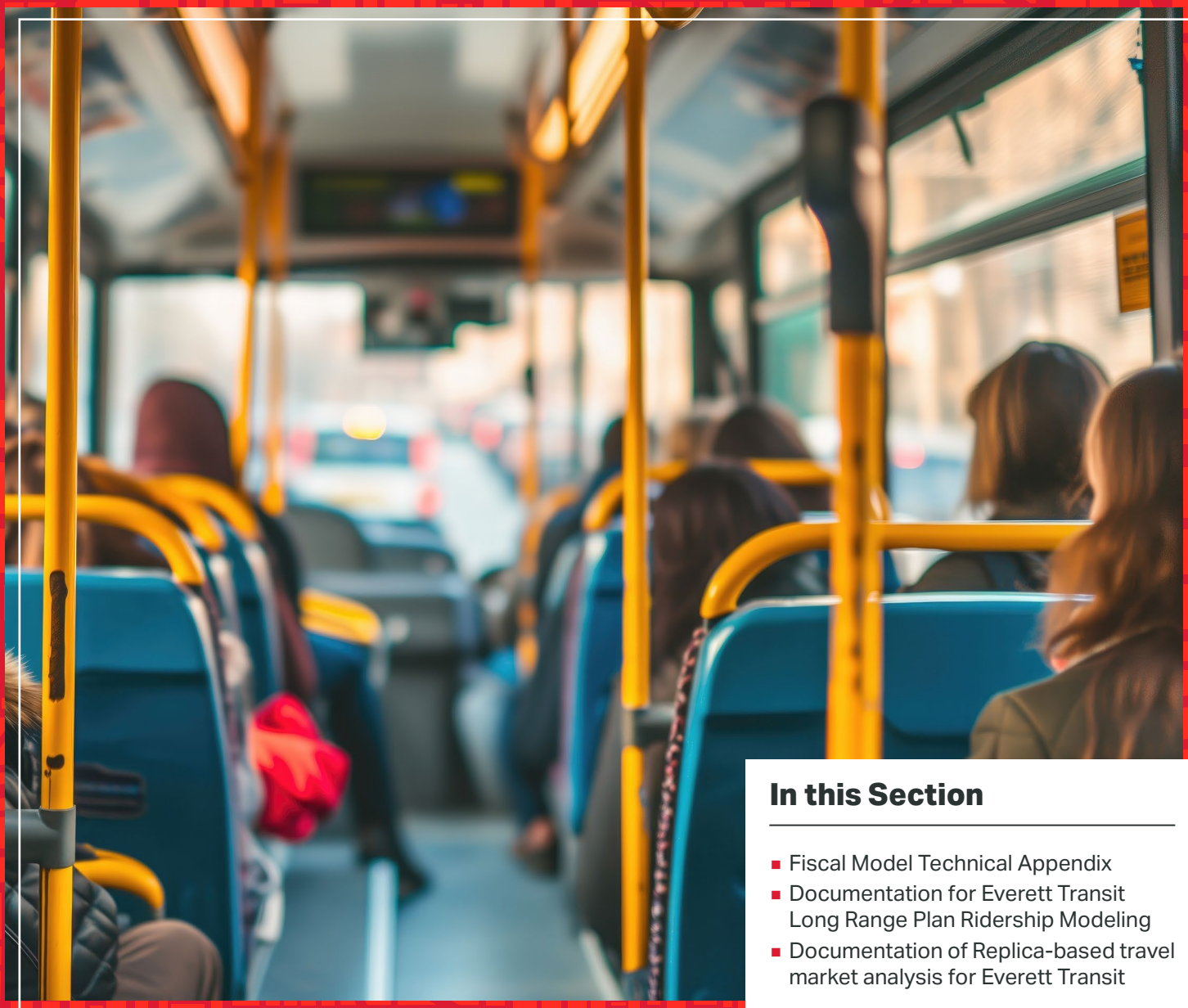

In this Section

- Fiscal Model Technical Appendix
- Documentation for Everett Transit Long Range Plan Ridership Modeling
- Documentation of Replica-based travel market analysis for Everett Transit

Appendix

DATE:	January 15, 2026
TO:	Fehr & Peers, Everett Transit
FROM:	ECO Northwest
SUBJECT:	Fiscal Model Technical Appendix

Analysis Approach

The goal of the financial analysis is to understand Everett Transit's past financial performance and to inform future long-range planning. The baseline financial analysis has two main objectives: 1) projecting operating and capital costs over the next 20 years and 2) forecasting changes in sales tax, fare, and other revenues. The analysis uses different approaches to project operating versus capital costs and revenues. The approach for each is outlined below.

Operating Cost Projections

The cost drivers include a detailed breakdown of each expenditure item in the operating expenditures, such as wages and benefits by program (Fixed-route service, Paratransit service, Administration, Everett Station, and General Operations). Fixed-route and Paratransit are normalized on a per-revenue hour basis, respectively. Individual growth rates for each expenditure are determined based on their historical compound annual growth rate (CAGR) *2018-2024*. For each line item we assessed the accuracy of the historical growth rate and adjusted the growth rate to general inflation (2.8%) when the historical CAGR was unreliable. Administration, Everett Station, and General Operations growth rates are then applied to the 2025 budgeted expenditures. Fixed-route and Paratransit growth rates are applied to normalized 2025 budgeted expenditures and multiplied by the forecasted revenue hours for each year of the planning period to determine the total annual cost. This approach allows operating costs to be scaled to different service concepts depending on the number of revenue hours for alternative scenarios.

SWIFT Expenses are projected as .05% of the sales tax revenue (see Operating Expense Projections).

Capital Cost Projections

Capital cost projections are based on Everett Transit's asset and rolling stock replacement schedules. The projections assume Everett Transit's replaces its rolling-stock, equipment, and facilities at the end of their useful life. The projections also assume an 80% state of good repair (SGR) meaning that only 80% of the projected rolling stock costs in a year are actual expenditures.

Operating Revenue Forecasts

The main components of Everett Transit's operating revenues are operating grants, retail sales taxes, fares, leases, and other revenue sources.

