



# JOURNEY 2050

*DRAFT*  
COMMUNITY  
TRANSIT  
LONG RANGE  
PLAN

September 2023



**Journey 2050** helps define Community Transit's role through 2050. It provides a guide for near-term service and capital investments. Journey 2050 guides Community Transit's investments in Swift bus rapid transit, regular bus, and innovative services, as well as its goal of transitioning its fleet to zero emissions by 2044. Visit [our website](#) to learn more.

**Journey 2050** ayuda a definir la función de Community Transit hasta 2050. Da una guía para inversiones de capital y servicios a corto plazo. Journey 2050 orienta las inversiones de Community Transit en autobuses de tránsito rápido Swift, autobuses regulares y servicios innovadores, y su compromiso de hacer la transición de su flota a cero emisiones para 2044. Visite [nuestro sitio web](#) para obtener más información o llame al (800) 562-1375 para hablar con alguien sobre Journey 2050 en español.

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CHAPTER

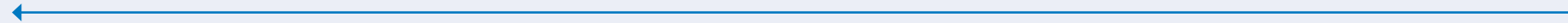
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# Executive Summary

# WHAT IS JOURNEY 2050?

**Journey 2050 (the Long Range Plan)** helps define Community Transit’s role for 25+ years. It provides a guide for near-term service and capital investments, which inform near-term plans and processes such as the annual Transit Development Plan and the annual budget. Journey 2050 outlines the priorities we heard from the community. These priorities guide how Community Transit will adapt to meet growth across the region, connect with expanded regional Link light rail service, and respond to the changing transportation environment.



## WHAT JOURNEY 2050 WILL ACCOMPLISH

### Key Elements of Journey 2050

Journey 2050 builds on our vision for bus service, with an expanded plan to meet transportation needs from today to 2050. The Long Range Plan incorporates several fundamental changes within the land use and transportation environment:

**SERVICE GROWTH**

Significantly grow our service in order to meet the needs of a growing county, particularly in regional growth centers with high concentrations of people and jobs.

**REGIONAL TRANSIT EXPANSION**

Continue to optimize the transit network in Snohomish County in alignment with expansion of the regional transit network.

**EMERGING MOBILITY OPTIONS**

Develop new and innovative service types to improve mobility options for the community.

**ZERO EMISSIONS FLEET**

Transition to a zero emissions fleet by 2044 in order to reduce our impact on the environment.



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# OUTCOMES OF JOURNEY 2050

Journey 2050 provides a guide to invest and expand service where it is needed. The development process of Journey 2050 used the priorities of **Efficiency**, **Equity**, and the **Environment** to assess the outcomes of the Long Range Plan.

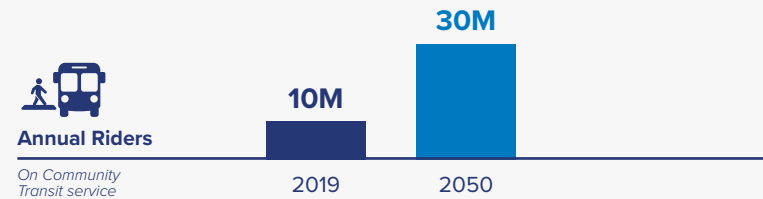
## ENVIRONMENT

Journey 2050 expands transit service and provides more mobility options to reduce the environmental effects from single-occupant vehicles. It also accounts for a transition to a zero emissions fleet in the future. These actions will help reduce transportation-related emissions in Snohomish County by **shifting more trips to transit and through operations of a zero emissions fleet.**



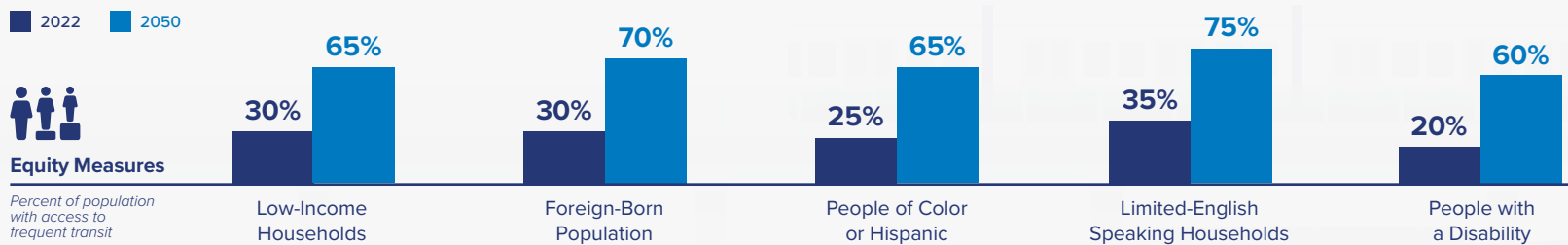
## EFFICIENCY

Journey 2050 focuses substantial service increases in areas that are forecast to have the largest increase in population and job growth over the next 30 years. This results in increased ridership along high-demand corridors and throughout the system, approximately **three times more annual riders—from 10 million in 2019 to 30 million in 2050.**



## EQUITY

The development process of Journey 2050 accounted for priority population measures, focusing on providing more equitable transit service to the community. Journey 2050 evaluated the percent of each priority population in Snohomish County with access to frequent service (15 minute or better headways) and found that within Snohomish County, **Community Transit provides (and will provide through Journey 2050) frequent service to:**



# HOW WE'LL GET THERE

Journey 2050 highlights additional elements such as **capital** planning and investments, **financial sustainability** and **implementation** considerations to improve mobility and access by making travel easy for all.

## SUPPORTING PLAN ELEMENTS

### CAPITAL



Implementing Journey 2050 will require significant capital investments, including the necessary infrastructure to transition the fleet to zero emissions vehicles. Additionally, investments will support the change and growth in services, including transit priority treatments, passenger facilities, and operational elements.

### FINANCES



Community Transit will continuously assess its financial sustainability through this plan implementation to ensure successful outcomes.

### IMPLEMENTATION



Implementing this plan will require significant partnership with local, state, regional, and federal partners. Close coordination with local, state, and federal agencies will ensure that service and capital investments align with land use changes and leverage funding and other partnership opportunities.







# 1

# Introduction



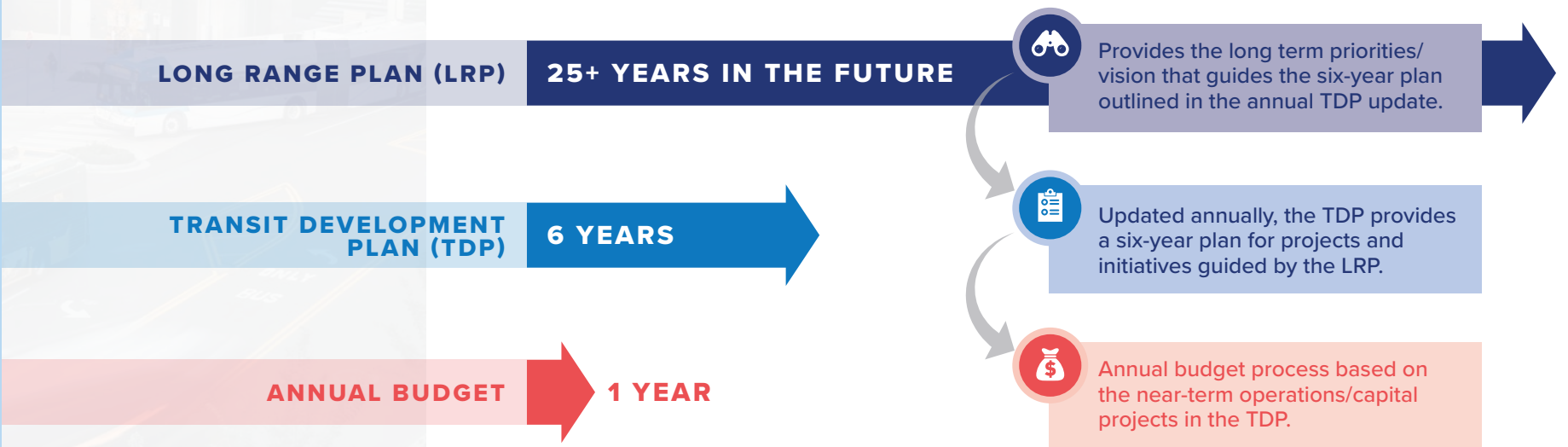
This chapter provides an introduction to Journey 2050 – Community Transit’s Long Range Plan. Journey 2050 describes how our services will expand and evolve over the next 25+ years to meet community needs.



# 1 WHY A LONG RANGE PLAN?

**Journey 2050** helps define Community Transit’s role over the next 25+ years. It provides a guide for near-term service and capital investments, which inform near-term plans and processes such as the annual Transit Development Plan and the annual budget. Journey 2050 outlines the

priorities we heard from the community. These priorities guide how Community Transit will adapt to meet growth across the region, connect with expanded regional Link light rail service, and respond to the changing transportation environment.



## Focus of Journey 2050

**Journey 2050 builds on our vision for bus service, with an expanded plan to meet transportation needs from today to 2050.**

During this time period, transportation in Snohomish County will undergo a massive transformation with new light rail and bus rapid transit connections within the region. Additionally, Community Transit will provide foundational support for the region to improve its environmental outcomes by transitioning to a zero

emissions fleet and providing services that allow more people to travel without a personal vehicle. The public transit and broader transportation landscape in Snohomish County is changing and Community Transit is positioned to lead that change.



### EMERGING TRENDS

Increased customization and changing customer expectations mean that Community Transit should consider new mobility service options to meet riders where they are and connect them to their destinations. Journey 2050 identifies how these new services can be deployed efficiently and equitably.

## Key Elements

Journey 2050 incorporates several fundamental changes within the land use and transportation environment. This includes:

### SERVICE GROWTH



Changes to the regional high-capacity transit network such as the extension of Sound Transit Link light rail to Everett and future STRIDE bus rapid transit from Bothell to Lynnwood.

### REGIONAL TRANSIT EXPANSION



Increased density in regional growth centers throughout Snohomish County.

### EMERGING MOBILITY OPTIONS



Development of new potential service types to improve the mobility options for areas that cannot support all-day frequent fixed-route service.

### ZERO EMISSIONS FLEET



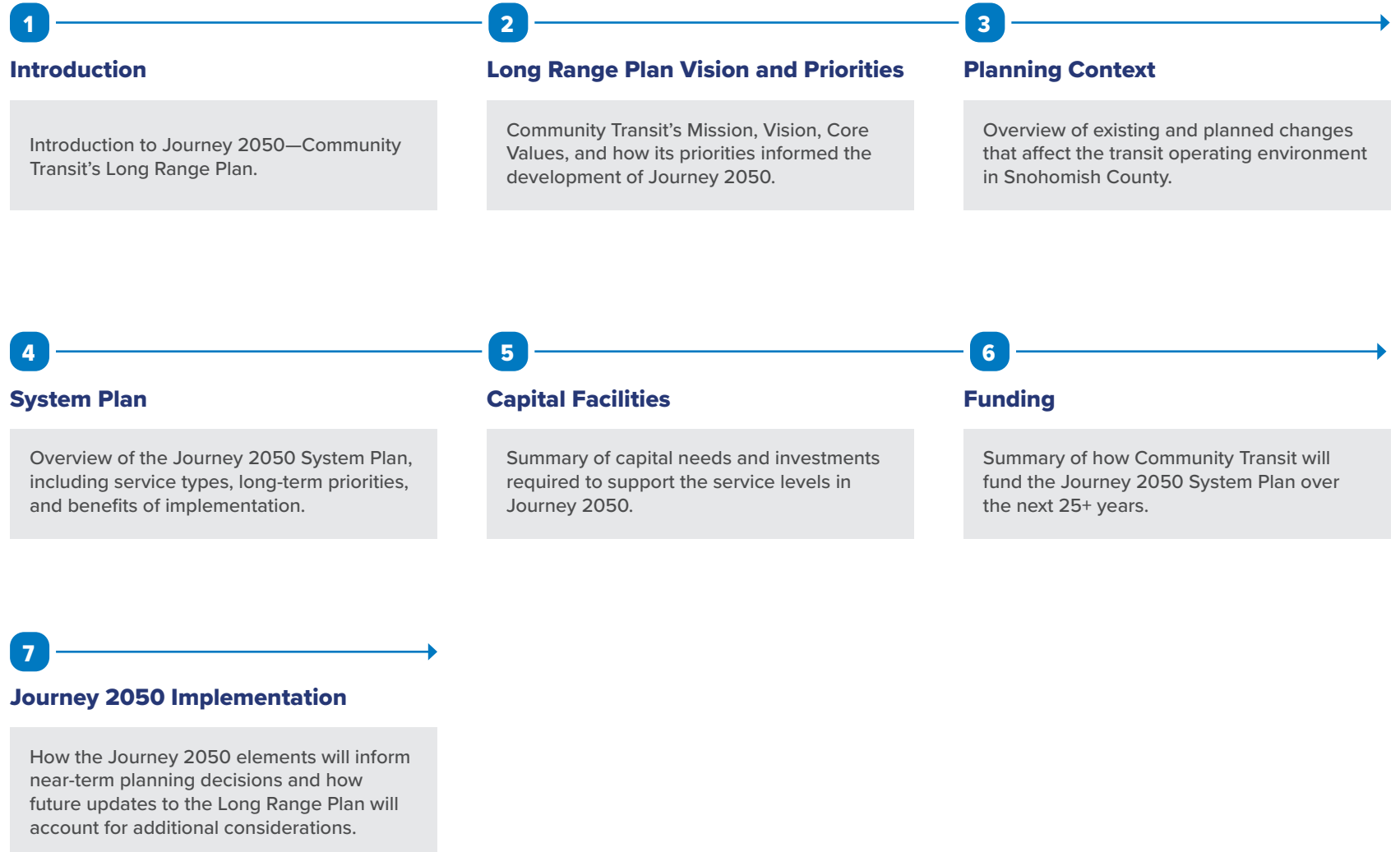
Transition to a zero emissions fleet by 2044 through a financially sustainable implementation plan that includes near-term and longer term strategies to leverage advances in technology and resiliency.



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# Long Range Plan Structure

Journey 2050 is organized into the following sections to highlight the connection between future conditions, service priorities, and capital and funding needs.







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# 2

## Long Range Plan Vision and Priorities



This chapter highlights Community Transit's Mission, Vision, and Core Values and describes how these strategic priorities informed the development of Journey 2050.

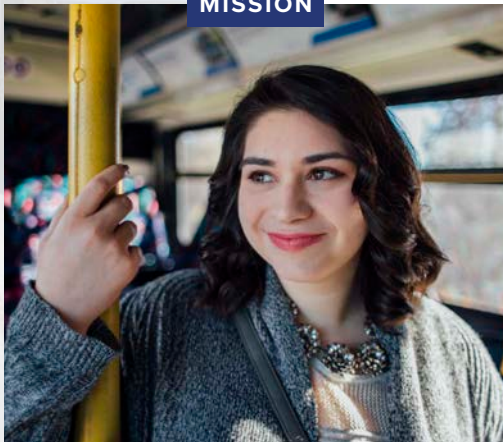


## 2 LONG RANGE PLAN VISION AND PRIORITIES

Community Transit's mission is to provide vital connections for everyone to access opportunities and key destinations. Whether it is commuting to and from the workplace, running errands, or visiting loved ones, our vision is to make those

connections seamless, efficient, and reliable—**travel made easy for all**. Our core values reinforce how we operate to provide the best possible service and customer experience to each and every rider.

### MISSION



We help people get from where they are to where they want to be.

### VISION



Travel made easy for all.

### CORE VALUES



Core Values describe how we approach our work inside our organization and out in the community.



# Our Strategic Priorities

In 2022, we updated our strategic priorities to guide near-term and long-term decision-making; providing a strong foundation of service excellence and capturing bold initiatives to build the future of mobility in Snohomish County.

## Journey 2050 Priorities

Related to our agency’s Strategic Priorities are the three key

priorities for the Long Range Plan: **Equity**, **Efficiency**, and the **Environment**. These three priorities emerged throughout the Journey 2050 planning process to encompass the themes highlighted in the Mission, Vision, and Core Values of Community Transit.

With growth planned for Snohomish County, improvements in transportation

technologies, and shifts in customer expectations, we posed questions to the community and internally. These questions asked whether we needed to shift our focus and priorities regarding our role in making “travel easy for all” and “getting people where they want to be.”

The development of Journey 2050 revealed the importance of each priority. Journey 2050

ensures a balanced approach towards all three priorities. Plan outcomes and implementation considerations are summarized in later chapters and highlight how Journey 2050 will achieve a balanced approach towards Equity, Efficiency, and the Environment.





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## Two Stories on Transit in 2050

For each individual in Snohomish County, Journey 2050 will provide different benefits to mobility and access across the county. Here are two stories that show how a person's trip could look in the future with the implementation of Journey 2050.

### STORY 1

**Downtown Edmonds to Mill Creek**



**1** You walk to the bus stop on a well-lit sidewalk with street trees.

**2** The bus comes every 15 minutes and is nearly always on time. You check an app on your phone and see that the next bus arrives in 5 minutes.

**3** You sit on a covered bench and read a book during your short wait.

**4** You ride a Regular Bus to Lynnwood Station.

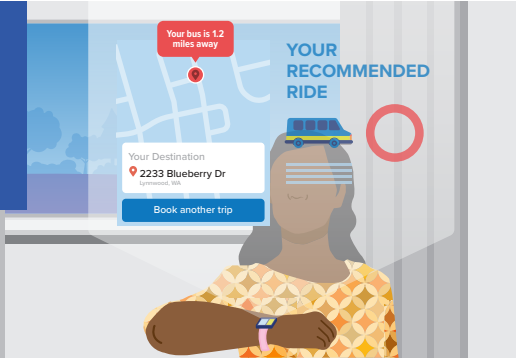
**5** Once there, you transfer to a Swift Bus Rapid Transit line and ride it to your destination in Mill Creek.

STORY 2

Monroe to downtown Everett



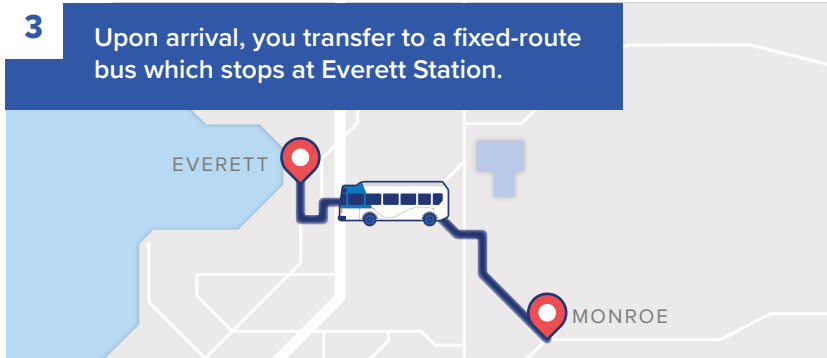
1 You live too far from a bus stop to walk, so you hail an on-demand van using a mobile app.



