for the entire voting community.

BALLOT MEASURE AND SUPPORTING CONSIDERATIONS

Following network refinement and community engagement, the issue of transit agency consolidation would need to be approved by a majority of voters in the city of Everett. To complete consolidation, voters in Everett would be required to approve joining the Community Transit PTBA and increasing the transit dedicated sales tax commensurately, from the current 0.6% to 1.2%. Beyond the formal legal process of initiating a ballot measure, there are several key supporting considerations that should be determined in advance to provide sufficient detail for voters to understand the proposal.

Specific considerations which arose during this process, as well as the ReThink Everett Transit study, include:

- Determining fare policies and structures under consolidation
- Determining paratransit eligibility policies under consolidation
- Continue coordinating with labor groups for both agencies
- The potential governance structure for a consolidated system
- The integration of the workforces from both agencies into a consolidated agency

These specific elements were out of scope for this study but emerged as key details that should be determined in order to fully inform the public about the tradeoffs and impacts associated with consolidation between the two transit systems. Separate from this study, there has been significant coordination between agency staff and the JPC to establish tentative agreement on topics like capital facilities, fleet management, workforce integration, and to establish a policy framework for additional conversations. This work represents a strong start on addressing these considerations and should continue to be a focal point for future consolidation study.

These considerations, as well as detailed descriptions of the proposed service changes and respective impacts and benefits to the community should move forward in a robust public awareness initiative prior to the ballot measure.