Retail sales tax revenue is split into two components, sales tax base growth and sales tax rate. Currently the sales tax rate in for Everett Transit is 0.6%. The agency has capacity to raise this rate up to 0.9% with council action, and the baseline scenario anticipates this increase to occur in 2031. The sales tax base forecast is based on taxable retail sales[1] in Everett. The projections of sales tax revenue are long-term estimates for planning purposes, separate from annual estimates conducted by the City for budgeting purpose. ECONorthwest's projections are based on a regional economic forecasting model developed by ECONorthwest. At the highest level is the forecasting model of region-wide employment, personal income, and wage and salary income. The forecasts of these macroeconomic variables are then used to develop forecasts of other regional economic, demographic, and population variables, including the tax base of key transportation related taxes. In the baseline scenario a general inflation rate (2.8%) is applied annually to the 2024 taxable retail sales. The high growth scenario uses a CAGR calculated from 2012 to 2024.

Farebox revenue is calculated based on the farebox recovery rate (fare box revenue/operating cost). The baseline scenario uses the minimum farebox recovery rate between 2020 and 2024 (2.9%). The high forecast uses the maximum historical rate (4.5%).

Lease and other revenues are forecasted based on the historical CAGR from 2021 to 2024.

Operating grants are forecasted based on the historical ratio of operating costs to operating expenditures. In the baseline scenario uses the minimum ratio (13.9%) from 2021 to 2024. The high forecast uses the average ratio (34.1%).

Capital Revenue Forecasts

Capital revenues are typically dependent on awards from the state or federal government and some portion of local matching funds. The baseline financial analysis assumes that future grant amounts and frequency are similar to recent trends. Capital grants are forecasted based on the historical ratio of capital costs to capital. The baseline scenario uses a user defined ratio of 50% from 2021 to 2024. A confirmed $10,000,00 grant in 2028 is included in the forecast.

Service Growth

Finally, the analysis assumes a 1% annual increase in service growth, modeled using revenue hours.

[1] Taxable Retail Sales. https://apps.dor.wa.gov/ResearchStats/Content/TaxableRetailSalesLocal/Report.aspx

Fehr & Peers

Memo

Date: July 2025

To: Everett Transit

From: Fehr & Peers

Subject: Documentation for Everett Transit Long Range Plan Ridership Modeling

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Introduction

This memo describes the transit ridership modeling to support the update to the Everett Transit Long Range Plan. Everett Transit developed its first long range plan in 2018. In 2025, a draft Growth Network Plan was created to reflect changes in ridership patterns after the COVID-19 pandemic, updated financial modeling, and to explore potential new service options like on-demand microtransit service.

Transit Ridership Forecasting

Fixed Route Transit Service

The ridership forecasts were developed using the following tools:

1. **INRO EMME 4.3.3 Software**: EMME is a travel demand forecast software used by Sound Transit (ST). ST's Transit Ridership Model exists in EMME and leverages previous PSRC land use growth estimates in the region.
2. **Remix Platform**: Remix is a browser-based transportation planning and scheduling software that allows the user to sketch transit routes on the map and add service details like headways, schedules, route directionality, etc. Everett Transit (ET) created its network in Remix for each analysis year for this project.

Background for ridership forecasting

Sound Transit developed an incremental Transit Ridership Forecast Model with Base Year (2016) and Future Year (2042 Baseline Forecast) scenarios. This model has been used to support ongoing project planning activities in the region, including other long range plans for transit agencies and planning for high capacity transit projects such as West Seattle to Ballard Link Extension. A prior version of the Sound Transit Ridership model was used to forecast ridership for the 2018 Everett Transit Long Range Plan.

For ET's Long Range Planning (LRP) project, three model versions supported the ridership forecasts:

1. **Base Year (2016)** The 2016 Baseline scenario represents Everett Transit's 2016 service network and land use (population and jobs).
2. **2042 Baseline Model** assumes the land use growth (population and jobs), consistent with PSRC Land Use Vision (LUV) growth allocations. Everett Transit routes and frequencies generally followed the Everett Transit's 2018 Long Range Plan network.
3. **2042 Everett LRP Model:** A copy of the 2042 Baseline Model incorporated modified transit routes to represent Everett Transit's draft 2045 service network. This included changes to route alignments and frequency. The land use growth assumptions match the 2042 Baseline Model. Once model ridership forecasts were extracted from the model, an annual growth rate was applied to develop the final 2045 Everett LRP ridership forecasts.

The following section describes this ridership forecasting process in more detail.

Ridership Forecasting Process

1. The ST 2016 Model was validated by comparing to actual 2016 ridership to ensure the model was representative of transit ridership patterns. **Table 1** shows the actual 2016 annual Everett Transit boardings and model annual boardings. The actual-to-model ridership ratio is 0.93, showing that the model is representative, with less than a 10% difference from actual counts.

Table 1: Validating ST Model with Existing Boarding Data

Actual 2016 ET Annual Boardings	ST Model (Existing 2016)	Actual / Model
1,949,000	2,090,000	0.93

Source: Fehr & Peers, 2025.

2. Fehr & Peers received ET's draft 2045 LRP Network coded in the Remix platform, which outlined service routes, stops, and frequency levels during both peak and off-peak hours.
3. ET's LRP Network was coded into the future ST Ridership Model to create the 2042 Everett LRP Model. The ST Ridership model does not have as detailed of a roadway network as Remix. See **Figure 1** for a comparison. While the transit service route coding may not align exactly with the Remix network, it is considered sufficiently representative to generate both route and systemwide ridership forecasts.
4. Note the 2042 Everett LRP Model only considers service changes to the ET network. The planned 2042 Community Transit, Sound Transit, and King County Metro services were not changed.