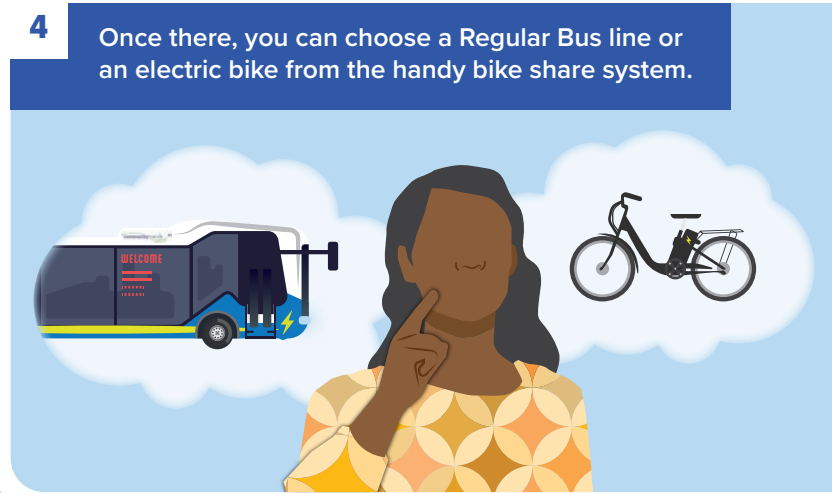
2 It picks you up in 10 minutes and takes you to Monroe Transit Center.



3 Upon arrival, you transfer to a fixed-route bus which stops at Everett Station.



4 Once there, you can choose a Regular Bus line or an electric bike from the handy bike share system.



5 An electric bike is available at your stop and you hop on it to zip the short distance to downtown Everett.





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# 3

# Planning Context



This chapter provides an overview of the existing and planned changes that affect transit operations. The Planning Context also summarizes the feedback and priorities collected from the community that informed the transit planning process.



# 3 PLANNING CONTEXT

An important factor for Journey 2050 is the consideration of the existing and changing environment in Snohomish County. This includes the regional land use and transit plans, current Community Transit services, and emerging travel and technological changes. Community input was

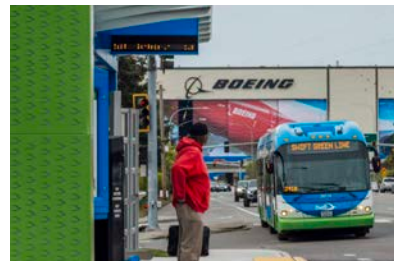
also gathered through many platforms to better understand the diverse perspectives and priorities for transit in the future. Relevant factors that were incorporated into developing Journey 2050 are described in this section.

## FACTOR

### The Plans for Snohomish County and Puget Sound



By 2050, more than two million people will be connected by the high-capacity transit system. Regional transit ridership is expected to more than triple.



Cities have supportive policies to expand transit to provide mobility options to city centers (regional high-capacity transit) along arterials with growing transit demand, and for enhanced stop amenities and safe access to transit.



The Puget Sound Regional Council's (PSRC) [Vision 2050](#) plan specifically calls for increased focus on communities of color, low- and very low-income households, and historically underserved communities.



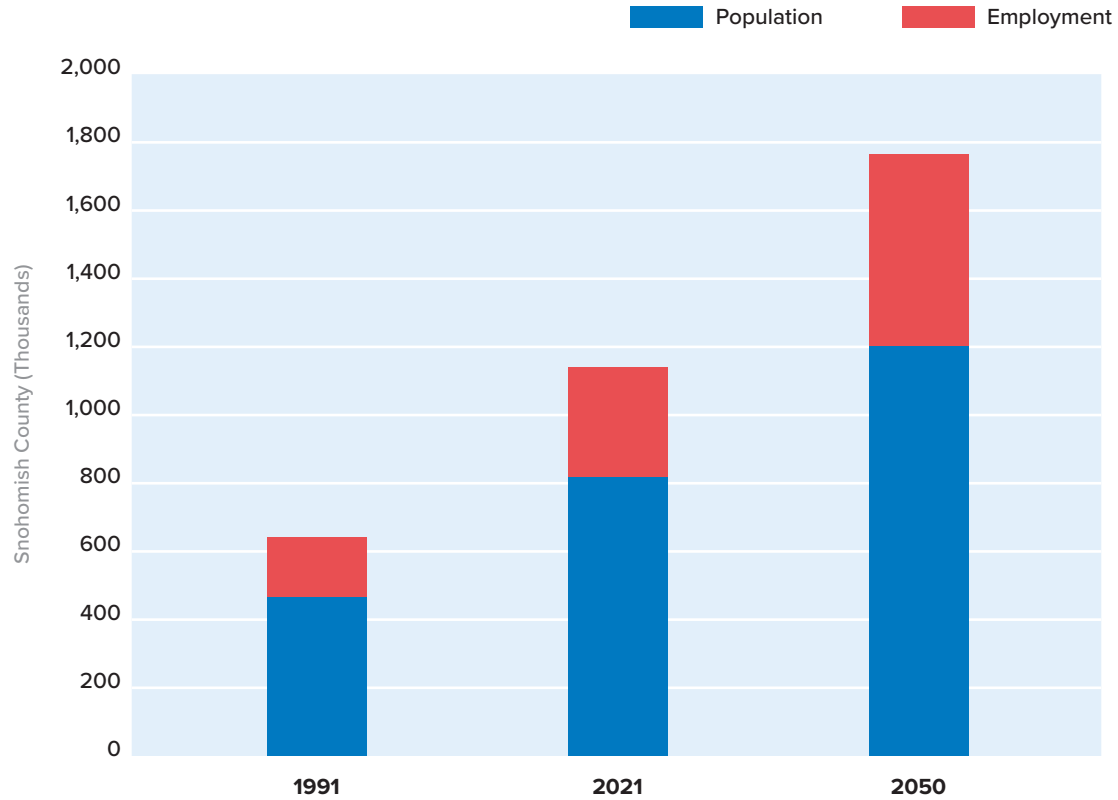
The Sound Transit 3 (ST3) plans extend light rail north from Lynnwood Transit Center to downtown Everett and implements STRIDE bus rapid transit on I-405 and SR-522 connecting Lynnwood, Bothell, and other cities in King County. Community Transit's resources can be transferred from express to more local service.

**FACTOR**

## Land Use Growth

Snohomish County continues to grow within the Puget Sound region, doubling its population since 1991. Increases in population and employment are expected to continue as more people and jobs locate to the region over the next 25+ years. Understanding the scale of growth is a critical element of Journey 2050 as we determine how best to accommodate and serve increased levels of transit demand.

**Figure 1** on the right and **Figure 2** on the following page convey the amount and distribution of growth forecast by 2050 in Snohomish County.



**Figure 1. Puget Sound and Snohomish County Population Trends**

**Source:** Snohomish County, General Policy Plan, 2018; Employment Security Department, 2022; PSRC, VISION 2050.



### WHAT THIS MEANS FOR JOURNEY 2050

Snohomish County will add the equivalent of over three times the City of Everett’s population over the next 25+ years, requiring new service to connect the growing community.

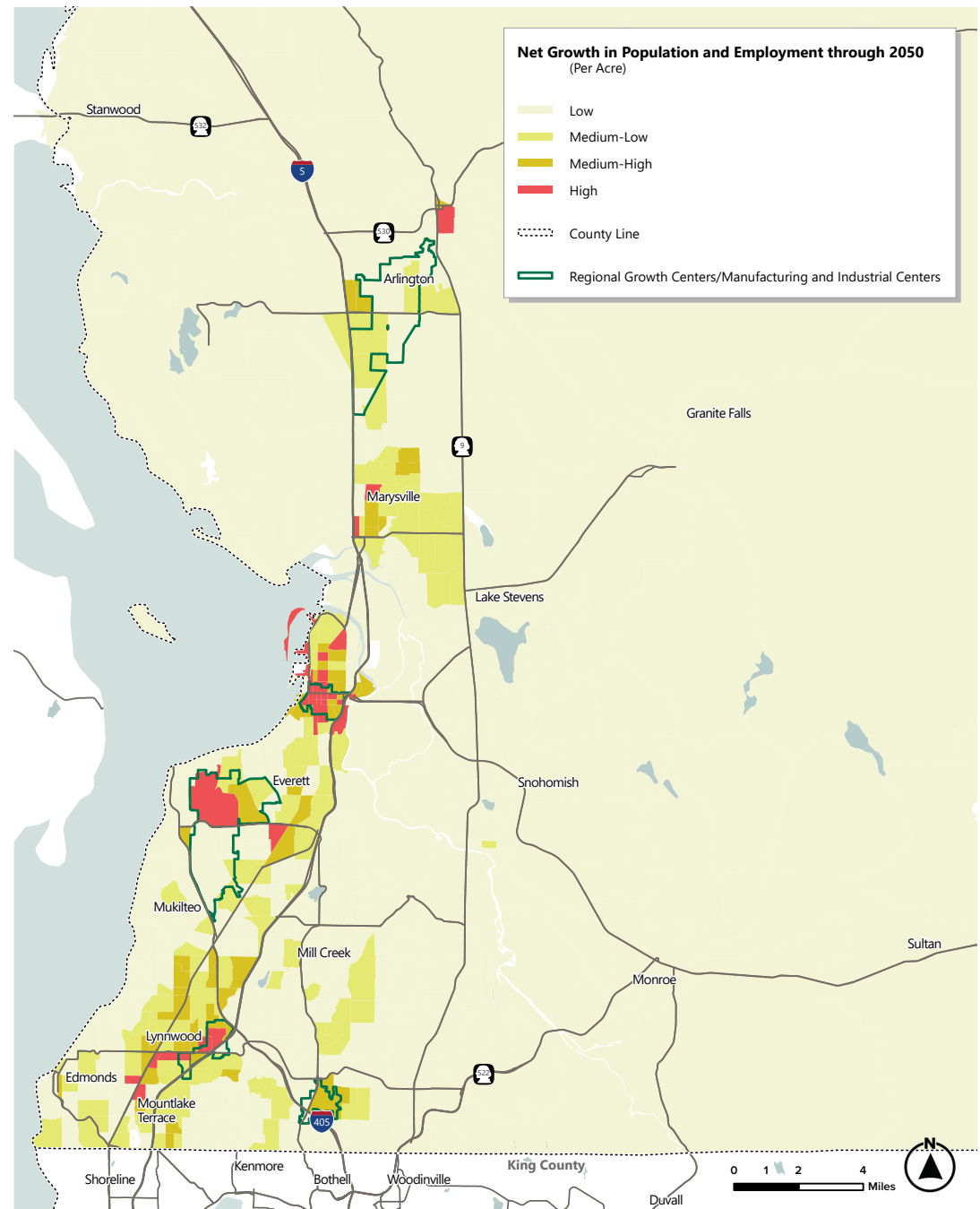
Higher-density growth will be concentrated in Regional Growth Centers (Lynnwood, Canyon Park, and Everett), Industrial Centers (Paine Field/Boeing and Cascade), and along arterials connecting city centers.

### WHAT THIS MEANS FOR JOURNEY 2050

Planned growth in major activity centers supports an increase in frequent service, while growth across the county requires new forms of transit service to improve mobility.

**Figure 2. Forecast Change in Population and Employment by 2050**

Source: Fehr & Peers, 2022; PSRC, 2020.





FACTOR

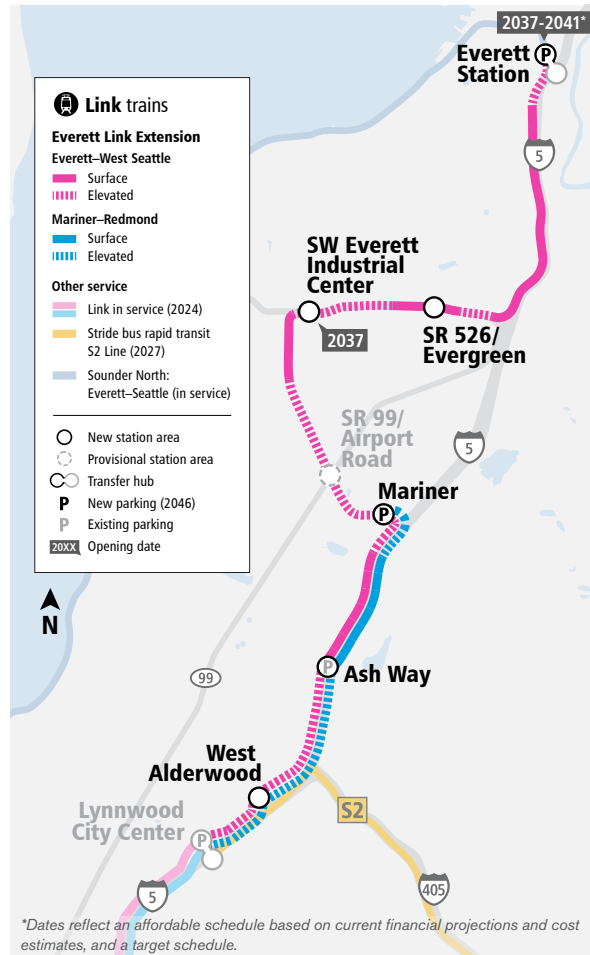
# Future High-Capacity Transit Networks

Sound Transit is planning the Everett Link Extension to continue light rail north to Everett with stations in Lynnwood and Everett. The extension will allow Community Transit service to leverage the new high-capacity transit connections to enable more frequent service throughout Snohomish County.

Improved connections include plans for future Swift lines through 2030 and more frequent local service, new local routes, and new intra-county express routes connecting to light rail.

Figure 3. Everett Link Extension, ST3

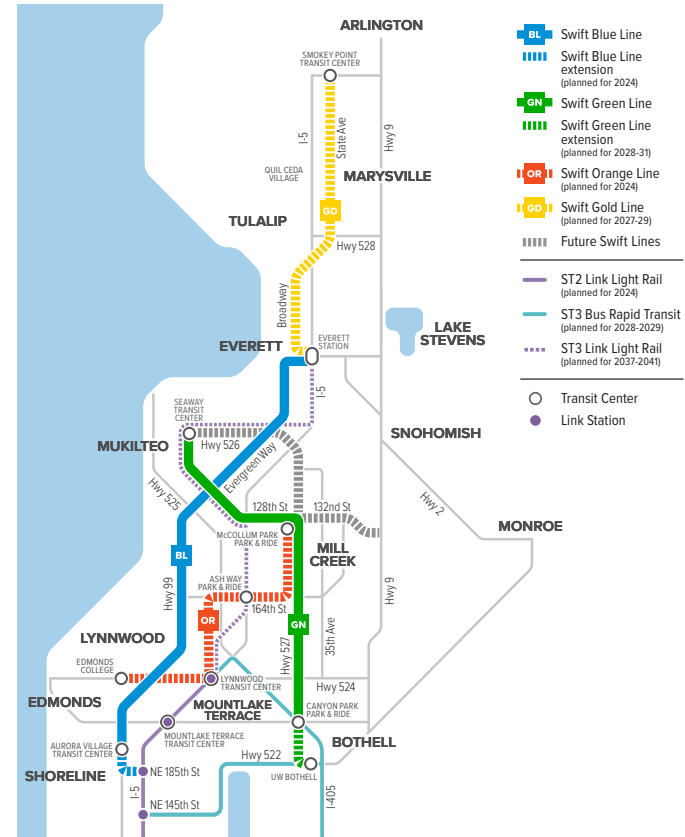
Source: Sound Transit, 2021.



At the time of this writing delivery is mid-2024 to mid-2025 but in the timeline of Journey 2050, it will all be complete by the Long Range Plan's horizon year.

Figure 4. Planned Swift Network

Source: Community Transit, 2022.





FACTOR

# Emerging Trends and Opportunities

Community Transit will continue to consider emerging trends, technologies, and customer expectations as we plan for the next 25+ years. New technologies in transportation and mobility services become available every day. While we don't know exactly when these technologies will be available, Journey 2050 will guide how they can be integrated with our service. Some of the potential emerging trends and policies that may affect transit planning over the next 25+ years are described here.

**AUTONOMOUS PERSONAL VEHICLES** may interest some transit riders because of the perception of reduced travel time and potential decreases in parking costs.

**AUTONOMOUS TRANSIT VEHICLES** could minimize transit operating costs, improve safety, and provide expanded service connections to areas traditionally difficult to serve through fixed-route transit. This could help address workforce shortages as driver resources can be shifted to customer service.

**ZERO EMISSIONS BUSES** for transit fleets, including battery electric, fuel cell electric, and near zero emissions buses, may require a greater initial capital investment in vehicles and charging stations.

**MICROMOBILITY** options such as bike and scooter share can play a key role in providing first/last mile connections to transit. However, ensuring accessibility of these options will require more consideration, especially in low-income communities where bike and scooter share availability, and low smartphone ownership, can be challenges.

**RIDER INFORMATION TECHNOLOGY** provides useful information to riders for transfers and other trip planning activities, such as real-time bus schedule updates at transit stops, wayfinding, mobile ticketing, on-demand trip booking, and integrated payment systems.

**MICROTRANSIT AND ON-DEMAND SERVICES** are options to expand service areas or increase service coverage during time periods that may not have the ridership demand to support a traditional fixed-route vehicle.

## FACTOR

# Emerging Trends and Opportunities

Advances in new options to connect riders to transit and improved customer information are all emerging trends that can help to address changing customer expectations.

**SPEED AND RELIABILITY** is a growing area of focus for transit agencies to address increased congestion and customer expectations for reliable mobility options. Investments to improve travel times require additional coordination and partnerships with local cities and stakeholders.

## EMERGING TRENDS AND OPPORTUNITIES

### Zero Emissions Fleet Transitions

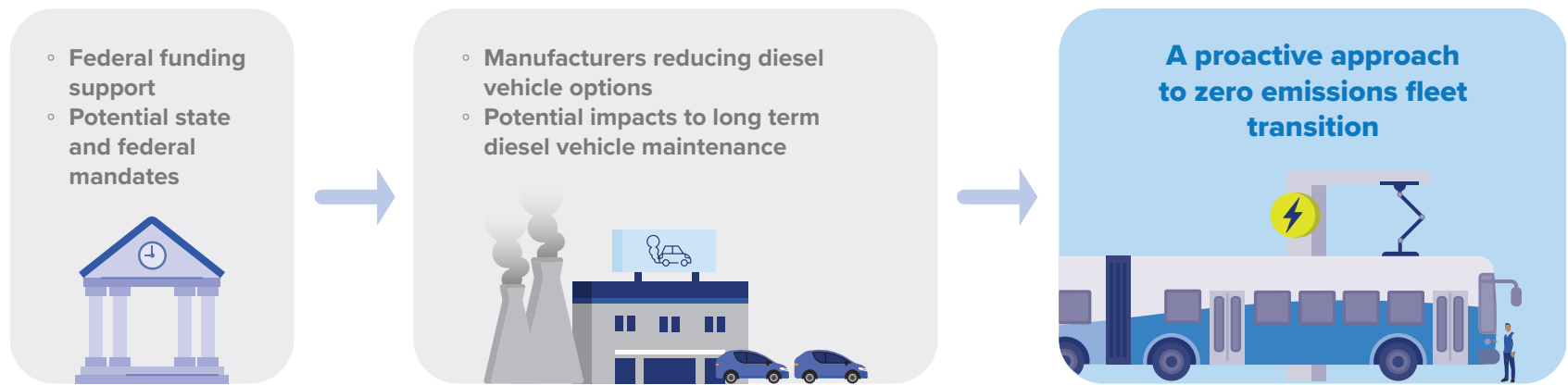
Several factors are moving transit agencies to transition their fleets to operate with low or zero emissions. Many agencies are recognizing the

need to be part of the solution to reduce transportation-related greenhouse gas emissions (GHG), which account for over a third of GHG emissions both nationally and in the state of Washington. Furthermore, there is growing federal and state-level support to help agencies transition their fleet by providing grants, planning resources,

and other investments. Vehicle manufacturers are recognizing the need to improve zero emissions fleet technology to allow for a transition of the transit industry both locally and worldwide.