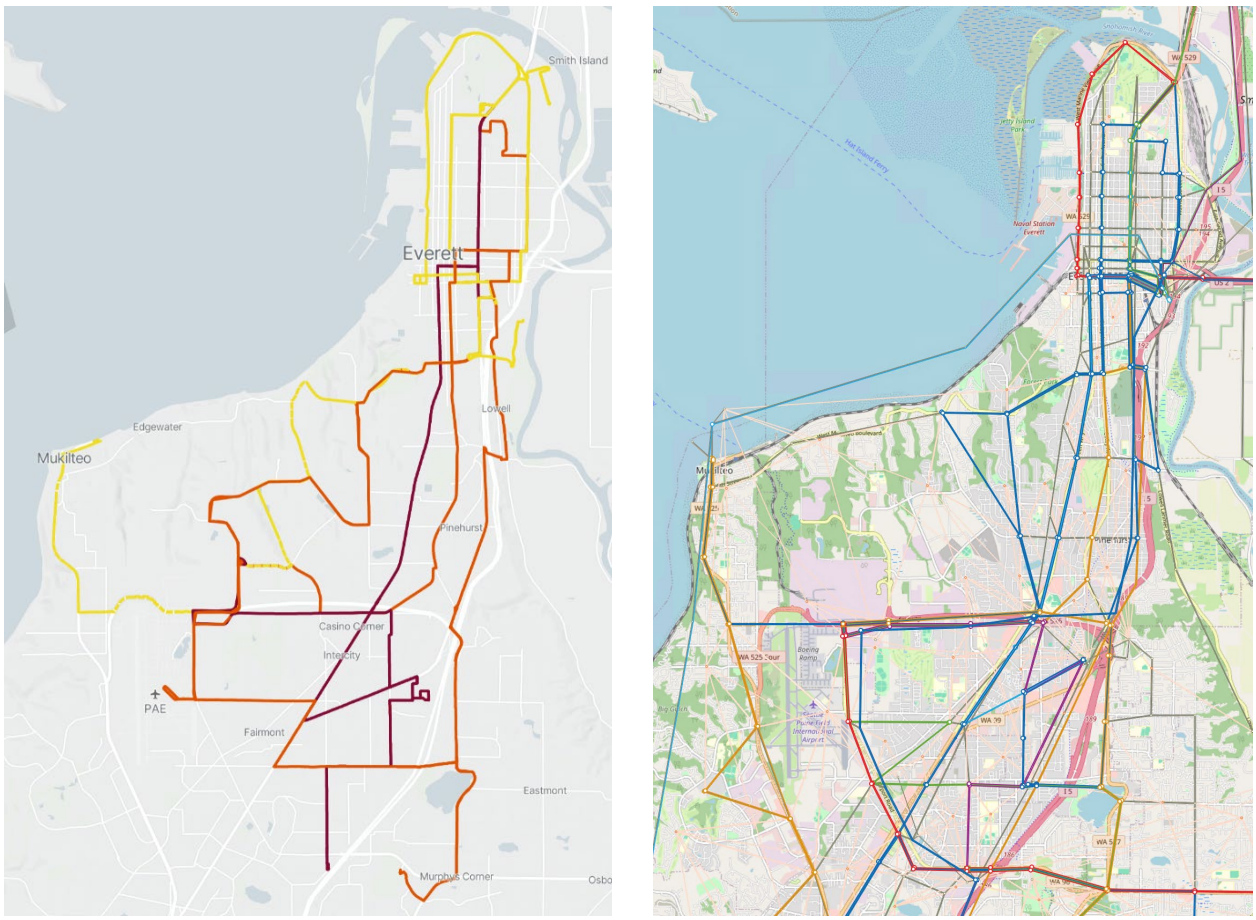

Figure 1: Left – ET's 2045 LRP Network in Remix.
Right – Approximation of ET's Network in ST Ridership Model in Emme.

4. Annual boardings were extracted from the transit model runs. Daily ridership is assumed based on the following calculation: $Daily\ ridership = (2 \times PM\ Peak) + Offpeak\ boardings$.
   To convert the daily ridership to annual ridership, an annualization factor of 305 was assumed to estimate annual boardings.[1]
5. 2042 Annual Boardings were estimated as the growth in model boardings from 2016 model boardings added to the actual 2016 boardings. An annual growth rate was calculated to develop 2045 forecasts.

Forecasted Ridership

Table 2 shows the model results for the existing and planned networks. Based on expected growth in population, jobs, and changes in land use, ridership is expected to grow by 73% in 2042 Baseline compared to 2016. If ET invests in additional service as outlined in the Draft 2045 LRP Network, ridership is expected to increase by an additional 13% see (2042 ET LRP Network). Overall, the LRP fixed route network is forecasted to increase ridership by a factor of 2.1 by 2042 compared to 2016.

[1] A typical annualization factor of 305 is based on the ratio of weekday to weekend service levels and ridership estimates.

Table 2: Results of ST Model for Future Scenarios

Model	Daily boardings	Annual boardings	Percent change
2016 ST Model	6,900	1,949,000	—
2023 Actual Ridership	4,715	1,329,878	32% decrease from 2016
2042 ST Baseline	11,900	3,620,000	73% increase from 2016
2042 ET LRP Network	13,400	4,080,000	13% increase from 2042 ST Baseline

Source: Fehr & Peers, 2025.

The results in the above table reflect an average annual growth rate (AGR) of approximately 2.5% between 2016 and 2042. This was used to predict ridership growth for another three years to 2045 as the ST Model forecasts end in 2042. The 2045 ridership forecasts are in **Table 3**.

Table 3: Forecasted ridership for 2045 LRP Network

Boardings	2016 Actual Boardings	Forecast 2045 Everett Transit Long Range Plan Boardings
Daily	6,400	13,000
Annual	1,949,000	4,393,000

Source: Fehr & Peers, 2025.

Microtransit Service

Everett Transit provided a draft Remix network showing the approximate areas to be covered by microtransit service in the draft 2045 plan (see **Figure 2**). The method to forecast microtransit service used the following steps:

1. Historical performance data for on-demand pilots with King County Metro and Community Transit provided validation metrics for inputs and methods for on-demand ridership forecasts.[2]
2. Ridership forecasts incorporated an estimated transit mode share based on Census data for the microtransit service areas with varying levels of microtransit ridership based on density of the service areas[3]. Land use densities considered existing and future 2045 land use assumptions following PSRC's Luv-IT land use at the Traffic Analysis Zone (TAZ) level.
3. Service hour estimates used the average in-revenue travel time and deadhead time to arrive at vehicle needs to serve each microtransit service area. The travel time and operational estimates were based on historical operations for other microtransit services.[4]

[2] On-demand zone productivity varied from 2.0 to 4.0 riders per service hour

[3] This percentage varies from 0.25% to .075% for commute mode share, based on validation with existing on-demand zone areas for King County Metro and Community Transit

[4] Average speeds vary between 15 and 20 mph for microtransit services in urban areas. Average trip distance was based on the centroid of each service area to the transit center points serving each area (ex. Seaway Transit Center)

4. A validation check of the estimated ridership and service hours used a productivity of two riders per service hour[5] to confirm the range of the forecasts.

Figure 2: Proposed on-demand zones

[5] Recent on-demand operations for Community Transit in Alderwood have performed at 2.5 riders per service hour. Lower density areas served by King County Metro's on-demand service have performed at 1.5 to 2.0 riders per service hour.

Fehr & Peers

Memo

Date: November 2025

To: Everett Transit

From: Fehr & Peers

Subject: Documentation of Replica-based travel market analysis for Everett Transit

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Introduction

This memo documents the analysis of regional travel patterns and trends conducted for Everett Transit (ET) as part of the Long Range Plan (LRP) update process. The analysis identified areas in and around Everett which experience a large amount of travel activity. Both generators and attractors of activity were included to create a complete picture of travel activity. When compared with the existing (2025) and future (2045) ET routes, this analysis will help ET identify the following:

- Existing gaps in service coverage
- Potential areas for service expansion over the period of the long range plan
- Existing and potential connection points with neighboring and regional transit services like Community Transit, Sound Transit, and King County Metro.
- Areas which may be better served by flexible service rather than regular transit

Method

Replica

The analysis was conducted using data from Replica, which is a national-scale activity-based travel demand model. A unique benefit of Replica's activity-based modeling approach is that it relies less heavily on location-based services (LBS) data, which often suffer from limited sample sizes in rural or low-density areas. By integrating multiple data sources, including mobile device data, connected vehicle inputs, and demographic information, Replica can produce more stable and representative travel estimates in areas where traditional LBS-based datasets may fall short. While Replica offers granular insights into travel behavior across the U.S, Fehr & Peers recommends study area level validation for all projects.

The analysis is based on trips that took place on a typical Thursday in Spring 2025, which represents average conditions for the region.

Limitations of the data

Each row in the Replica data output is one trip accompanied by various details like starting and ending locations, time of travel, travel mode, trip purpose etc. While primary data is collected from

GPS, the assignment of transit and other non-SOV (Single Occupancy Vehicle) trips is based on secondary inputs like mode share in the region etc. Thus, there is a possible decrease in the accuracy of non-SOV trip locations and times. This analysis filters out non-SOV trips to maintain reliance on the primary data.

Study areas

Based on census tract boundaries, Everett transit staff split the city into 26 travel market sub-areas, as shown in Figure 1. Outside of Everett, regions within Snohomish County were grouped based on zip codes, which themselves usually represent the boundaries of neighboring cities. Beyond that, trips from King County were grouped to account for travelers to and from Seattle and other major King County cities. The outside regions are shown in **Figure 2**.