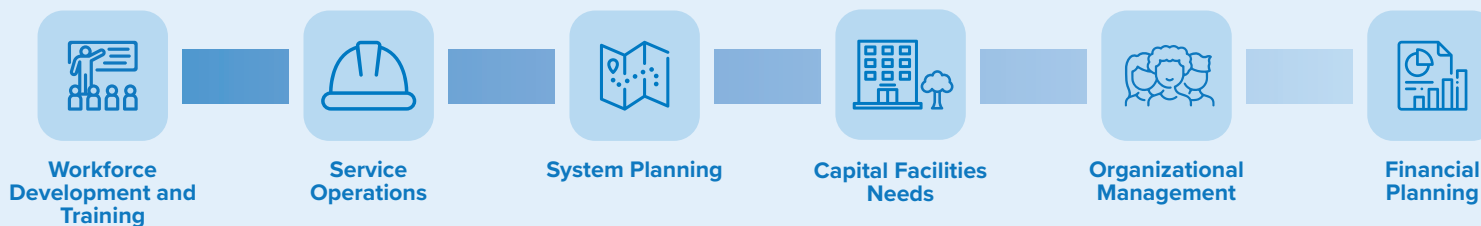
Indeed, other local agencies and partners have established a need to transition their operations

to zero emissions, including King County Metro, Snohomish County, and Pierce Transit. Through comprehensive planning efforts, these agencies have identified target dates to ensure 100% zero emissions operations within their fleet.



## IMPACT ON OPERATIONS

Transition to a zero emissions fleet will be a comprehensive change for how Community Transit operates as it effects all facets of its organization, including:



## EMERGING TRENDS AND OPPORTUNITIES

### Pandemic-Related Effects

Pandemic-related effects to long-term travel patterns are unknown. Options to telework, which depend on job type, may reduce or shift the demand for transit, carpool, and vanpool commutes, and there may be increased demand for midday, evening, and weekend travel than what was observed before the pandemic.

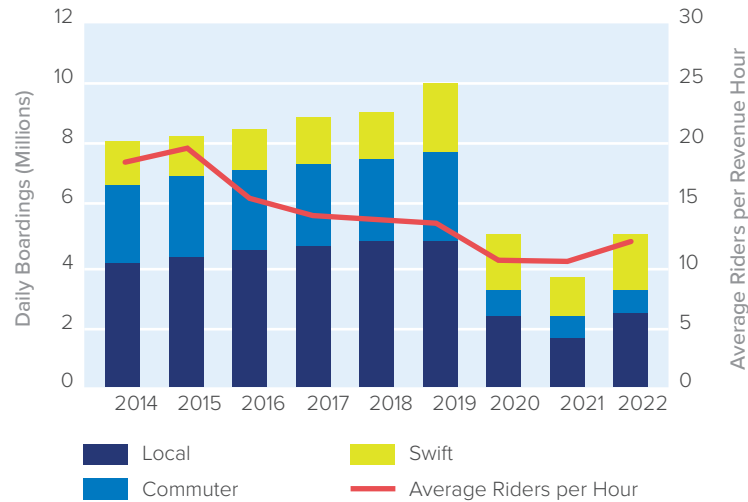
### Labor Force Shortages and Shifting Demographics

Workforce shortages will be exacerbated by the growing transit needs of Puget Sound’s aging population, which is expected to make up 18% of the region’s population by 2050 (a large leap compared to the 9% to 11% share of seniors in decades past), and a continuing decline in fertility rates.<sup>1</sup>

**Figure 6** shows how younger generations currently make up a smaller percentage of the country’s total population. Over time, agency staff like transit drivers and maintenance workers will age out of the workforce and we may face challenges in recruiting at a sufficient rate to replace those that retire and to meet growing service needs.

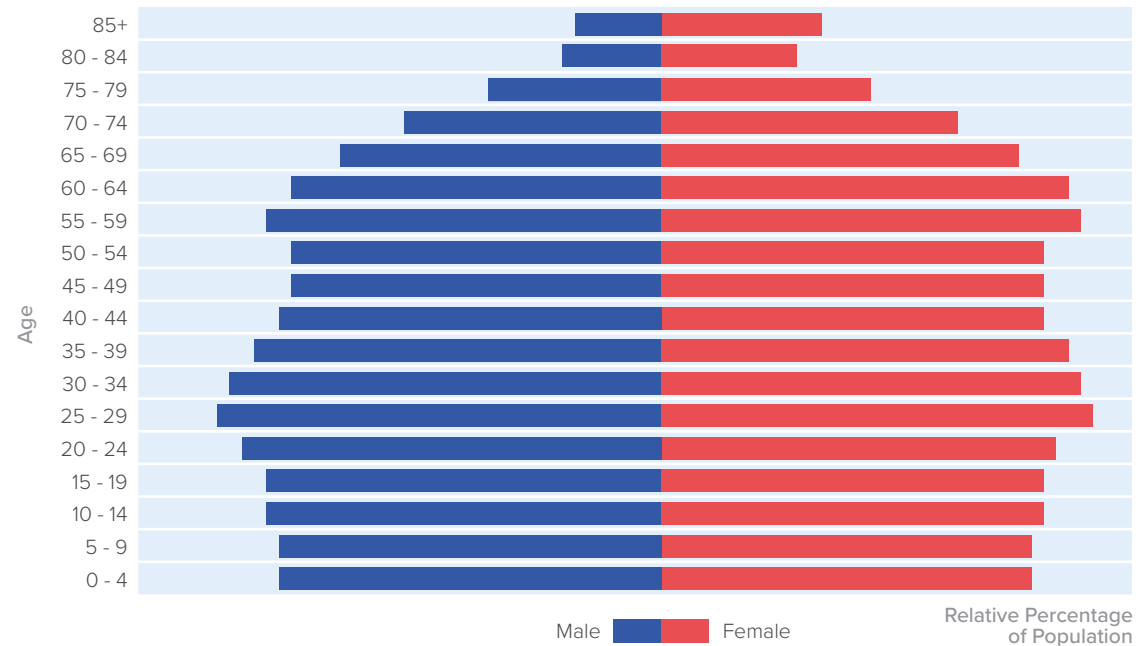
**Figure 5. Annual Fixed-Route Ridership Trends (2014-2020)**

Source: Fehr & Peers and Community Transit, 2022

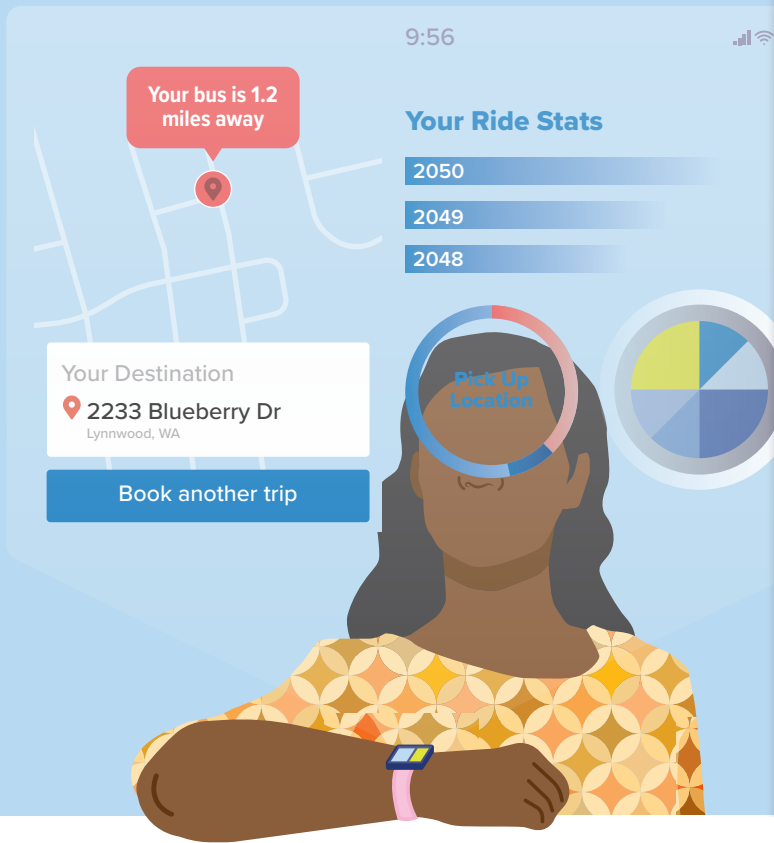


**Figure 6. 2020 U.S. Population Pyramid**

Source: U.S. Census Bureau, Population Connection. <https://populationeducation.org/resource/u-s-population-pyramid-infographic/>

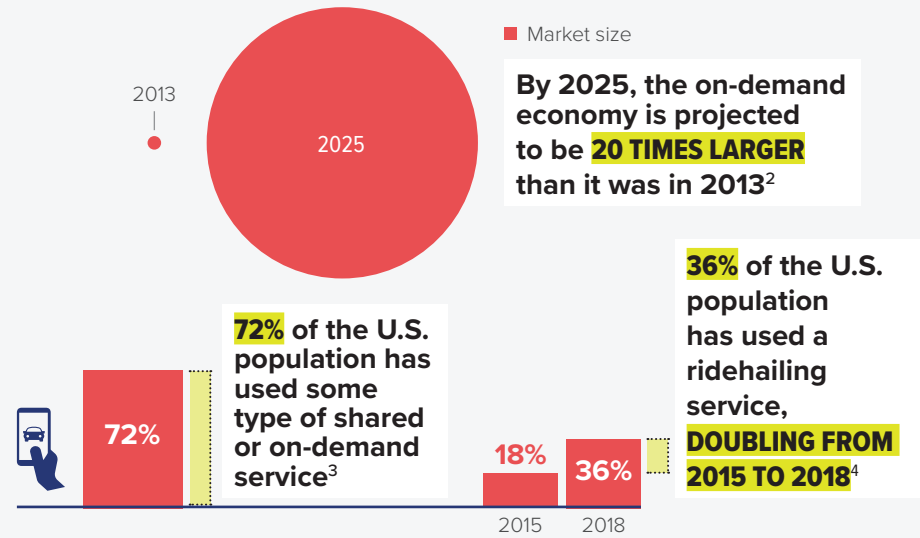


<sup>1</sup> PSRC, 2018. <https://www.psrc.org/news/aging-population-smaller-households-region>



### CUSTOMIZATION OPTIONS AND CUSTOMER EXPECTATIONS FOR MOBILITY AND SERVICES

have shifted as emerging mobility services and e-commerce have increased the adaptability and availability of services, and the type and amount of information available to the customer.



2 PriceWaterhouseCoopers, 2015. <https://www.pwc.com/hu/en/kiadvanyok/assets/pdf/sharing-economy-en.pdf>  
 3 Pew Research Center, 2016. <https://www.pewresearch.org/internet/2016/05/19/other-shared-and-on-demand-services/>  
 4 Pew Research Center, 2019. <https://www.pewresearch.org/fact-tank/2019/01/04/more-americans-are-using-ride-hailing-apps/>

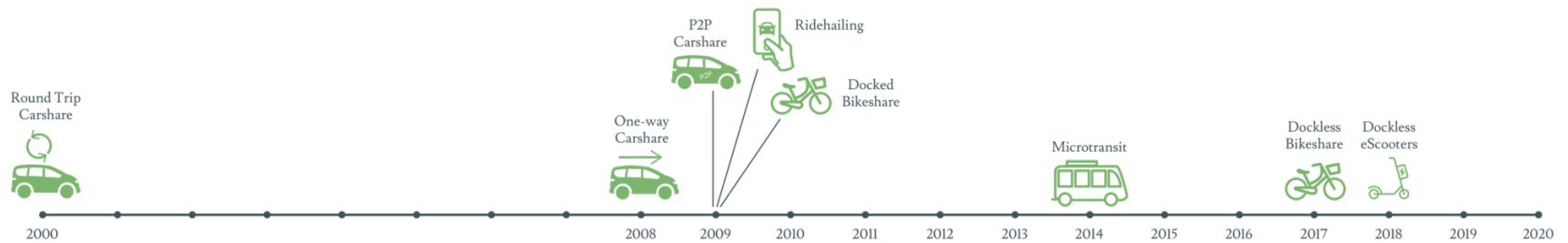


Figure 7. Timeline of New Mode Innovations in Mobility

Source: Shared-Use Mobility Center, 2023. <https://sharedusemobilitycenter.org/>

FACTOR

# Community Input

Throughout the three phases of Journey 2050’s development, we engaged with community organizations and the public through interviews, webpages, online surveys, and an online open house. Public comments along with expected regional high-capacity transit expansion support a shift in long range transit planning for Community Transit. The prior long range plan focused on commuter/express service and high frequency Swift

corridor service. The community expressed a desire to invest in local and intra-city transit travel. This is in response to the changing Snohomish County environment and higher transit supportive density growth since 2011.



<https://www.communitytransit.org/journey2050update>

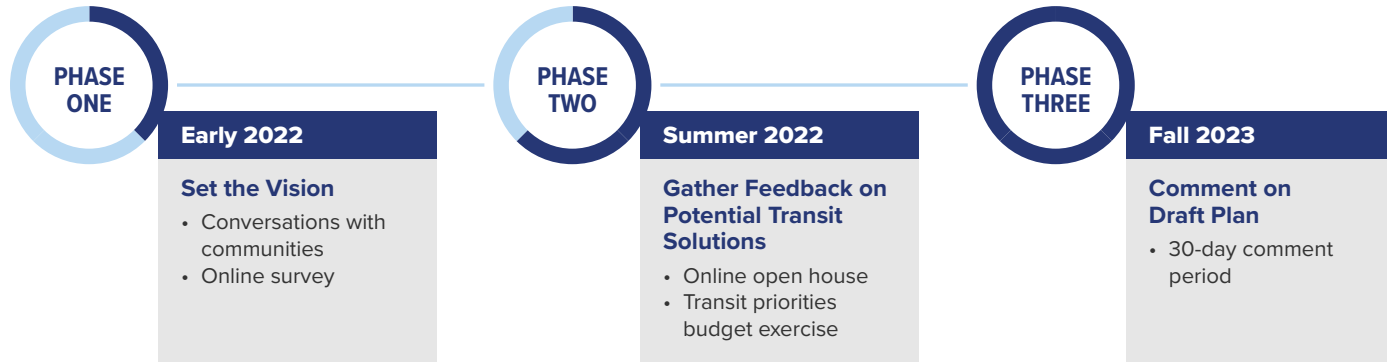
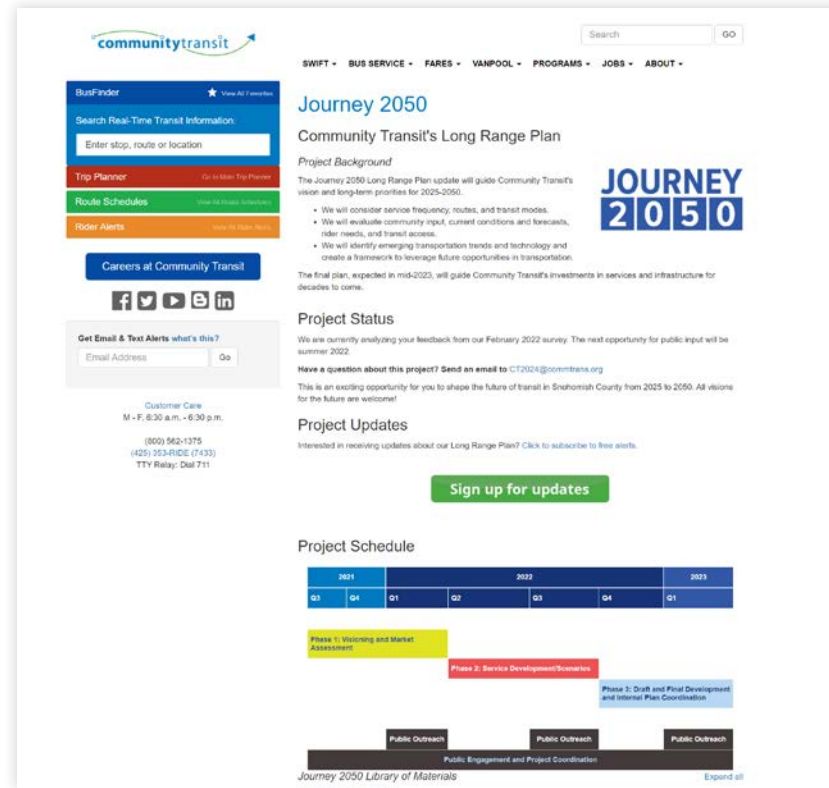


Figure 8. Community Feedback Timeline  
Source: Fehr & Peers, Community Transit, 2023.



Journey 2050 incorporated public input by focusing on increased frequency for local connections through Regular Bus service and expanding coverage through Innovative Services in order to provide more reliable service throughout the county.



### WHAT WE HEARD

- Focus on convenience and frequency
- Expand coverage
- Be more reliable and on-time
- Reduce emissions within the community
- Provide faster travel times
- General preference for Regular Bus Service
- Support for Swift and Innovative Services

8



Community-based organizations interviewed

5



Languages in which materials were translated

10,000



Number of households postcards were sent to

269



Comments at the open house

400



Survey responses

798



Online open house visitors



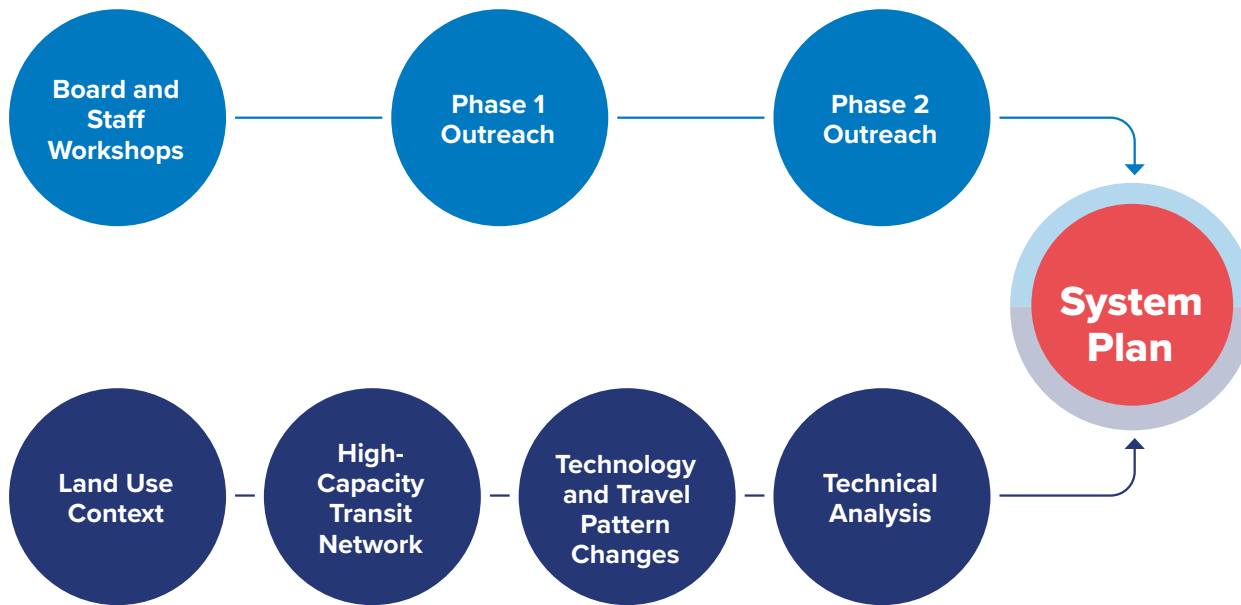
# Informing Our Priorities for Service

Guided by emerging trends, local context, and community input, Journey 2050 redirects our focus on a more diverse range of service options, personalization of those services, and a more integrated and localized system-

The next chapter details how this context informed the development of the System Plan for Journey 2050, which provides a framework for future service investments.