Figure 1: Study Areas within Everett

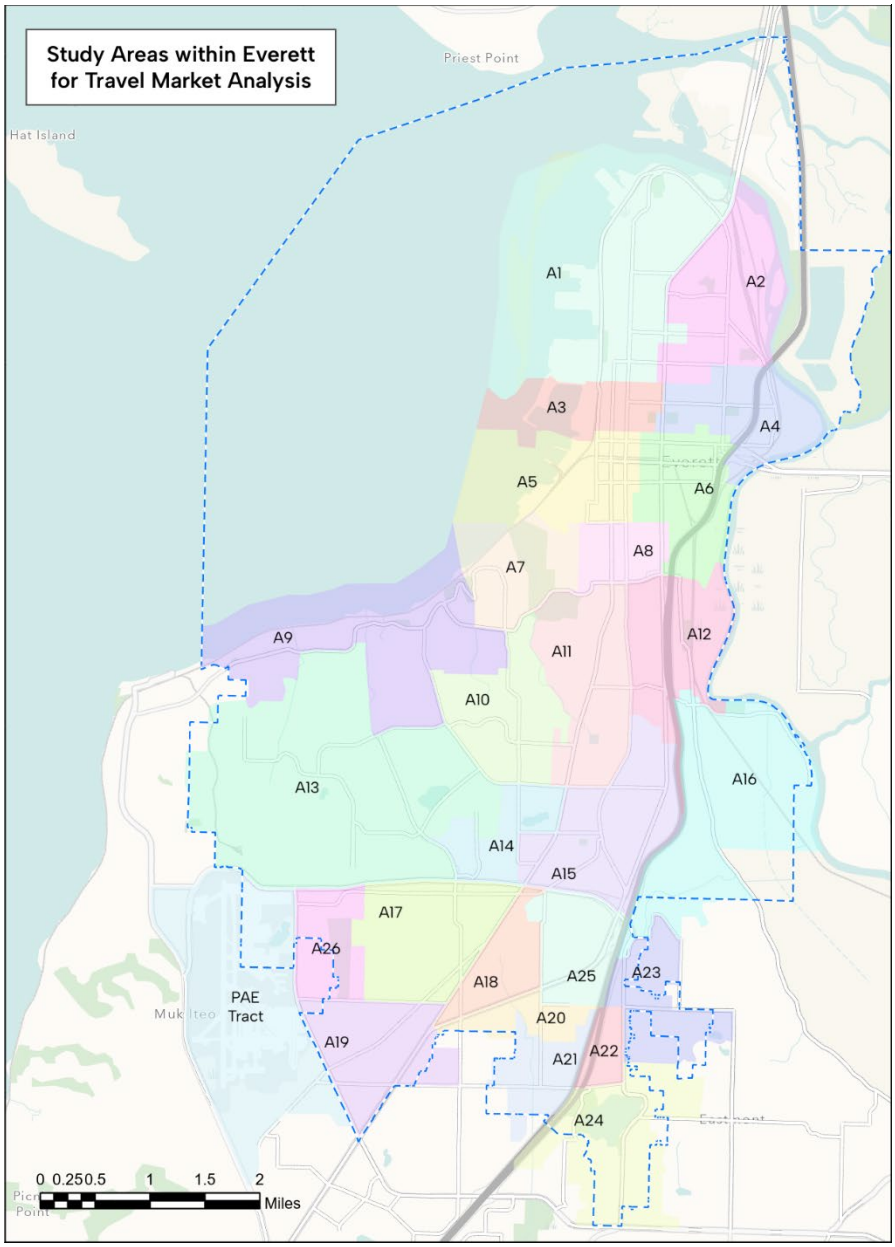


Figure 2: Study Areas outside Everett

Findings

Travel within Everett

Table 2 shows the number of trips between sub-areas within Everett (as mapped in Figure 1). It includes the census block group containing the Paine Field Airport ("PAE Tract"), which is not inside city limits, but is treated here as similar to a city sub-area. The ends of the table show the total amounts of trip generation and trip attraction for each sub-area for comparison. Following that, **Table 3** shows the percentage distribution of the same data. Both tables are formatted to highlight cells with the highest number of trips.

1. A combined 246,039 SOV trips took place in both directions within Everett over a typical Spring weekday. In other words, there were approximately 123,000 trips in one direction.
2. In general, there is little difference between the amount of trip generation and trip attraction for each sub-area. For example, there were 1,859 trips that originated in A2 and ended in A1, and 1,994 trips in the reverse direction. This makes sense since most trips across a day are round trips.
3. Looking at the combined data, the 3 biggest locations of trip generation are:
    a. A17: This sub-area contains a mix of residential developments, a Fred Meyer grocery store, a middle school, and school district offices.
    b. A15: This is a dense residential area with a high school.
    c. A1: This is a larger sub-area with a high density of housing, along with the Everett Community College.
4. With a few exceptions, for each sub-area, the highest number of trips take place within that sub-area. For example, of the 19,511 total trips that originated in A15, nearly 1 in every 4 trips terminated in A15 itself. Since the study areas are demarcated by census block groups – which themselves are bounded by visible features such as roads and nonvisible boundaries such as property lines, districts etc.[1] – this pattern suggests that most car trips are taking place in the same neighborhood.
5. For the seven areas with the highest number of originating trips, **Table 1** shows the top non-self destination areas within Everett. In conjunction with the map in Figure 1, it can be seen that internal trips are highest between adjacent study areas.

Table 1: Top destinations within Everett for the 7 highest trip generating areas

Source area	Destination area within Everett	Number of trips
A1	A2	1994
A15	A11	1381
A17	A18	1875
A11	A15	1614
A25	A17	1377
A6	A5	1466
A5	A6	1575

[1] https://www.census.gov/newsroom/blogs/random-samplings/2011/07/what-are-census-blocks.html

Fehr & Peers

Table 2: Average number of trips between sub-areas

To / From	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	A17	A18	A19	A20	A21	A22	A23	A24	A25	A26	PAE Tract	Combined generation
A1	4718	1994	1019	746	1102	1353	42	501	213	148	1012	115	271	118	953	56	489	322	388	172	98	100	129	226	559	265	211	17320
A2	1859	2077	531	674	514	914	30	193	66	87	427	91	195	48	301	34	340	136	242	35	29	74	105	75	291	503	108	9979
A3	930	526	742	418	550	667	44	163	67	85	325	41	85	47	212	19	77	72	62	35	17	85	35	85	205	36	40	5670
A4	637	707	432	896	491	830	64	121	67	54	255	80	158	50	262	12	88	79	86	53	49	69	42	90	117	102	65	5956
A5	1262	499	583	561	1879	1575	132	810	223	258	941	79	243	73	555	38	413	406	140	158	84	166	131	214	477	173	233	12306
A6	1076	814	614	857	1466	2500	68	760	283	312	902	154	222	87	606	55	377	232	133	136	93	113	181	188	777	122	92	13220
A7	30	25	39	47	121	98	190	161	238	105	296	27	53	23	102	10	49	28	54	9	4	35	20	22	91	12	12	1901
A8	492	289	169	121	664	645	134	643	134	178	808	141	108	61	311	36	232	218	151	69	53	126	114	103	218	94	70	6382
A9	206	54	71	48	229	244	236	161	1071	307	587	60	952	91	432	28	491	218	82	49	17	186	161	69	302	184	233	6769
A10	135	85	86	47	323	343	107	185	328	845	894	65	363	173	860	17	318	190	117	50	17	127	165	66	287	129	66	6388
A11	739	398	319	277	738	756	265	774	543	940	2522	535	353	297	1614	123	639	326	381	102	174	222	228	251	556	146	271	14489
A12	129	108	45	83	73	158	24	150	60	65	577	324	36	26	480	70	137	91	100	17	17	124	68	68	174	58	51	3313
A13	376	268	147	109	353	232	60	165	926	375	451	27	2293	361	473	32	1029	366	408	101	155	255	233	350	380	1276	633	11834
A14	128	31	53	24	53	93	22	59	92	174	285	24	316	204	772	8	510	185	113	34	19	79	64	30	236	155	103	3866
A15	649	244	202	308	476	586	107	303	428	812	1381	469	365	777	4648	370	1220	970	336	285	157	318	594	472	1347	459	252	18535
A16	56	37	29	14	39	53	8	40	30	21	95	67	27	10	368	57	63	70	26	5	1	63	173	45	113	17	24	1551
A17	619	428	72	86	333	366	32	197	401	304	590	120	866	490	1284	55	5896	1875	1463	386	247	288	475	399	1494	1367	731	20864
A18	276	143	61	61	354	184	29	144	209	190	305	85	232	188	999	66	1941	1298	790	386	290	233	335	290	1174	448	244	10955
A19	249	142	52	94	146	135	36	108	92	141	293	106	456	101	395	29	1513	777	2145	273	214	263	171	359	610	588	920	10408
A20	149	37	37	50	108	117	7	53	33	56	99	27	97	33	295	4	376	409	280	330	235	213	182	207	766	115	135	4450
A21	69	46	18	40	44	59	4	39	22	21	146	19	159	21	169	0	136	350	200	218	495	225	144	302	471	116	147	3680
A22	118	41	44	59	104	79	26	65	258	105	153	90	191	56	181	63	245	221	215	191	224	483	620	1141	479	93	199	5744
A23	104	65	26	27	121	129	21	84	129	152	217	50	178	59	531	170	496	438	139	219	168	653	1231	922	563	135	269	7296
A24	226	98	90	94	177	149	21	79	106	59	206	88	348	36	473	46	369	347	443	183	279	1009	809	3457	714	298	251	10455
A25	688	208	136	111	384	657	87	194	281	294	534	141	279	212	1190	99	1377	1225	640	784	419	447	609	665	2058	451	289	14459
A26	649	938	59	93	127	151	14	81	148	107	174	37	1772	131	678	15	2063	681	577	90	81	125	170	269	751	627	818	11426
PAE Tract	168	63	35	57	237	93	14	88	206	75	364	34	473	111	367	25	739	311	1004	141	299	326	249	257	370	717	NA	6823
Combined attraction	16737	10365	5711	6002	11206	13166	1824	6321	6654	6270	14839	3096	11091	3884	19511	1537	21623	11841	10715	4511	3935	6407	7438	10622	15580	8686	6467	