We will continue to make the connection between changes in transportation and land use and long-term strategy, focusing on ways to adapt and change.

## INTERNAL AND EXTERNAL ENGAGEMENT



## CONTEXT AND ANALYSIS



### WHAT THIS MEANS FOR JOURNEY 2050

Local planning context, emerging trends, and public input inform the System Plan outlined in Chapter 4, which describes service types and the overall transit network.

communitytransit

The Double Tall  
More riders. Less maintenance. Smaller footprint. Bigger views.

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10820

413 SEATTLE 4th AV

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WASHINGTON  
96959C



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# System Plan



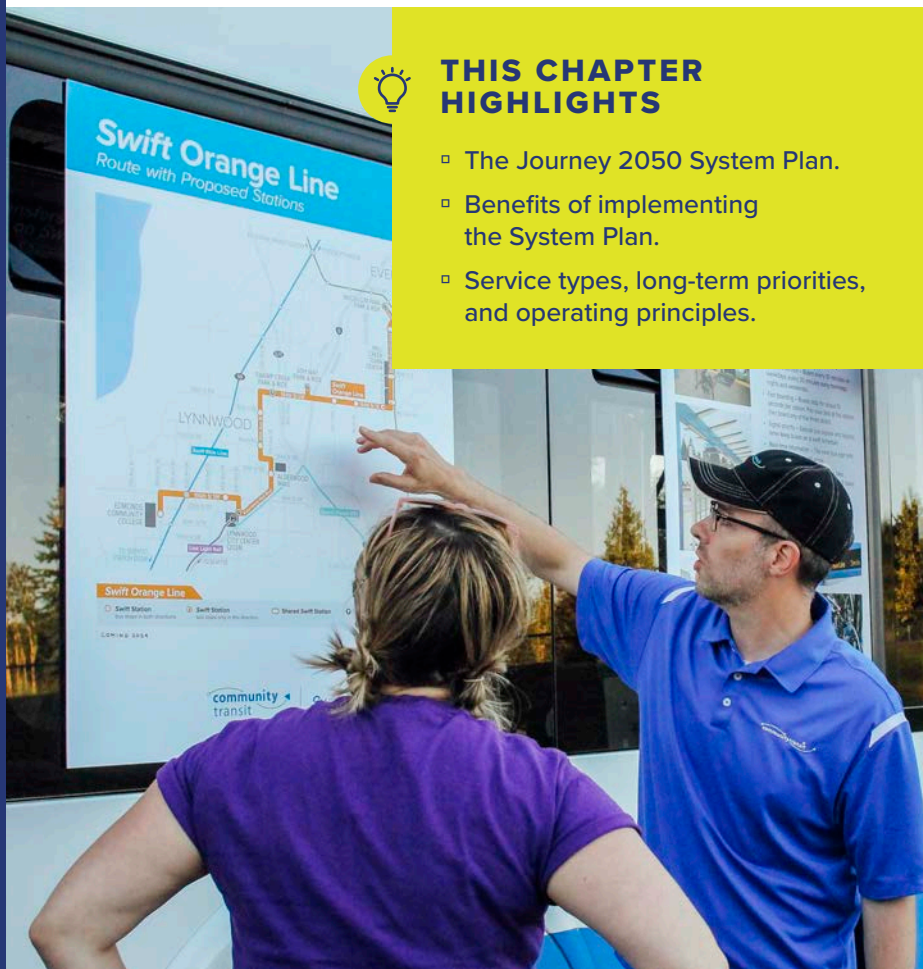
This chapter describes the Journey 2050 System Plan, a framework for future service investments guided by the priorities of **Equity**, **Efficiency**, and **Environmental Stewardship**.





# 4 SYSTEM PLAN

This chapter introduces the Journey 2050 System Plan. The System Plan was developed by considering the Mission and Vision highlighted in Chapter 2 and planning context summarized in Chapter 3, including emerging trends, land use considerations, community input, and transit operations.



**The 2050 System Plan is designed to get people from where they are to where they want to be, following the priorities of Equity, Efficiency, and the Environment.**

The System Plan is designed to provide service between high-density population and employment areas, regional high-capacity transit, along expected high transit demand corridors, while also considering priority populations in the region that may rely more heavily on transit than the rest of the county.

The extension of Link light rail to downtown Everett provides new opportunities to take advantage of new regional service connections. Additionally, since the previous Long Range Plan, additional Swift bus rapid transit (BRT) lines are planned and operating and new service types will become a larger part of the Community Transit system, such

as the “Zip” on-demand pilot program in the Alderwood Mall area of Lynnwood.

This context guides where and how Community Transit will provide service in the future—changing from a commuter-focused transit system to a system-oriented one connecting customers to regional high-capacity transit and local destinations within the Snohomish County. The growth in population and jobs in Snohomish County and within the region also point to the need to reinvest in existing corridors to provide more frequent and reliable service. The Community Transit System Plan and service types established in Journey 2050 are described in the following section.

## Service Types Overview

The System Plan is based on three distinct service types that are described in more detail on the following pages:

- **Swift BRT**
- **Regular Bus**
- **Innovative Services**

The System Plan achieves productivity with expanded transit service and investments in speed

and reliability improvements on high-demand corridors. Additionally, geographic service expansion through fixed-route Regular Bus - Base or Innovative Services will provide more tailored transit options for local travel. The service types and general operating principles are summarized in **Figure 9**, and the System Plan is shown in **Figure 12**.



### THE JOURNEY 2050 SYSTEM PLAN INCORPORATES:

- Increased transit-supportive density in Snohomish County.
- Changing customer expectations with the emerging mobility services and e-commerce. This could include changing frequency, span, and even service technology.
- New technologies and on-demand services that could potentially supplement bus transit.



Swift BRT

Swift BRT provides fast and frequent service where you don't need to check a schedule, and which includes unique branding of stations and vehicles.



Regular Bus

There are two varieties of Regular Bus Service: Regular Bus – Frequent and Regular Bus – Base, representing fixed-route service at different frequency levels.

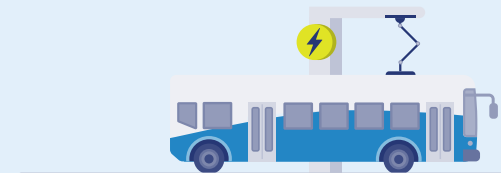


Innovative Services

Innovative Services provide more flexible transit service compared to fixed-route regular bus service.

### ZERO EMISSIONS FLEET CONSIDERATIONS FOR SERVICE TYPES

With a diverse set of services offered by Community Transit, the transition to a zero emissions fleet will continuously assess new vehicle technology and how that technology can support changing customer and operational needs.





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### Strategic Priorities

DELIVER EXCELLENT SERVICE

BUILD THE FUTURE



Public Input

1

## Mission, Vision, and Priorities

A framework of priorities were developed from public feedback, our overarching Mission and Vision, and our Strategic Priorities.

Equity



Journey 2050 Priorities

Environment

Efficiency

## How We Developed the System Plan

The development of the System Plan included a data-driven process to incorporate factors such as land use, emerging trends, public input, and demographics.

2

## Initial Network

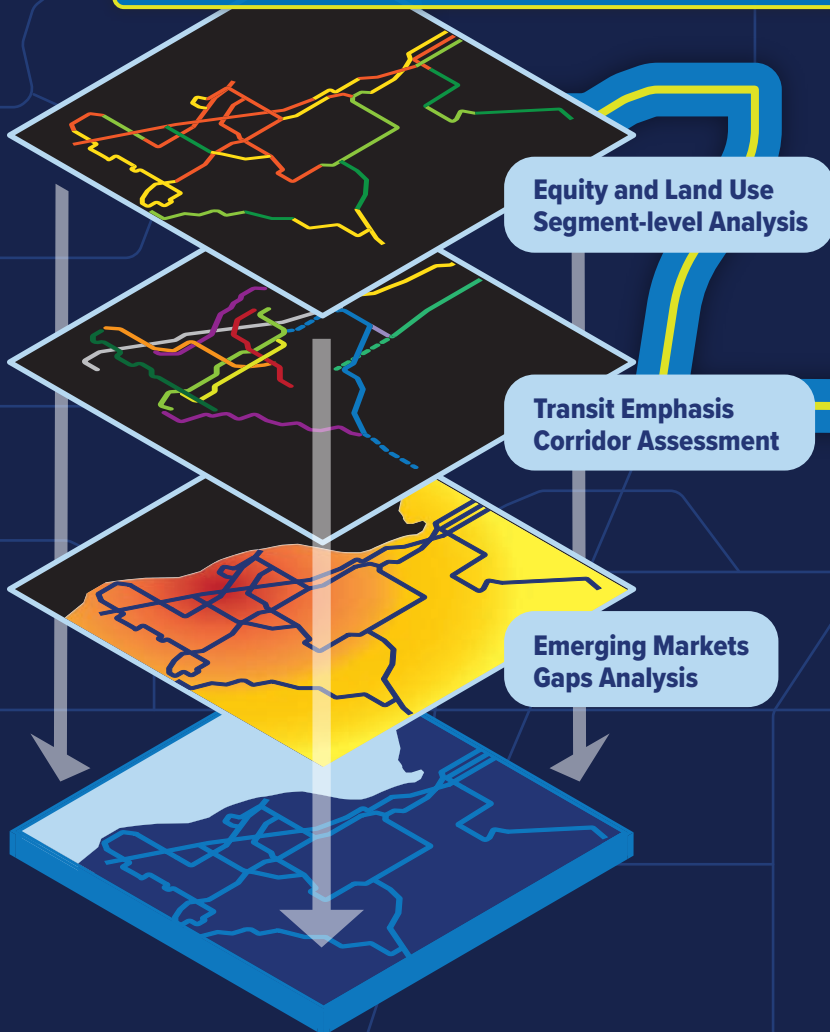
Building from Community Transit's "2024 and Beyond" network, including considerations like integration strategies with Everett Link Extension and Swift network assumptions.



3

## Equity and Land Use Evaluation of Future Corridors

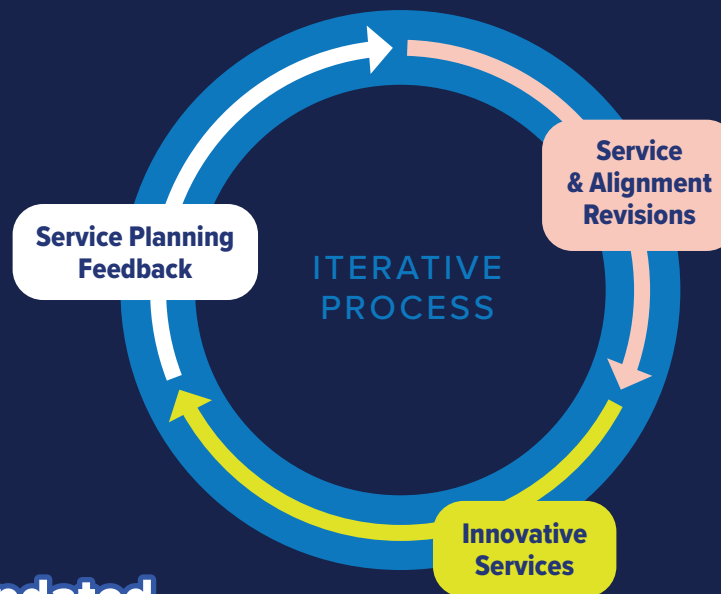
The network assessment included evaluating routes at a segment level and examining gaps in service areas to inform the development of a revised System Plan. The analysis provided a data-driven approach aligned with the priorities of Equity, Efficiency, and the Environment. This included information on future land use density, thresholds for different levels of service, and adjustment to service in areas with higher proportions of priority populations.



4

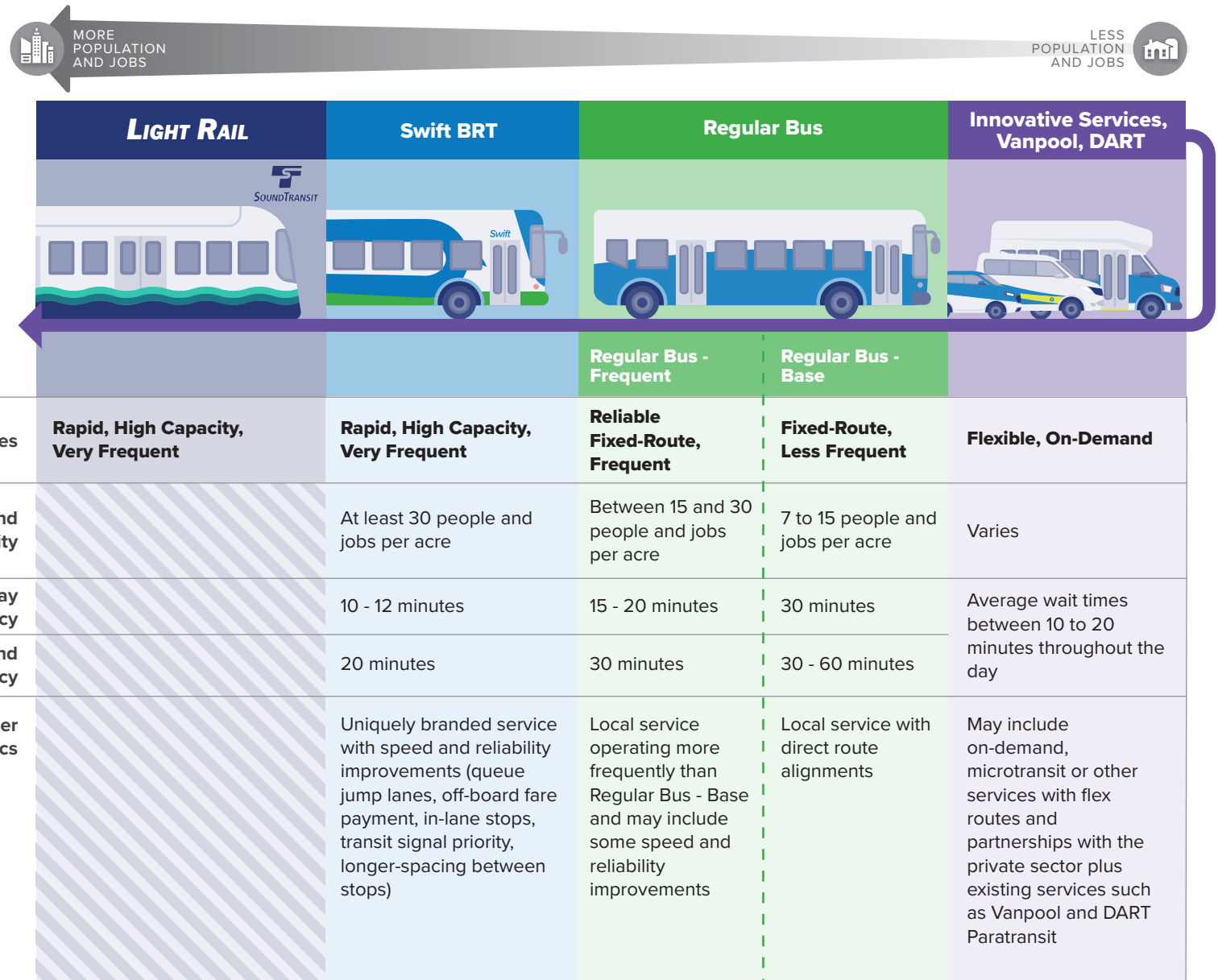
## Updated System Plan Versions

The updated and final versions of the System Plan involved close coordination between the project team and Service Planning to refine the fixed-route network. Additionally, this step involved layering in potential Innovative Service areas and route conversions to complement the fixed-route network.



**Figure 9. Transit Service Categories**

Source: Fehr &amp; Peers and Community Transit, 2022



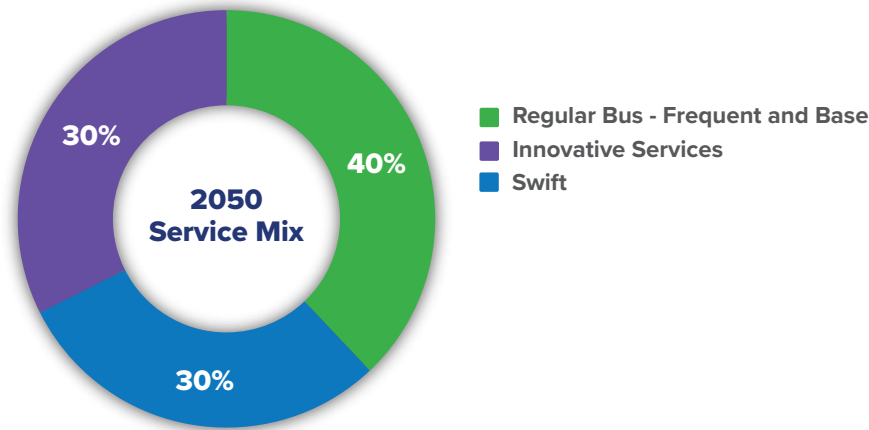


## Growth in Service Types by 2050

The relative mix of services by 2050 will be roughly equal between the three service types. However, the growth in service will be heavily weighted towards Innovative Services and Swift. Regular Bus service will still be the largest proportion of service by 2050.

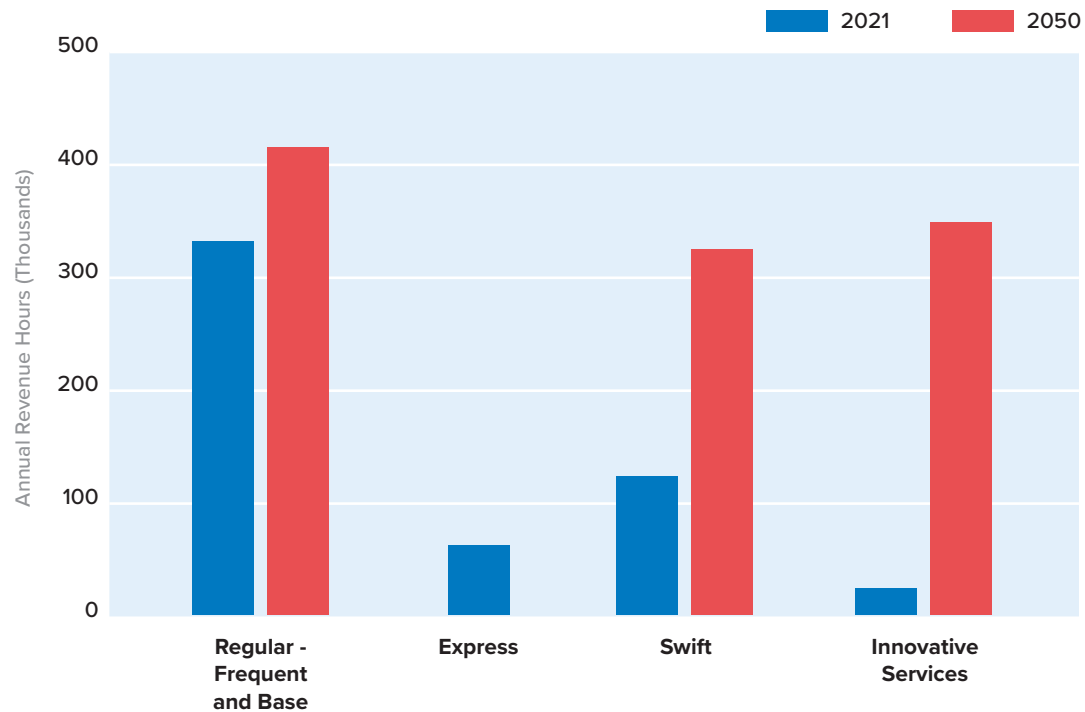
Figure 10. Future Mix and Growth in Annual Revenue Hours (Thousands) by 2050 across Service Types

Source: Community Transit, 2023



**WHAT DOES THIS MEAN?**

By 2050, over 70% of service will be frequent or flexible service, with wait times between five and 15 minutes.





### Figure 11. Combined Equity and Land Use Scores

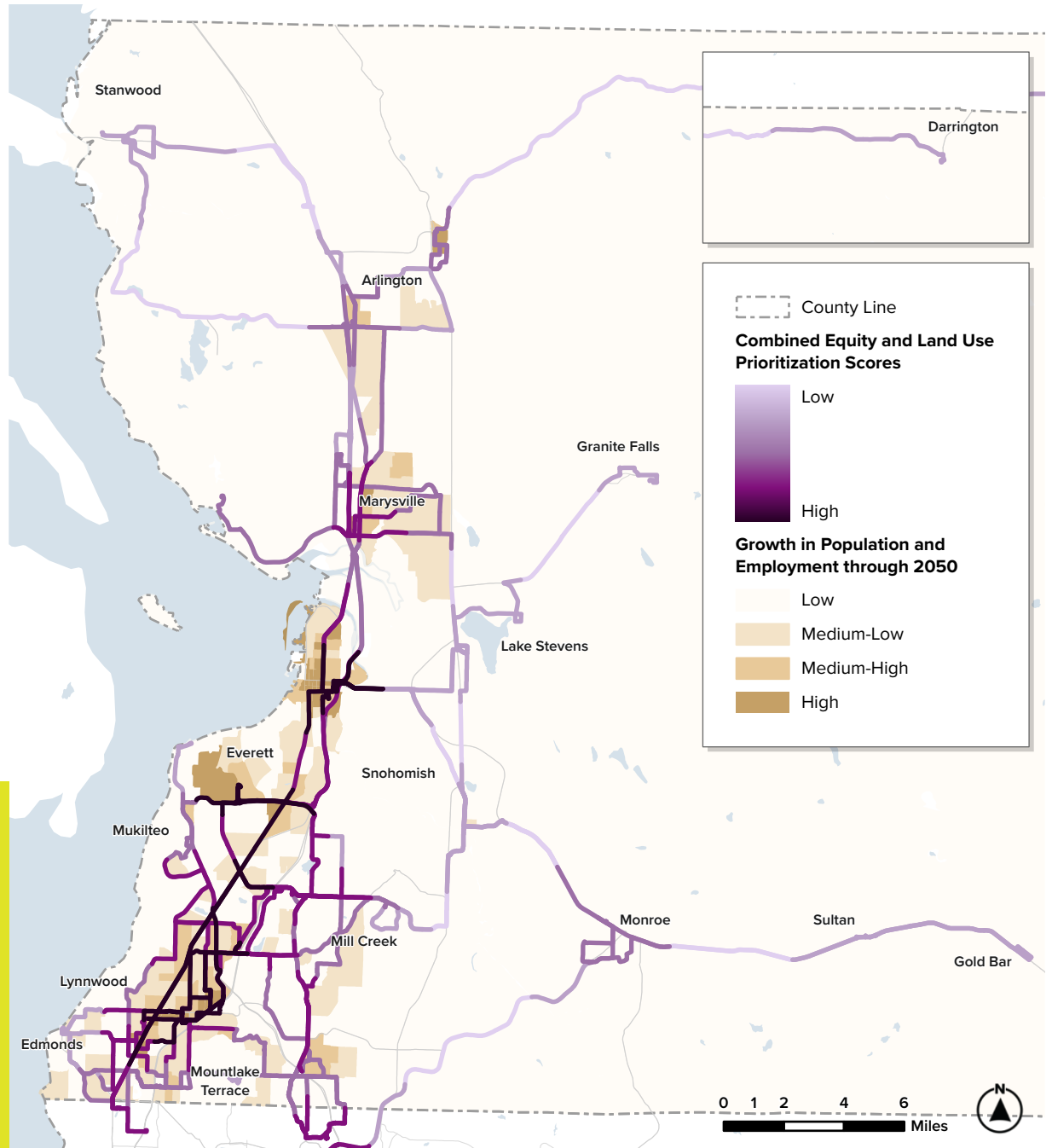
Source: Fehr & Peers and Community Transit, 2023

Data summarizing demographic information with a focus on equity (such as low-income households and communities of color) were combined with land use data that estimates the future population and jobs density by 2050.

The “scores” from this analysis are represented by the purple gradient, Low to High. The land use growth (in orange) is provided for additional context. This data was used to identify the appropriate service types for different areas in the County based on the framework shown in **Figure 9**. Multiple versions of the System Plan were developed and reviewed to determine a final preferred System Plan for Journey 2050, shown on the following page.

#### WHAT DOES THIS MEAN?

Community Transit uses population, employment, and equity data to assess potential performance of transit service and decide how to prioritize service investments. This map shows the results of that analysis for 2050 projections, which informed the system plan shown on the following page.



**Figure 12. System Plan**

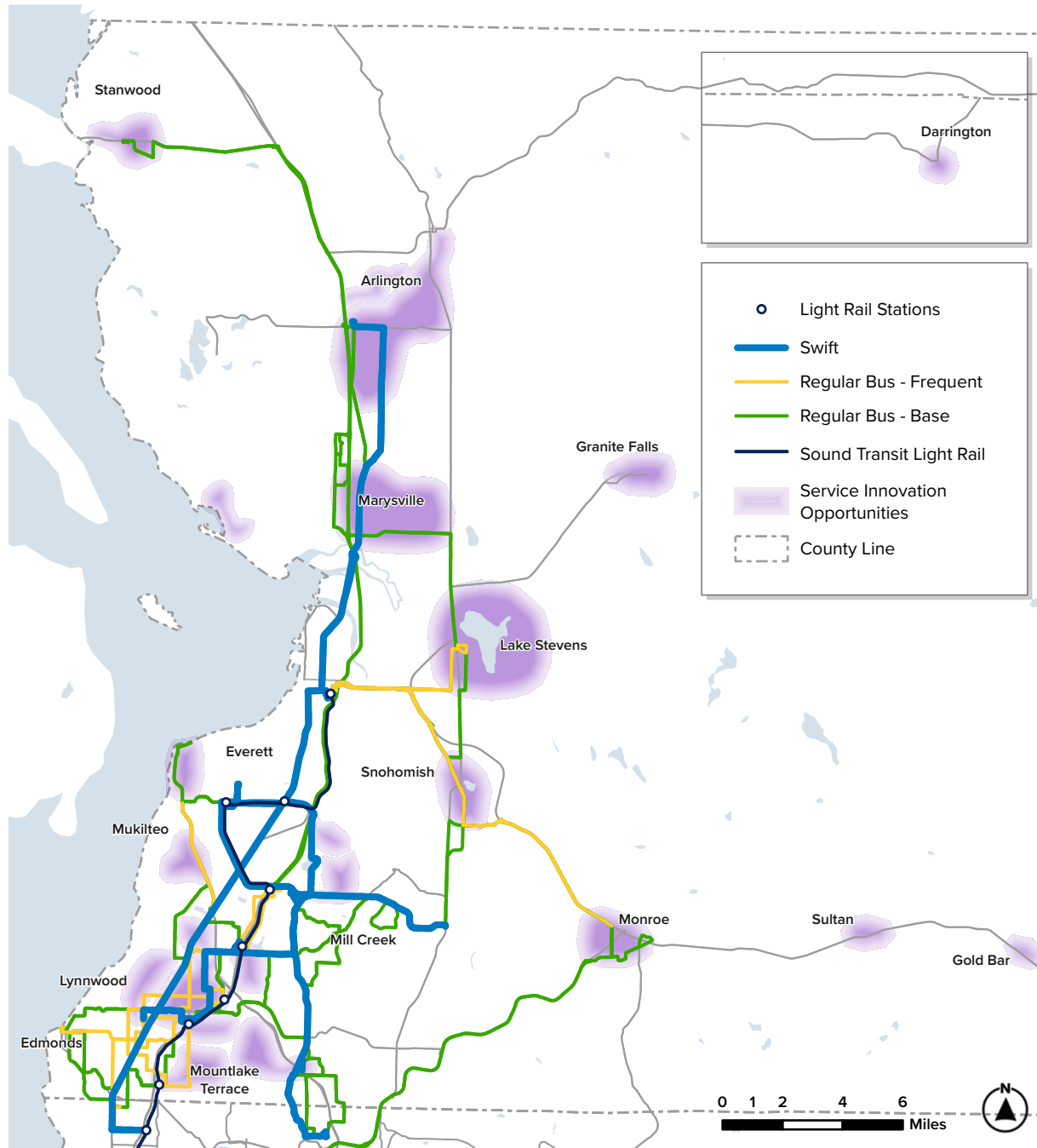
Source: Fehr & Peers and Community Transit, 2023

The Journey 2050 System Plan is based on a framework to provide frequent connections between key activity centers and to connect people to services and opportunities within their community.



**WHAT DOES THIS MEAN?**

The Journey 2050 System Plan increases the total amount of transit service through Swift investments, Regular Bus growth, and a substantial increase in the amount of Innovative Services.



## What is Swift BRT?

Community Transit is building a network of Swift Bus Rapid Transit (BRT) services in Snohomish County.

Swift BRT provides fast, frequent, reliable, and easy service. Swift buses get access to speed and reliability infrastructure like Business Access and Transit (BAT) lanes, queue jump lanes, and transit signal priority that help Swift buses continue to move along on congested roads.

Swift BRT stations are typically located approximately one-half mile to one mile apart and incorporate features designed to support rapid service and establish a sense of place, such as permanent structures with raised platforms, ticket vending machines, shelters, seating, and Passenger Information Displays (PIDs). As Sound Transit extends Link light rail in Snohomish County, the Swift BRT network will help provide access to regional transit service and connect growing communities.

### OPERATING PRINCIPLES

Swift operating principles facilitate reliable and frequent transit service through these design and operating guidelines:



Figure 13. Swift Design Principles

Source: Community Transit, 2022

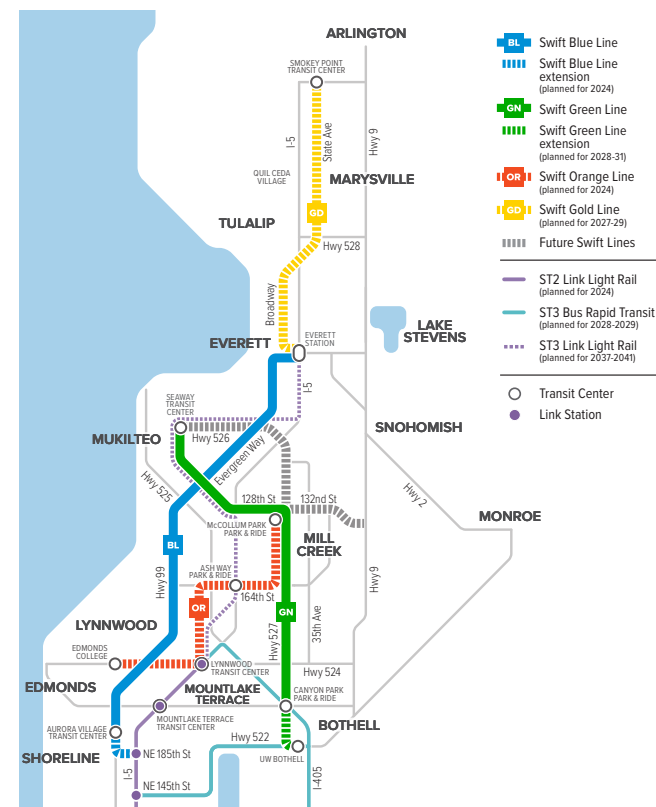


## LONG-TERM PRIORITIES

- Continue building out the planned Swift BRT network.
- Increase Swift capacity by increasing frequency and improving reliability and convenience.
- Identify additional opportunities to improve operational efficiency, including bus-only lanes and transit signal priority.

Figure 14. Planned Swift Network

Source: Community Transit, 2023





## What is Regular Bus Service?

### LONG-TERM PRIORITIES

- Expand regular service where land use supports it.
- Implement speed and reliability improvements for Regular Bus – Frequent corridors.
- Increase the hours it operates (both on weekdays and weekends).

There are two varieties of Regular Bus Service: Regular Bus – Frequent and Regular Bus – Base.

**Regular Bus – Frequent** describes transit lines with more frequent service (a bus arrives every 15 minutes), includes speed and reliability investments to improve travel times, and operates during more hours of the day. This provides the appropriate level of service for higher demand corridors that may not warrant the level of investment of Swift BRT service in areas that will see an increase

in population and employment over the next thirty years.

**Regular Bus – Base** service in general operates every 30 minutes to serve lower demand corridors. This service provides vital connections throughout the community in areas that can support fixed-route bus service.

**Figure 14** on the following page shows the bus network for Regular Bus – Frequent and Regular Bus – Base lines.

### REGULAR BUS SERVICE OPERATING PRINCIPLES



**Fixed-route** bus service



Provides **local connections** mainly along arterials



**Frequent:** Operating 15-minute service on higher demand corridors

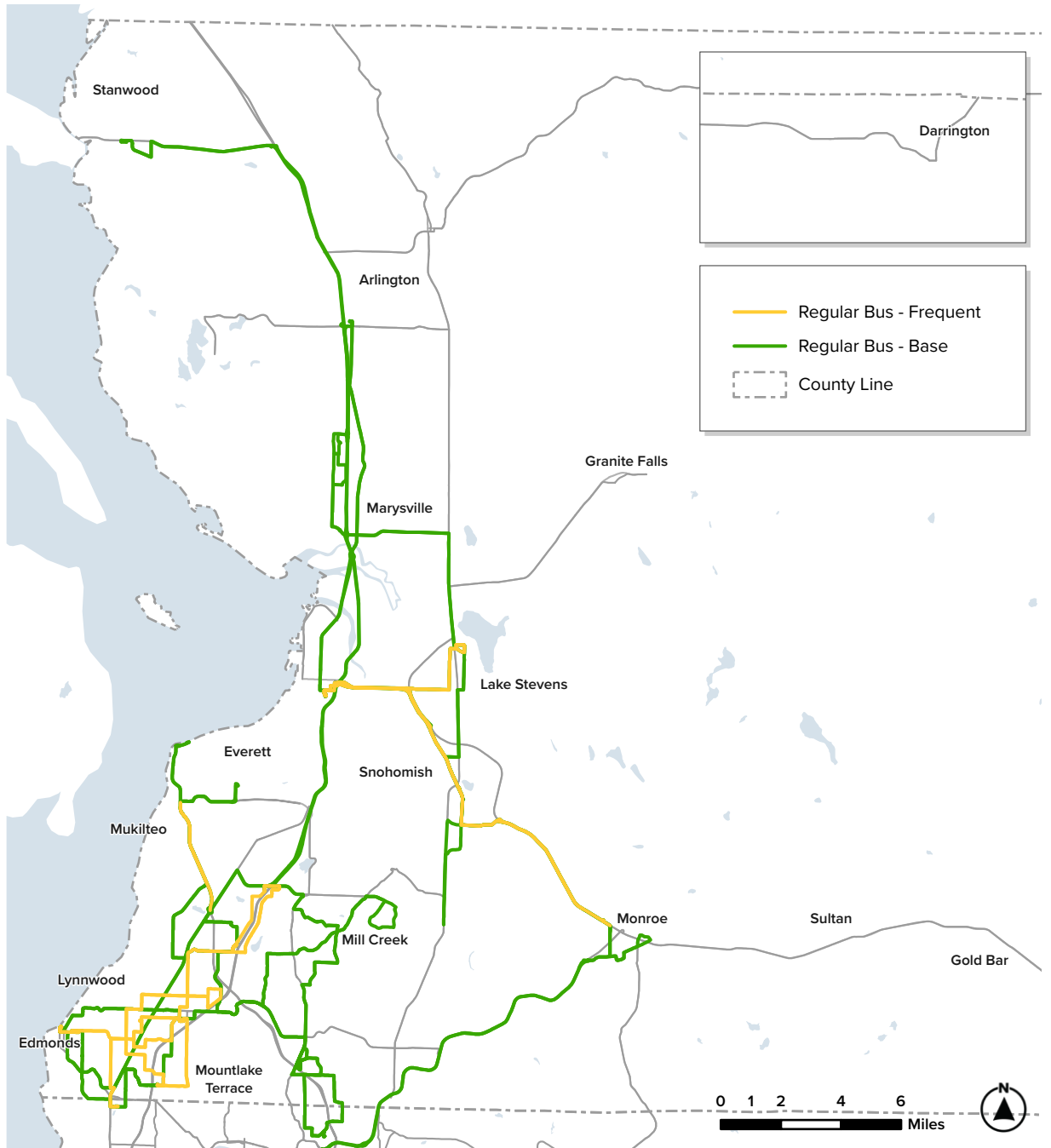


**Base:** Operating 30-60 minutes for local connections



**Figure 15. Regular Bus – Frequent and Regular Bus – Base Network**

Source: Community Transit, 2023





## What are Innovative Services?

**Innovative Services provide more flexible transit service compared to fixed-route regular bus service.**

Demand for non-traditional transit service is increasing. In areas that are not well-served by fixed-route service, where geographic coverage service gaps exist, or where demand for different options is high, we seek to complement traditional transit options by working with the community to determine optimal solutions for their needs. Innovative service options may include microtransit shuttles, ridesharing partnerships, real-time rideshare, community vans, or other innovative ways

to provide mobility-responsive options to fit a variety of needs. These services may also be less costly and provide a greater benefit than traditional fixed-route bus service.

### OPERATING PRINCIPLES

While Innovative Services may take the form of several different strategies, the focus of the service will be to provide improved connections within a community and to the broader transit system, as shown on the following page.

## LONG-TERM PRIORITIES

- Improve level of service for all travelers within Snohomish County through innovative mobility options customized to a community's needs.
- Provide flexible service types that can adapt to new travel patterns and customer expectations.