Table 3: Percentage distribution of all trips within the City

From \ To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	PAE Tract
1	1.9%	0.8%	0.4%	0.3%	0.4%	0.5%	0.0%	0.2%	0.1%	0.1%	0.4%	0.0%	0.1%	0.0%	0.4%	0.0%	0.2%	0.1%	0.2%	0.1%	0.0%	0.0%	0.1%	0.1%	0.2%	0.1%	0.1%
2	0.8%	0.8%	0.2%	0.3%	0.2%	0.4%	0.0%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.2%	0.0%
3	0.4%	0.2%	0.3%	0.2%	0.2%	0.3%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
4	0.3%	0.3%	0.2%	0.4%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
5	0.5%	0.2%	0.2%	0.2%	0.8%	0.6%	0.1%	0.3%	0.1%	0.1%	0.4%	0.0%	0.1%	0.0%	0.2%	0.0%	0.2%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%
6	0.4%	0.3%	0.2%	0.3%	0.6%	1.0%	0.0%	0.3%	0.1%	0.1%	0.4%	0.1%	0.1%	0.0%	0.2%	0.0%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.3%	0.0%	0.0%
7	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
8	0.2%	0.1%	0.1%	0.0%	0.3%	0.3%	0.1%	0.3%	0.1%	0.1%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
9	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.1%	0.1%	0.4%	0.1%	0.2%	0.0%	0.4%	0.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%
10	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.3%	0.4%	0.0%	0.1%	0.1%	0.3%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%
11	0.3%	0.2%	0.1%	0.1%	0.3%	0.3%	0.1%	0.3%	0.2%	0.4%	1.0%	0.2%	0.1%	0.1%	0.7%	0.0%	0.3%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%
12	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%
13	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	0.1%	0.4%	0.2%	0.2%	0.0%	0.9%	0.1%	0.2%	0.0%	0.4%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.5%	0.3%
14	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%
15	0.3%	0.1%	0.1%	0.1%	0.2%	0.2%	0.0%	0.1%	0.2%	0.3%	0.6%	0.2%	0.1%	0.3%	1.9%	0.2%	0.5%	0.4%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.5%	0.2%	0.1%
16	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
17	0.3%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.2%	0.1%	0.2%	0.0%	0.4%	0.2%	0.5%	0.0%	2.4%	0.8%	0.6%	0.2%	0.1%	0.1%	0.2%	0.2%	0.6%	0.6%	0.3%
18	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.4%	0.0%	0.8%	0.5%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.5%	0.2%	0.1%
19	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.2%	0.0%	0.2%	0.0%	0.6%	0.3%	0.9%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.2%	0.4%
20	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.3%	0.0%	0.1%
21	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.2%	0.0%	0.1%
22	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.3%	0.5%	0.2%	0.0%	0.1%
23	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.2%	0.1%	0.2%	0.2%	0.1%	0.1%	0.1%	0.3%	0.5%	0.4%	0.2%	0.1%	0.1%
24	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.1%	0.1%	0.2%	0.1%	0.1%	0.4%	0.3%	1.4%	0.3%	0.1%	0.1%
25	0.3%	0.1%	0.1%	0.0%	0.2%	0.3%	0.0%	0.1%	0.1%	0.1%	0.2%	0.1%	0.1%	0.1%	0.5%	0.0%	0.6%	0.5%	0.3%	0.3%	0.2%	0.2%	0.2%	0.3%	0.8%	0.2%	0.1%
26	0.3%	0.4%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.7%	0.1%	0.3%	0.0%	0.8%	0.3%	0.2%	0.0%	0.0%	0.1%	0.1%	0.1%	0.3%	0.3%	0.3%
PAE Tract	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.2%	0.0%	0.1%	0.0%	0.3%	0.1%	0.4%	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.3%	0.0%