**Figure 16. Innovative Service Pilot Program in Alderwood Area**

Source: Community Transit, 2022



# Service Innovation Opportunities

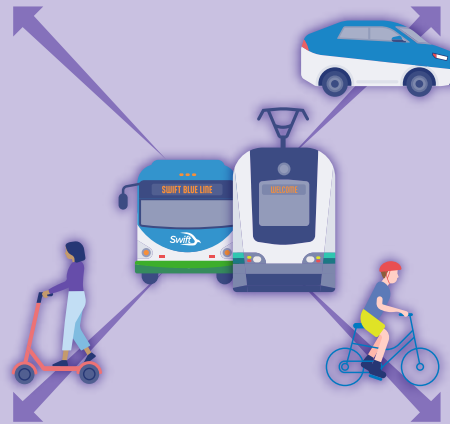
Service Innovation Opportunities are areas where the community may be better served by a new or different service model than what is operated today. Community Transit will assess the needs of a community to determine the right service type.



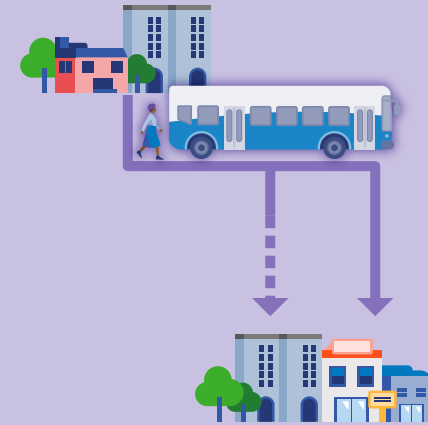
## WORKING WITH COMMUNITIES TO FIND THE BEST SOLUTION

Community Transit will partner with residents, community groups, and cities to identify potential service models based on the needs and travel patterns of that community.

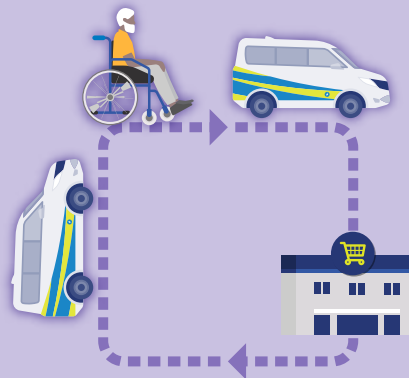
### Easy Connections to Transit



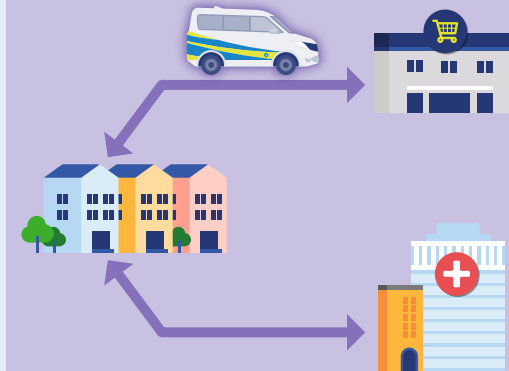
### Flexible Routes



### Circulators and Shuttles



### Community Connections





## What is DART Paratransit?

**DART (Dial-A-Ride Transportation) provides paratransit service for people who cannot access or use Community Transit’s fixed-route bus service due to a disability or condition.**

DART is like fixed-route bus in that passengers ride with other people, traveling to destinations within 3/4 of a mile of Community Transit’s local fixed-route bus service, and traveling during the same hours the buses go to those destinations. These areas along the local bus routes are

called “ADA corridors.” Eligible riders can schedule trips using Community Transit DART mobile app or by calling.



### OPERATING PRINCIPLES

**Flexible fixed-route bus service**

**Accessible transportation options for all**

**On-demand service scheduled via mobile app**

**LONG-TERM PRIORITIES**

- Increase the level of DART service to respond to an increasing population with mobility challenges.
- Determine how Innovative Services can be deployed to improve overall level of service for DART customers.

## What is Vanpool?

**Community Transit’s Vanpool program provides safe, reliable vans so groups can commute together to save time, money, and the planet. One low monthly fare covers all expenses needed to keep a van on the road, including gas, maintenance, and insurance.**

Vanpool makes getting to work easy, reliable, and affordable. Vanpool helps foster community and safe commute sharing, with

flexible options and a monthly rate that covers all vehicle costs. Vans are serviced every 5,000 miles or six months, whichever comes first, by Community Transit mechanics.

### OPERATING PRINCIPLES

**Ride with people you know**—neighbors, coworkers, friends and family

**Flexibility** that meets unique commute needs



**LONG-TERM PRIORITIES**

- Continue to provide an effective Vanpool solution for commuters.
- Evaluate community needs to identify additional Vanpool solutions.



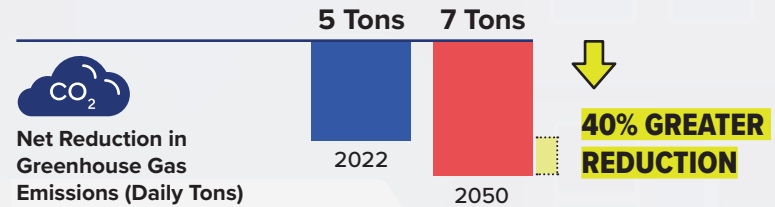
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# Outcomes of the System Plan

The Journey 2050 System Plan provides a guide to invest and expand service where it is needed. During the Long Range Plan's development, the themes of **Efficiency, Equity,** and the **Environment** were priorities to assess the plan's outcomes.

## ENVIRONMENT

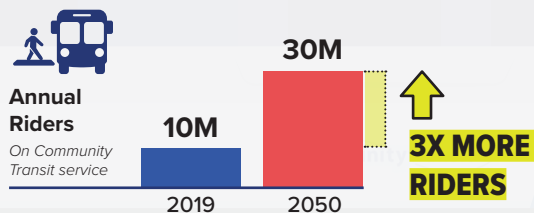
Journey 2050 expands transit service and provides more mobility options to the community to reduce the environmental effects from single-occupant vehicles. The Long Range Plan assumes service investments are balanced between areas that are expected to have an increase in transit demand while also providing more travel options to areas that have mobility needs that could be better served through an Innovative Services option. The Long Range Plan accounts for a transition to zero emissions fleet in the future to lower environmental impacts.



## EFFICIENCY

The System Plan focuses substantial service increases in areas that are forecast to have the largest increase in population and job growth over the next 25+ years. This results in increased ridership along high-demand corridors and throughout the system.

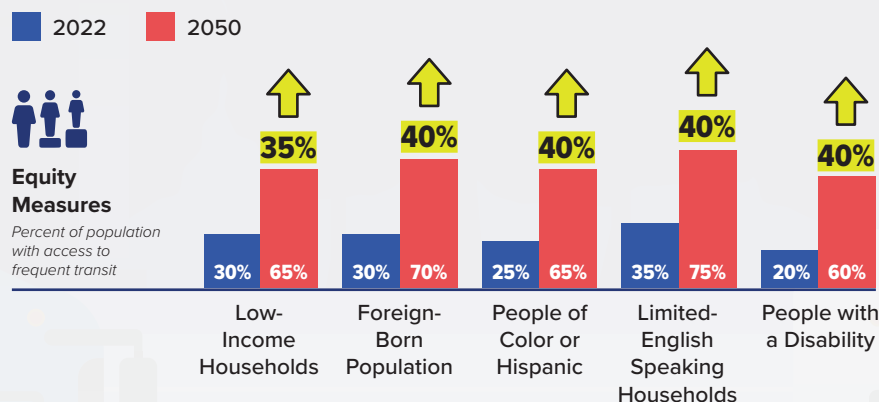
The Sound Transit Incremental Ridership Model was used to estimate the forecasted daily ridership growth with implementation of the 2050 network plan. Additional ridership estimates from Innovative Services were added as an off-model estimate based on a forecast of future year land use and expected operations outcomes. The Model reflects pre-pandemic travel patterns and a post-pandemic Model update is in progress at the time of adoption of Journey 2050. Community Transit is conducting a final review of the forecast to determine if any pandemic-related adjustments are appropriate at this time.



## EQUITY

More equitable transit service is provided to the community as the development of the System Plan accounted for priority population measures. These populations may be more reliant on transit compared to the rest of county but less likely to be involved in the planning process of where investments should be made. Specifically, the System Plan evaluated the percent of each priority population in Snohomish County with access to frequent service (15-minute or better headways).

**Within Snohomish County, the System Plan will provide an increase access to frequent transit service for all priority populations as shown in the graphic below.**



**RIDE WITH  
COMMUNITY  
TRANSIT**



Swift

Swift

# 5

# Capital Facilities



This chapter highlights key capital elements needed to support the Journey 2050 System Plan, such as fleet expansion, passenger facilities and access, and transit center upgrades.





## 5 CAPITAL FACILITIES

This chapter introduces capital needs to support the service levels assumed in the System Plan and to provide a safe, accessible, and efficient transit system with improved customer experience.

Capital needs like fleet size, base expansion, and layover space were identified at a high level for the System Plan described in Chapter 4. While this analysis shows the general investments needed, these investments could change as the operating environment shifts (for

example, the selected technologies for zero emissions vehicles may require different facility needs).

# Primary Capital Needs

The key capital elements to support the Journey 2050 System Plan are highlighted below. The following pages in this chapter provide more detail for each element.

## ZERO EMISSIONS TRANSITION



Evaluate and test zero emissions technology types and determine the facilities needed to support zero emissions fleet transition through current ongoing study.

## SPEED AND RELIABILITY



Increase investments in transit priority treatments such as bus queue jumps, transit signal priority, and others.

## FLEET



### Fixed-Route

Update and expand the fleet as vehicle needs will change with different service types, and some fleet will grow with service increases.



### Innovative Services

Fleet size and other elements will be impacted by different Innovative Service operating models.

## MAINTENANCE BASE



Address the shift in maintenance base structure, operations, and capacity with new fleet needs and technologies.

## LAYOVER



Identify new areas for layover needs with increased service levels and shifts in where service is provided.

## PASSENGER FACILITIES AND ACCESS



Improve stop amenities and non-motorized access to transit as ridership demand increases over time.

## TECHNOLOGY EXPANSION



Implement expanded real-time information, fare payment options, and other investments to improve customer experience.



# Zero Emissions Fleet Transition

**Community Transit’s goal is to transition its fleet to zero emissions by 2044.**

The scale of the investment is the largest the agency will have undertaken; acknowledging the importance of reducing Community Transit’s greenhouse gas impacts on the community while also providing improved service to increase sustainable transportation options. The large capital investment also requires significant planning to ensure that broader agency and community goals are supported while ensuring an efficient transition to a zero emissions fleet.

While Community Transit determines optimal technologies for each service type, key capital elements to consider as part of the zero emissions transition include those below.

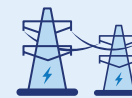
## KEY CAPITAL ELEMENTS



**Charging infrastructure at the maintenance bases and at layover facilities**



**Potential hydrogen fueling infrastructure**



**Utility impacts and potential electric grid upgrades**



**Vehicle maintenance equipment and operational plans**



**Fleet procurement planning**



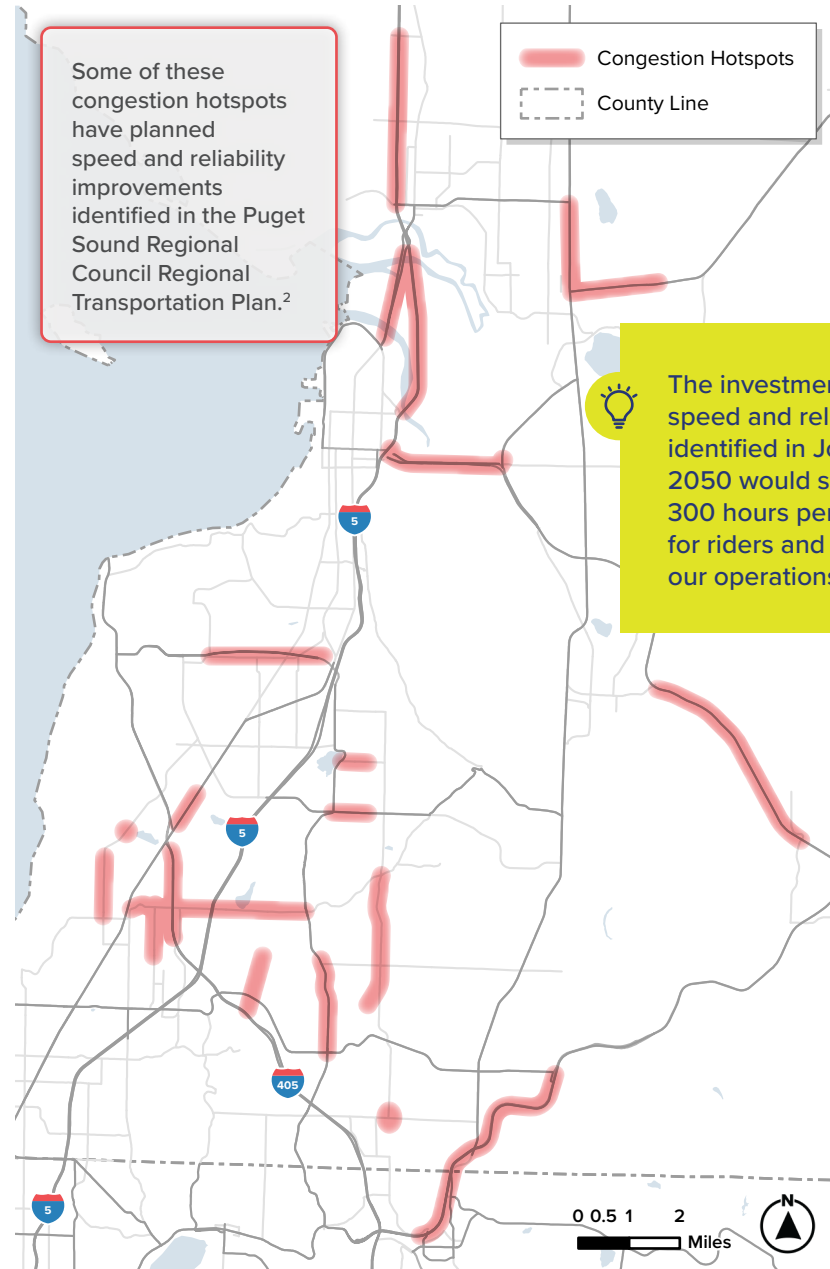


## Speed and Reliability

**As Snohomish County grows, the transportation network may become more congested and affect transit travel times.**

Increased congestion and longer travel times could result in additional buses and drivers to meet the service levels in the System Plan. The potential congestion hotspots to monitor based on the projected 2050 land use growth are mapped in **Figure 17**. Major congestion hotspots include 164th Street SW in Lynnwood, US 2, and SR 9 in Lake Stevens.

Community Transit is creating a Speed and Reliability group that would monitor these locations and coordinate with jurisdictions to identify potential speed and reliability improvements over time. Other congestion points may occur and depend on localized development patterns. Improvements can include transit signal priority, bus queue jumps, dedicated transit lanes, bus bulbs, and level boarding, among others. There is also interest in expanding bus-only lanes along the Swift network wherever feasible.



**Figure 17. Future Congestion Hotspots**

Source: Fehr & Peers, 2022

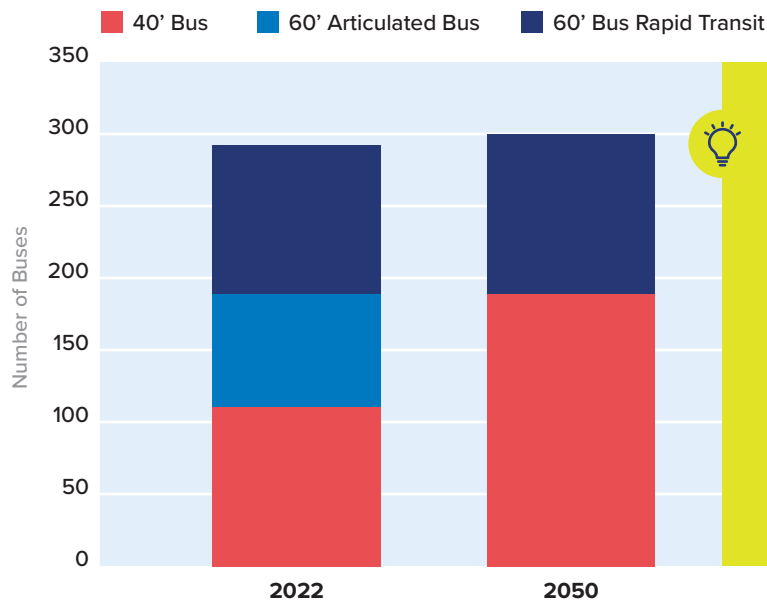
<sup>2</sup> PSRC. <https://www.psrc.org/planning-2050/regional-transportation-plan>



## Fixed-Route Fleet

**A change in vehicle types and increase in fleet size is needed to support more frequent transit service operating more hours per day as described in the System Plan.**

This includes a substantial shift in the types of fleet operated by Community Transit, including an increase in 60' coaches for Swift service. There may continue to be a need for 30' and double decker buses depending on route geography and performance. The fleet needs will be evaluated annually in the Transit Development Plan. The existing and projected total 2050 fleet needs are described in **Figure 18**. This includes both in operation and reserve spare coaches.



### WHAT DOES THIS MEAN?

While fleet size will remain largely consistent through 2050, fleet type will see a shift towards a more standardized fleet of 40' regular buses and 60' Bus Rapid Transit buses. A small fleet of 30' and Double Decker buses may be maintained depending on operational need.

**Figure 18. Existing and Projected Fleet Needs**

Source: Fehr & Peers, 2022

## Innovative Services Fleet



**Innovative Services at Community Transit are an emerging service type that may be implemented through several different vehicle types. This includes sedans, vans, and small buses that provide more flexibility in routing and operations to respond effectively to customer needs.**

The approximate size of the fleet by 2050 will be 100 vehicles based on the ridership demand forecast and the size of the areas proposed for Innovative Services.

The exact makeup of the fleet and operating base requirements will be evaluated as the program grows and will be affected by service and operational design.

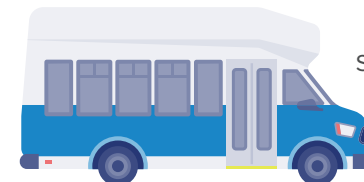
Fleet needs supporting vanpool and DART services will also grow at a rate consistent with population and employment growth within Snohomish County.



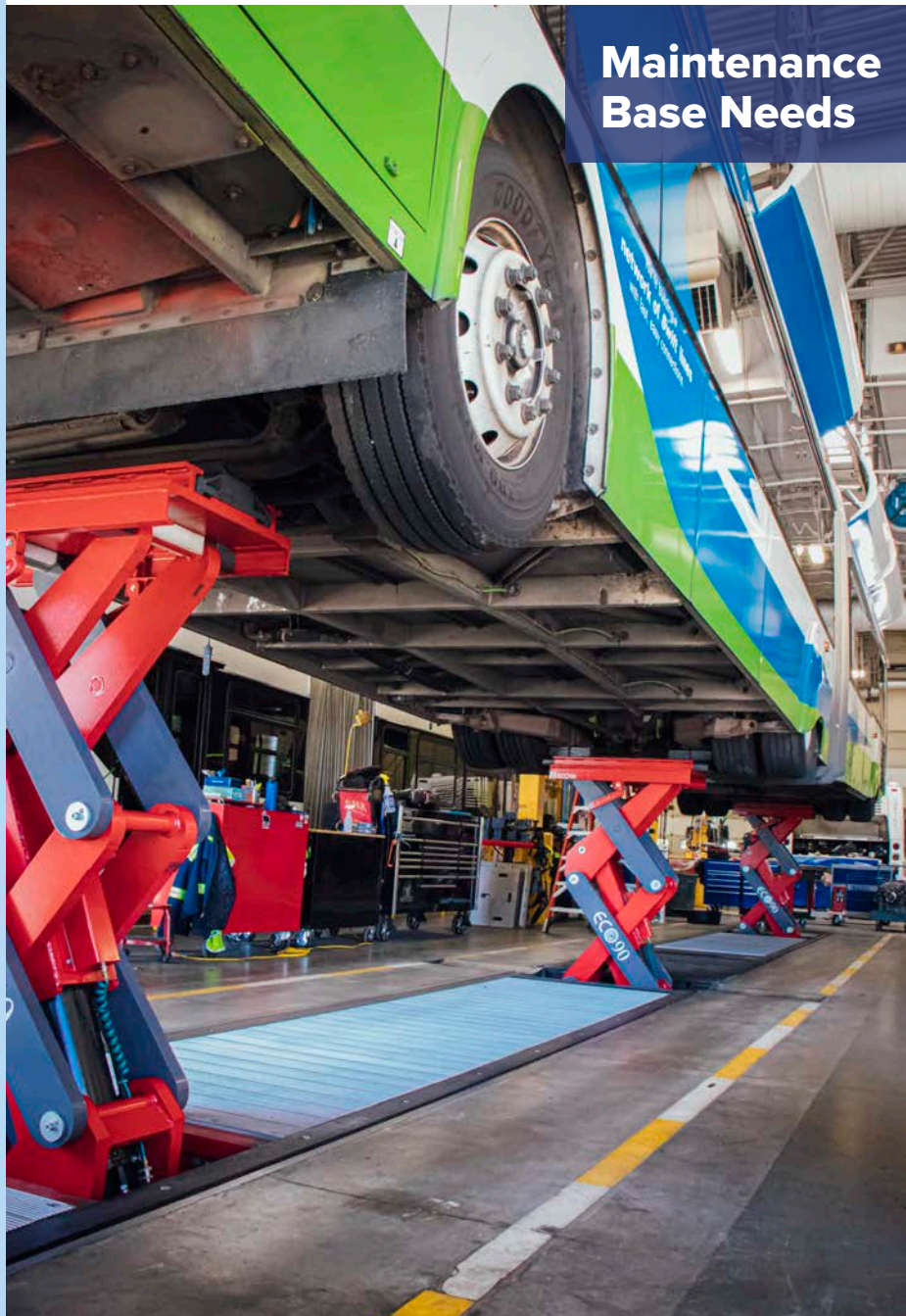
Sedan



Van



Small bus



## Maintenance Base Needs

**Current base capacities and expected growth change in fleet needs should be able to accommodate the maintenance and storage demands by 2050.**

As noted in the fleet expansion section, the total number of fixed-route buses required to operate does not substantially change from today's operating environment. The largest shift is with the expansion of on-demand service and the subsequent increase in smaller on-demand vehicles.

Current base fleet, maintenance, and storage capacities should be able to support expected fleet growth through 2050. This is true both for fixed-route service and on-demand service expansion.

Community Transit is currently piloting zero emissions vehicle technology. Additional base capacity needs for charging, storage, and utilities upgrades may impact the agency's ability to accommodate service growth within its existing operating bases.

### KEY ELEMENTS OF THE MAINTENANCE BASE SYSTEM TO SUPPORT THE SYSTEM PLAN INCLUDE:

- Additional maintenance bays to accommodate additional 60' articulated Swift buses.
- Maintenance and storage of additional paratransit, vanpool, and support vehicles.
- Reconfiguration of base parking with the increase in smaller on-demand vehicles and 60' articulated coaches.
- Infrastructure to support zero emissions vehicles.
- Parking expansion to support staff.

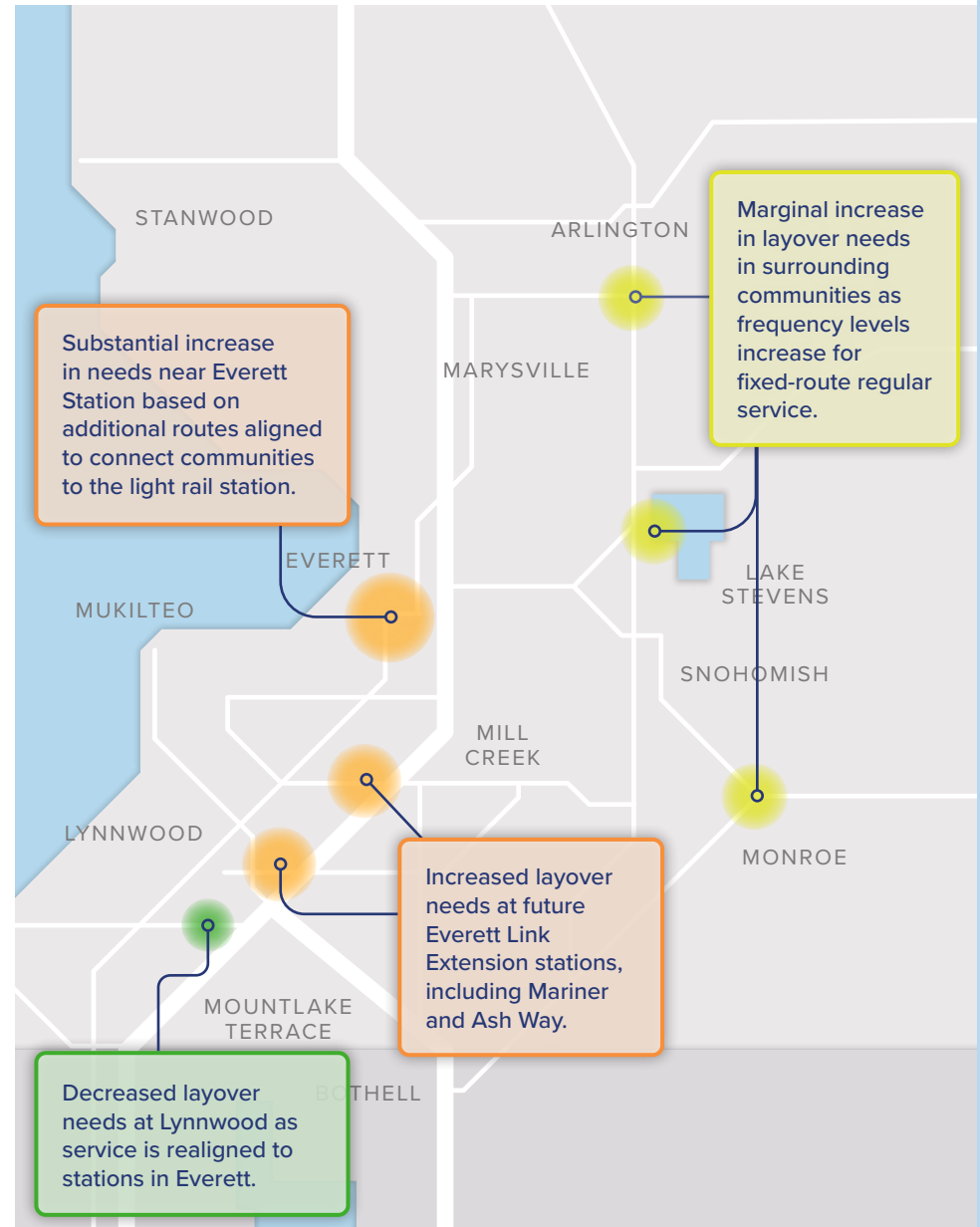


## Layover

**Growth in transit service and ridership highlight the need to track layover activity and focus planning and investments in areas that will experience an increase in the number of buses requiring layover time.**

In developing the System Plan, potential areas that may require extra layover space were identified by comparing the projected increase in bus

endpoints per hour compared to existing conditions. While layover requirements for Swift lines will be identified through the specific planning process for each corridor, the analysis evaluated overall needs based on fixed-route service changes and potential on-demand layover requirements. Areas where layover investments may be needed are mapped in **Figure 19**.



**Figure 19. Areas for Future Focus to Accommodate Increased Layover Needs**

Source: Fehr & Peers, 2022



## Passenger Facilities and Access

**Safe and accessible transit supports ridership growth and better serves the community. Improving transfer opportunities, stop amenities, and non-motorized access to transit is a key aspect of enhancing rider experience.**

Community Transit will coordinate with partner agencies on stop amenity and non-motorized access enhancements to improve the customer experience.

Additionally, we will identify potential needs to improve transfer opportunities and transit operations through the development and expansion of transit centers. A focus will be on integration with light rail stations and terminus hubs for Swift lines.

### Key Transit Center and Passenger Facilities



Shelter



Signage and Wayfinding



Bench



Pedestrian Facilities



Bicycle Parking



Active Bays and Layover



Increased ridership forecast for 2050 means that Community Transit will need to build at least 200 more shelters at stops throughout the system.

**ADAPTABLE CURB SPACE**

allows for flexible use of space at transit centers, improving rider experience and supporting operations, including layover needs and transfers.

**BICYCLE PARKING.**

specifically secure bicycle parking, will be prioritized at major transit centers to improve access to transit.

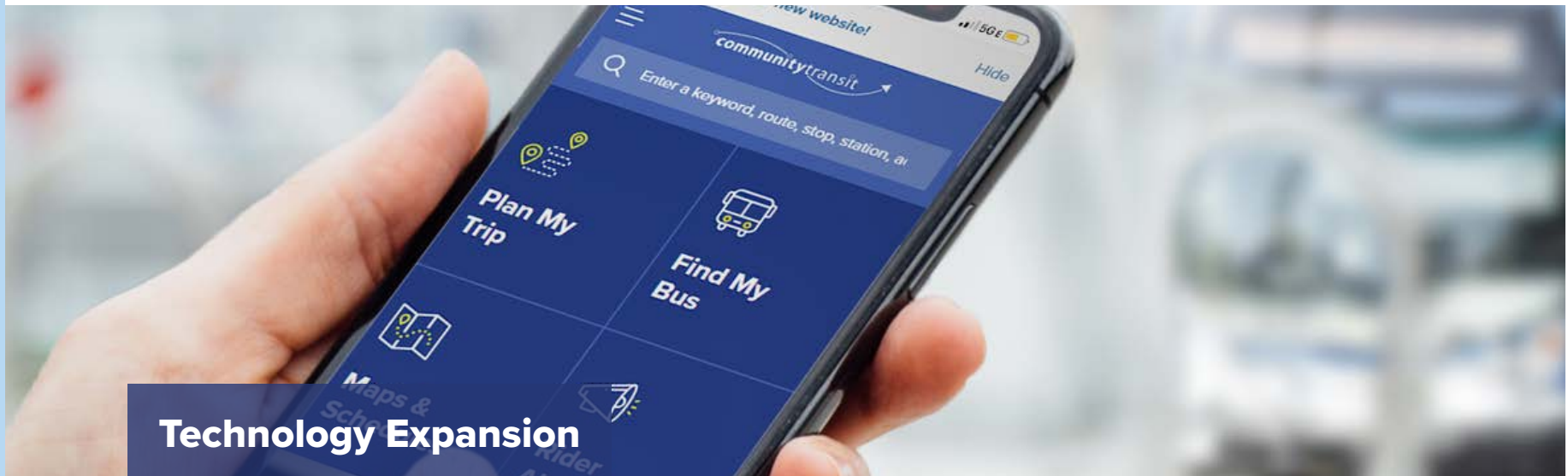
**BUS STOP SHELTERS** will be installed at more stops throughout the county as ridership increases.

**SIGNAGE AND WAYFINDING**

provide riders with information to make seamless connections between services and to navigate to their destination.

## Transit Center and Passenger Facility Elements

The Journey 2050 System Plan incorporates multiple types of service to make travel easier for all. Ensuring easy connections and improving the customer experience will include additional elements at transit centers and bus stops.



## Technology Expansion

**Community Transit can explore new and evolving technologies, including those highlighted here, that can be implemented to both improve customer experience and transit operations.**

**Automatic passenger counters** allow Community Transit to better understand when and where riders get on and off.

**Real-time digital signage** such as digital displays at high ridership stops (beyond only at Swift stations) provide riders with information such as when the next bus will arrive and whether it is on time. Additional information can convey important rider alerts such as service changes due to weather or other incidents.

**Mobility-as-a-Service (MaaS)**, a seamless platform for riders to access all forms of information to support their travel needs, including trip planning, real-time arrival information, mobile payment, and on-demand ride requests.

**Automated Vehicle Technology.** Prior to the full automation of vehicles, technology exists to potentially incorporate upcoming vehicle procurements that can improve safety and operations for transit vehicles, including lane-keep assist, automatic braking, and pedestrian warning systems.



### KEY ELEMENTS

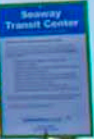
Elements that Community Transit will focus on with any form of technological expansion will ensure that the agency provides services that are:

- **PREDICTIVE:** Incorporating data and other information to make recommendations to travelers.
- **AUTOMATED:** Connecting services and operational elements to increase efficiency.
- **PERSONALIZED:** Recognizing patterns that are unique to each rider to help address individualized mobility needs.
- **RENEWABLE:** Implementing capital investments that can adapt as newer technology emerges.





# SEAWAY TRANSIT CENTER



# 6

# Funding



This chapter describes how Community Transit will fund the Journey 2050 System Plan over the next 25+ years.

## 6 FUNDING

### EXISTING REVENUE

Revenue to fund operations and capital expenses is generated by multiple sources. A 1.2% retail sales tax is applied to all sales within the Public Transportation Benefit Area (PTBA) in Snohomish County. Other revenue sources include grants, fares, and revenue from contracted service with Sound Transit, as shown in **Figure 20**.

Sales tax makes up the largest portion of operating revenue, contributing about 75% to operations, followed by operating grants from federal, state, and local sources. Sales tax has historically grown an average of 9% over the past decade (with an average annual population growth rate of 1.7%). While the COVID-19 pandemic had major impacts on travel patterns and the economy, taxable retail sales in Snohomish County increased substantially during 2021 and 2022, leading to local sales tax collections that exceeded projections in both years.

### EXISTING EXPENSES

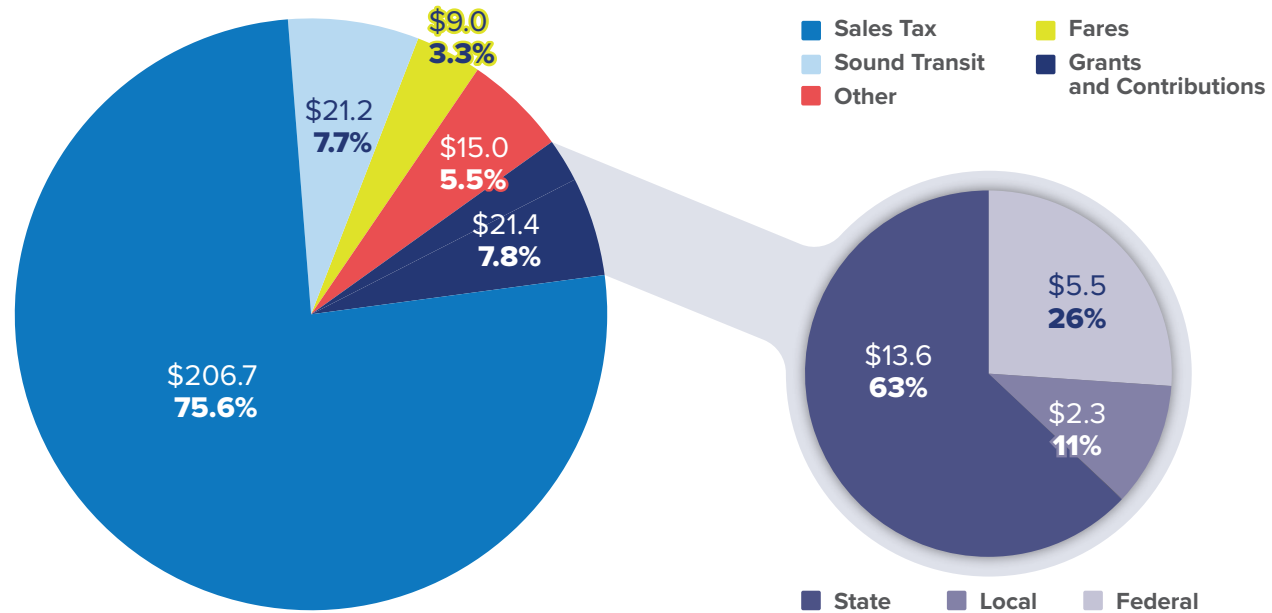
Historically, operating expenses have increased at a similar rate as operating revenues. For the 2024 budget, operating expenses are forecast to increase by 11.7%. This accounts for the cost of new service and the addition of Innovative Services. Transfers to capital and other reserves are planned to decrease by 30%. One-time stimulus funds received during the 2020 – 2022 timeframe allowed for the addition to reserves for sustainability, base expansion, and new technologies such as zero emissions technology.

A significant percentage of operating expenses are wages and benefits, which account for about 60% of operating expenses. Increases in labor costs combined with the need to hire additional direct staff to deliver service are driving higher than usual growth in labor costs in the short term.



**Figure 20. Major Sources of Operating and Non-Operating Revenue (Millions)**

Source: Community Transit, Adopted Budget, 2023



## Financial Landscape

Communities in Snohomish County have shown their support for public transit, most recently by approving a sales tax rate increase from 0.9% to 1.2% in 2015. Based on the forecast increase in population and employment and the assumed inflation rate, sales tax revenue is projected to grow at an average annual rate of 4% through 2050.

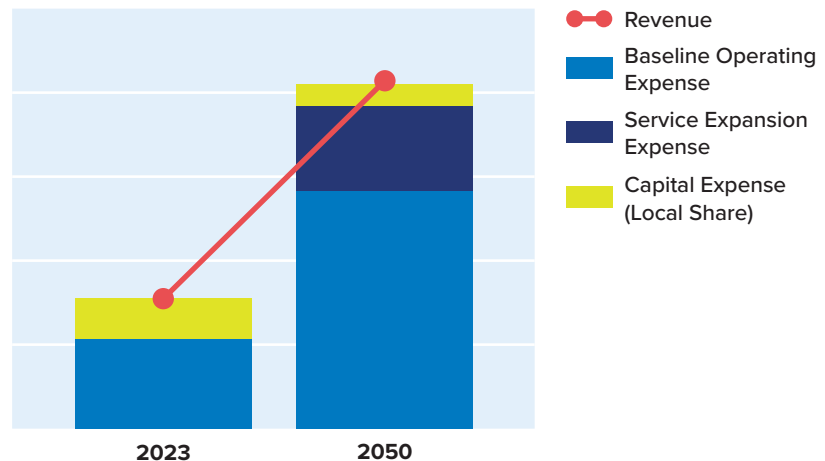
Other forms of revenue are also forecast to increase, although at smaller rates based on increased ridership and new potential grant opportunities.