Fehr & Peers

Travel connections to Everett in Snohomish County

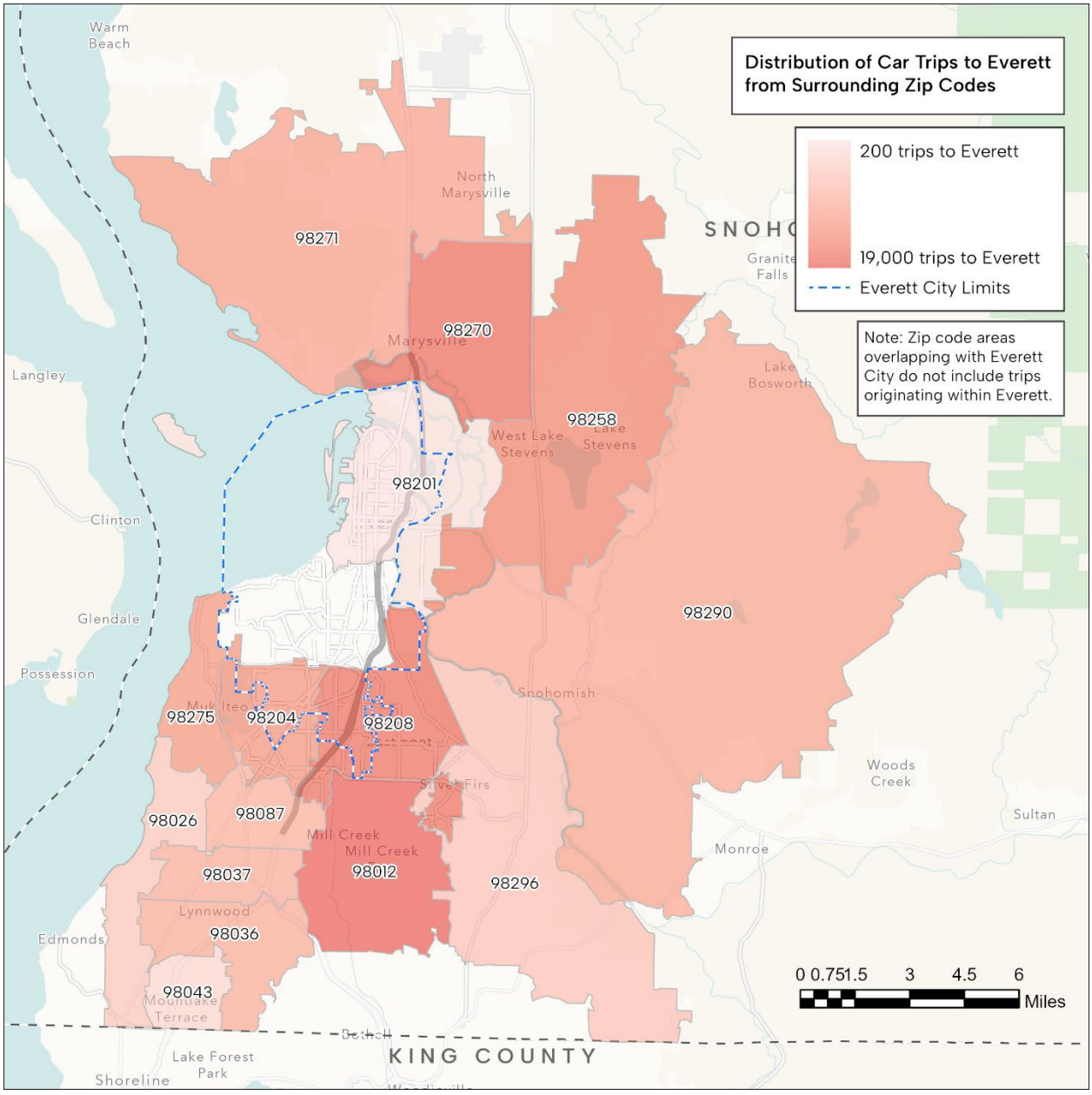
As shown in **Figure 2**, the zip codes selected for this section all surround Everett and are typically part of neighboring cities. **Table 4** shows the number of trips from each of the surrounding zip codes to and from Everett. Note that, for zip codes which are present both inside and outside of Everett City limits, trips in the table include only those locations that lie outside of Everett. The last two rows show that the number of trips connecting to Everett from neighboring zip codes is about 35% higher than within Everett.

Table 4: Number of trips between Everett and surrounding zip codes

Study area	Corresponding city/area	From Everett to	To Everett from
PAE Tract	PAE Airport	6467	6823
98012	Mill Creek	18379	18703
98026	Meadowdale, Edmonds	5389	5343
98036	Lynnwood	10416	9717
98037	Lynnwood	9902	9661
98043	Mountlake Terrace	2436	2279
98087	S of Everett/ N of Lynwood	9682	8992
98201	N of Everett	273	286
98204	SW of Everett	13325	13198
98208	SE of Everett	17517	17660
98258	Lake Stevens	14781	15448
98270	Marysville	17079	17819
98271	W Marysville, Edgecomb	10689	11354
98275	Mukilteo	13092	13033
98290	E of Everett	10783	10267
98296	SE of Everett, E of Mill Creek	6013	5819
Total neighboring trips to and from Everett		**166223**	**166402**
Total trips within Everett (for reference)		**~123,000**	**~123,000**

Referring to the visualization of the trips in Figure 3, note that zip codes are of different sizes. Thus, the number of trips is higher for some of the larger zip codes – for example, 98290 and 98258. However, smaller zip codes with greater population density also have a high number of trips. Specifically, Mill Creek in the south and Marysville in the north are both significant trip contributors.

Figure 3: Distribution of outside trips to Everett



Travel connections between Everett sub-areas and neighboring areas

The previous section showed the trip connections between outside areas and Everett as a whole. Here, the connection between sub-areas within and outside Everett is further expanded upon.

For the seven areas with the highest number of originating trips, **Table 5** shows the top destination areas outside Everett (view in conjunction with the map in Figure 2). Unlike with destinations within Everett, there is greater variation in the outside destinations in terms of distance and direction of trips.

Also, the northern sub-areas (A1-A4) see more travel with zip codes and cities north of Everett. A similar pattern is found for sub-areas in southern and southwestern Everett. This indicates a regional affinity for travel, as opposed to more trips that cover the entire span of the city.

Table 5: Top destinations outside Everett for the 7 highest trip generating areas

Source area	Destination area outside Everett	No. of trips	Source area	Destination area outside Everett	No. of trips
A1	98270	2916	**A25**	98208	1517
A15	98208	1109	**A6**	98270	1527
A17	98204	1531	**A5**	98270	1320
A11	98012	909			

Long distance connections to Everett

The final consideration for trip assignment is from surrounding counties and regions even further out to and from Everett. As shown in Table 5, half of these trips originate in King County, with only 4% from Skagit County, north of Everett. "Further out" includes other surrounding counties and interstate trips, which are likely not typical commuting trips – they contribute 45% of the long distance trips.