Operating expenses are also forecast to increase at slightly less than 4% annually as a result of both inflation and service growth. Capital expenses are based upon expected supporting infrastructure investments to implement the Journey 2050 system plan and include funding for projects related to speed and reliability, passenger facilities, and fleet.

The identified funding needs are shown in **Figure 21**.

**Figure 21. Additional Annual Operating Expenses**

Source: Community Transit, 2023





## Major Near-Term Investments

Significant investments are planned in the next six years to support improvements in service. The investments are largely funded through existing reserves and identified grant funding, with local funding covering any remaining costs. The major investments include:

- Zero emissions fleet transition
- Facilities Master Plan
- Swift expansion

Additional capital investments funded through the Capital Spending Plan include the Bus Stop Program and technology preservation.

Moving beyond 2030 to the 2050 horizon of Journey 2050, there is larger uncertainty in the specific capital facility needs and the revenue forecasts to support those investments. Future plan updates and annual planning processes will continue to evaluate near-term and long-term needs.

### ZERO EMISSIONS FLEET TRANSITION



Funding necessary infrastructure and additional vehicle purchase costs for the pilot transition period.

### FACILITIES MASTER PLAN



Supporting final phases of the Facilities Master Plan, including renovation and expansion of the operations bases and vehicle storage.

### SWIFT



Extensions of the Swift Blue Line, Swift Green Line, implementation of the Swift Orange Line, and planning and design of the Swift Gold Line.

# Funding Strategies

Community Transit uses all of the funding sources listed in the table to the right to varying degrees to pay for operating and/or capital expenses. While the two most significant funding sources are sales tax and federal and state operating grants, Community Transit will explore the opportunities of other funding sources such as increased private/public partnerships and potential bonding measures.

FUNDING OPTION	DESCRIPTION
<b>Sales Tax</b> 	The current sales tax rate authorized is 1.2% on all retail sales in the Public Transportation Benefit Area. An increase in sales tax authority would require voter approval. Sales tax can fluctuate significantly based on local economic activity, including retail sales, employment growth, and land use development.
<b>Partnerships</b> 	Partnerships with private companies and public entities could support specific targeted service or capital investment strategies. Some examples include private employers providing partial funding for an on-demand service connection or local jurisdictions directly funding bus stop improvements.
<b>Federal and State Grants</b> 	Federal and state grants provide both capital and operating funding. This includes funding for the purchase of buses and equipment, facilities, and services to seniors and people with disabilities. State and regional mobility grants pay for capital, operations, and transportation demand management, and consolidated grant funding pays for some ADA paratransit service.
<b>Fares</b> 	Community Transit currently receives just over 10% of its revenue from fares. Higher fares can increase revenues; however, they may decrease ridership and may impact overall revenue. There may be additional reductions in expected fare growth as more riders transfer between systems (such as Sound Transit), which require sharing of the fare revenues.
<b>Debt Financing</b> 	Debt is commonly issued by governments to finance significant capital projects. As a government agency, Community Transit can issue tax-exempt municipal bonds backed by its sales tax revenue at a lower cost of borrowing than standard corporate bonds. Community Transit's debt is subject to a legal debt limit. This limit is calculated at 0.375% of assessed property values within the agency's boundaries. Larger amounts may be approved with a public vote. Potential projects funded by debt might include revenue vehicles and related facilities and other large capital acquisitions.
<b>Other</b> 	As a Public Transportation Benefit Area, Community Transit may be authorized to use other funding under RCW 35.95 and other state statutes. In addition, under RCW 35.58 Community Transit has the authority to issue general obligation bonds for capital purposes including but not limited to replacement of equipment. Community Transit generates a small amount of revenue from advertising and interest.

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community transit

TRANSIT





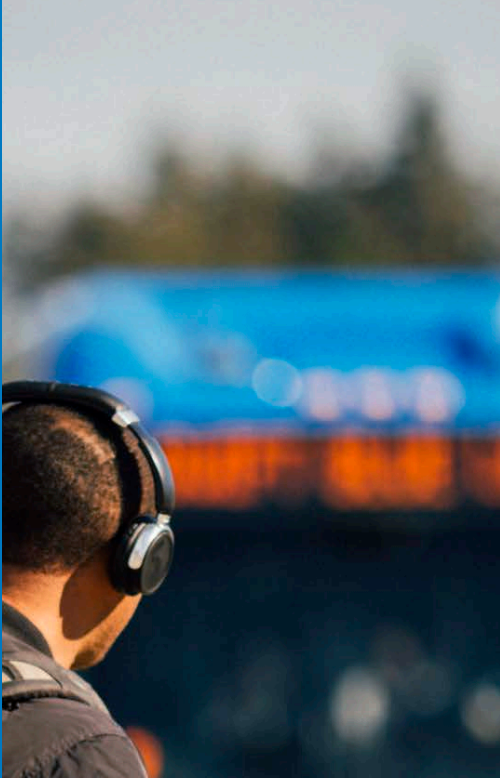


# 7

# Journey 2050 Implementation

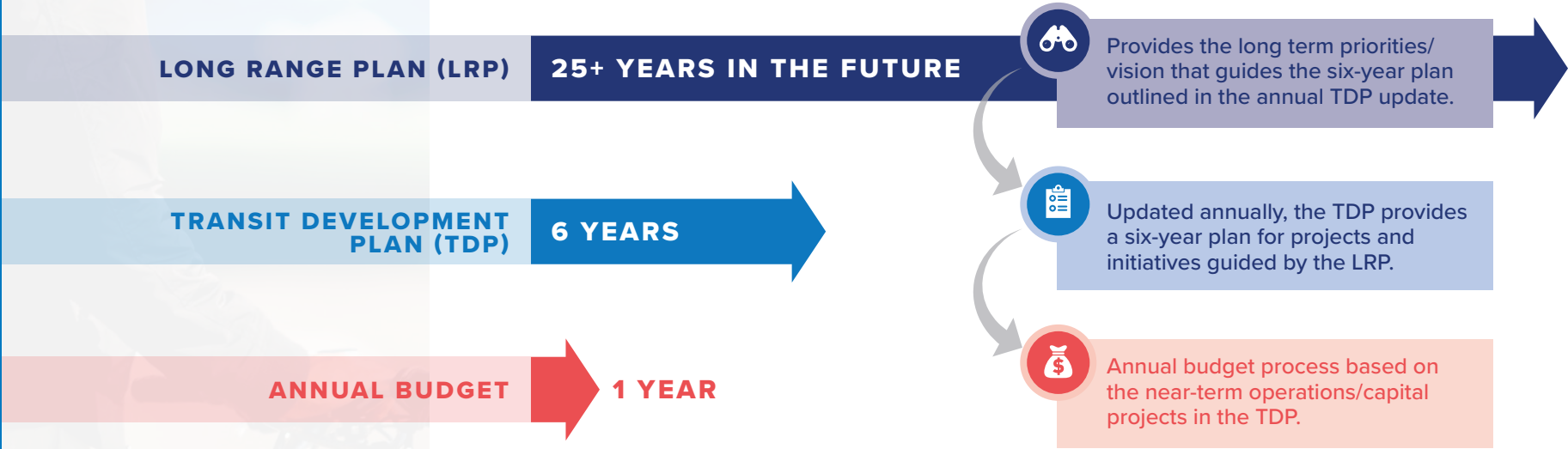


This chapter describes how the elements of Journey 2050 will help inform near-term planning decisions at Community Transit and how future updates to the Long Range Plan will account for additional considerations.



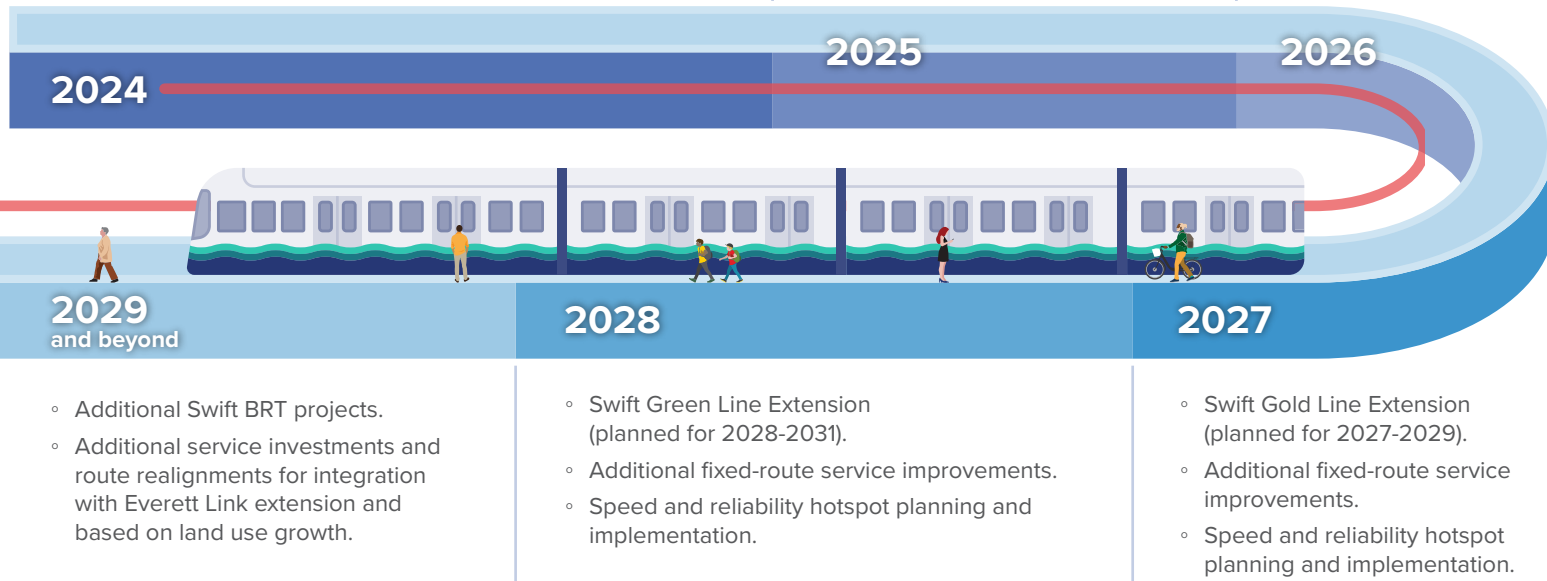
# 7 SYSTEM PLAN IMPLEMENTATION

Journey 2050 serves as a long range planning guide for the community, partner jurisdictions, and Community Transit. It will be updated as conditions change and as new challenges or solutions become known. The need to develop the Long Range Plan was based on new forecasts for land use change in Snohomish County, recent plans for light rail expansion, and new emerging technologies and services that will play a larger role at Community Transit in the years to come.



The growth and types of service identified in the System Plan will be implemented through the annual six-year Transit Development Plan process, annual budget process, and biannual service changes. Service additions will be prioritized through assessment of performance criteria, equity analysis, and community outreach to identify target areas for improved service. Necessary capital investments will also be identified to support any change in service, including implementation of the Facilities Master Plan, the Bus Stop Program, Speed and Reliability improvements, fleet procurement needs, and technology projects.

- |   |  |  |   |
|---|--|--|---|
| <ul style="list-style-type: none"> <li>◦ Initial phase of Lynnwood Link service integration.</li> <li>◦ Deploy additional Innovative Services pilot areas.</li> <li>◦ Swift Orange Line launch.</li> <li>◦ Completion of Merrill Creek Administration building conversion.</li> </ul> | <ul style="list-style-type: none"> <li>◦ Completion of renovation of the Lynnwood Transit Center Ride Store.</li> <li>◦ Swift Blue Line Extension.</li> <li>◦ Develop Speed and Reliability group for planning and design implementation.</li> </ul> | <ul style="list-style-type: none"> <li>◦ Additional Lynnwood Link service integration.</li> <li>◦ Deploy additional Innovative Services pilot areas.</li> <li>◦ Completion of expanded Merrill Creek Operations Base.</li> <li>◦ Speed and reliability hotspot planning and implementation.</li> </ul> | <ul style="list-style-type: none"> <li>◦ Final phase of Lynnwood Link service integration.</li> <li>◦ Speed and reliability planning and implementation.</li> </ul> |
|---|--|--|---|



### LYNNWOOD LINK INTEGRATION SERVICE PLAN

A final Transit Service Plan for integration with the Lynnwood Link extension, *Transit Changes in 2024 and Beyond*, was adopted in spring 2023 and will be implemented in phases starting in 2024 through 2026. This phased implementation will also allow us time to recruit drivers and align with regional transit.



## Jurisdictional and Community Partnerships

Close coordination with partners such as jurisdictions, community members, and transit agencies is critical to the successful implementation of Journey 2050. A robust community engagement process helped to set the vision and priorities of Journey 2050 and continued engagement through Community Transit’s planning processes will leverage the themes in Journey 2050 to support both near-term and long term planning within each community. This will take many different forms based on local needs and priorities and may include:



The connection between land use growth, equity, and service was a key element in the System Plan development. Community Transit will coordinate throughout each jurisdiction’s comprehensive plan update process to ensure alignment between local land use and transit-based policies and the priorities identified in Journey 2050.



Given the substantial capital investments necessary for future Swift lines and extensions, close coordination and support from the local jurisdictions in the planning and design phases is needed for successful implementation. Recent examples with the Swift Green Line and the Swift Blue Line highlight the opportunity available through successful local partnerships.



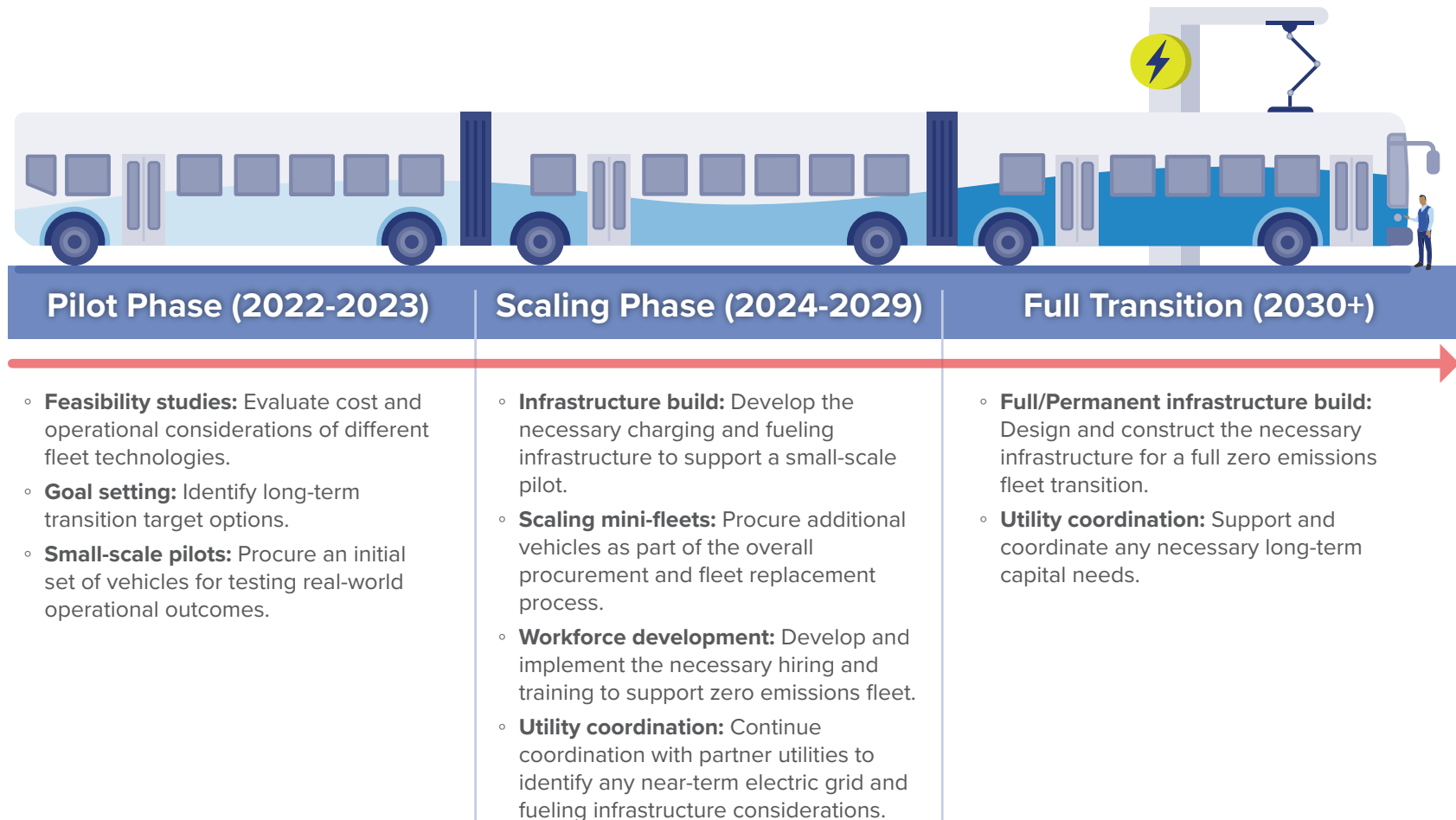
Across many of the corridors, local support to improve the speed and reliability of buses will be critical to mitigate congestion as the result of increases in housing and jobs in Snohomish County. This will be coordinated through the new Speed and Reliability Program at Community Transit which will identify key hot spots and potential solutions in partnership with local and regional jurisdictions.



Improving connections for riders to access the bus stops and stations and enhancing the experience while waiting at the stop will require coordination with jurisdictions and community members to identify and prioritize treatments. Through the Bus Stop Program, Community Transit will support planning, design, and construction phases through local jurisdiction and community engagement.

## Zero Emissions Fleet Implementation

Planning for a zero emissions fleet will continue to evaluate technology options that best support Community Transit’s operations. This includes battery-electric (BE) buses and hydrogen fuel cell electric (HFCE) buses which require different capital infrastructure to support their operations. Therefore, implementation towards a zero emissions fleet will move forward through an incremental process to test and evaluate potential long-term solutions including a near-term pilot phase over the next six years to understand feasibility and key considerations prior to establishing a long-term transition plan. The specific elements and timing for each phase are shown below.





# Future Updates to Journey 2050

While Journey 2050 serves as a long range vision for how Community Transit can best serve the needs of a growing community, additional considerations that may influence the findings in this plan for future updates include:



At the time of the adoption of Journey 2050, both agencies were working together to study the potential inclusion of Everett Transit and the City of Everett into Community Transit’s Public Transportation Benefit Area. Once the decision of this potential consolidation is understood, the Long Range Plan should be updated to account for potential changes to the strategies of Community Transit within the City of Everett.



As travel and land use patterns continue to shift following the COVID-19 pandemic, future updates should consider how those patterns may impact the role of transit and the type of services that best meet the mobility challenges within Snohomish County.



As new mobility options continue their development and as customer-facing technologies improve, the Long Range Plan should account for new opportunities to leverage emerging technology.



Once the preferred alignment and station locations are identified for the Everett Link Extension, the System Plan should be updated to reflect any necessary changes to bus integration alignments and service levels with light rail integration.



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