Table 6: Average number of trips between Everett and further regions

	From Everett to	To Everett from
King County	43180	42998
Skagit County	3206	3376
Further out	35281	34577

A note on Boeing trips

Boeing is by far the biggest employer within City limits, and thus it is useful to consider trip patterns to and from the manufacturing facility in SE Everett. In this analysis, the facility lies inside the study areas A13 and A26. **Table 7** shows the top connecting areas to these two sub-areas.

Table 7: Top connecting areas to the Boeing sub-areas A13 and A26

Internal connection	No. of trips	External connections	No. of trips	Regional connections	No. of trips
A13	3569	98270	3438	King County	8150
A26	2399	98275	2728	Further out	6420
A17	2233	98258	2528		
PAE Tract	1190	98012	2359		
A9	1136	98087	1937		
A19	1044	98037	1870		

In terms of areas within Everett, most trips take place within A13 and A26 themselves, suggesting the prevalence of short trips. After that, the top connectors are the neighboring sub-areas. Interestingly, outside of Everett the highest number of trips come from the zip code 98270, corresponding to Marysville in the north. This is followed by 98275, just west of Boeing, and Lake Stevens northeast of Everett. Trips from King County also make up a much large number of trips.

Summary of the findings

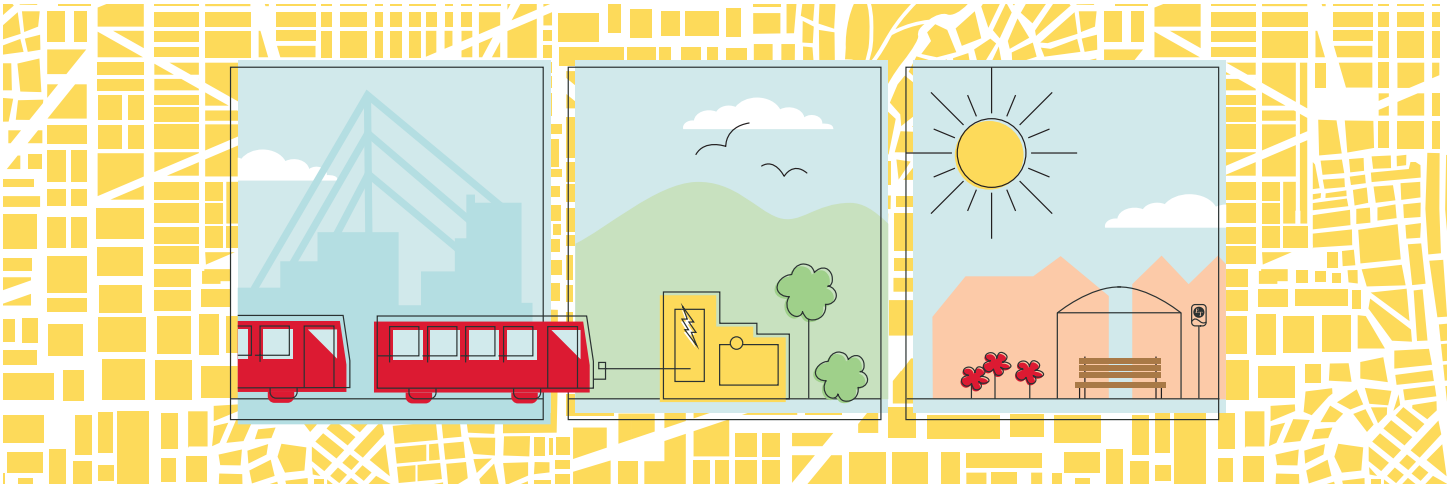
Using Replica, a national-scale activity-based travel demand model, the first step in identifying key travel markets and potential gaps in the current and future ET services was completed. The city was divided into 26 sub-areas, while surrounding regions were differentiated based on zip codes. Finally, King and Skagit counties were treated as long distance regional trip generators going into and out of Everett.

A total of approximately 730,000 private auto-mobile trips were estimated for a typical Thursday in Spring 2025. Of these, one-third took place completely within Everett. A larger share, 44%, of the trips came from neighboring zip codes. The remaining 22% of the trips were long distance or regional, originating from King and Skagit Counties, and even further out.

Of a total of 246,039 private automobile trips inside Everett, the largest contributor (2.4%) was from trips that took place within sub-area A17, which is home to a mix of residential, commercial, and educational land uses. The next two biggest travel contributors were A1 in the north (1.9%) and A15 in the south (1.9%). A1 is a geographically large study area that also contains Everett Community College, while A15 is another dense residential area with a high school.

Of the 320,000 trips that took place between Everett and the neighboring zip codes, Mill Creek, south of Everett, was the biggest contributor (11%), closely followed by Marysville in the north (10%), Lake Stevens in the northeast (9%), and Mukilteo in the southwest (8%). Zip codes east of Everett also contributed to overall trips, though they're much larger in size and cover multiple smaller cities and census-designated areas. Trips from outside connect majorly to northwest Everett, followed by other sub-areas in south Everett, east of the Boeing facility and near the Everett mall area.

Finally, of the regional trips, King County, home to Seattle and its surrounding dense neighborhoods, contributed half the trips. This was followed by the regions further out. Skagit County, north of Everett, was the source of only 4% of these trips.



Connecting Everett in 2045

Phase 2
Outreach Report

Everett Transit

Aug. 18, 2025

EVERETT
WASHINGTON

EVERETT TRANSIT

Everett Station ‖ 3201 Smith Avenue
425-257-7777 ‖ ETmail@everettwa.gov ‖ EverettTransit.org

Background

Everett Transit began work on Phase 1 of Connecting Everett in 2045, the Long Range plan, in 2023. The process paused in 2024, allowing the City of Everett to finalize its 2024 comprehensive plan. This deliberate hiatus allowed us to strengthen the transit plan's connections to the City's broader priorities: housing, climate, land use, and equitable growth.

The Comprehensive Plan includes a Transportation Element, which provides clear guidance: by 2044, the city aims to triple daily transit ridership across all services. This includes not only Everett Transit, but also Community Transit, Sound Transit, and the future Link Light Rail extension.

Achieving this goal will require a coordinated approach — investing in more frequent and reliable local service, expanding on-demand options, improving regional connections, and making it safer and easier to access transit across the city. This plan helps lay the groundwork for reaching that milestone.

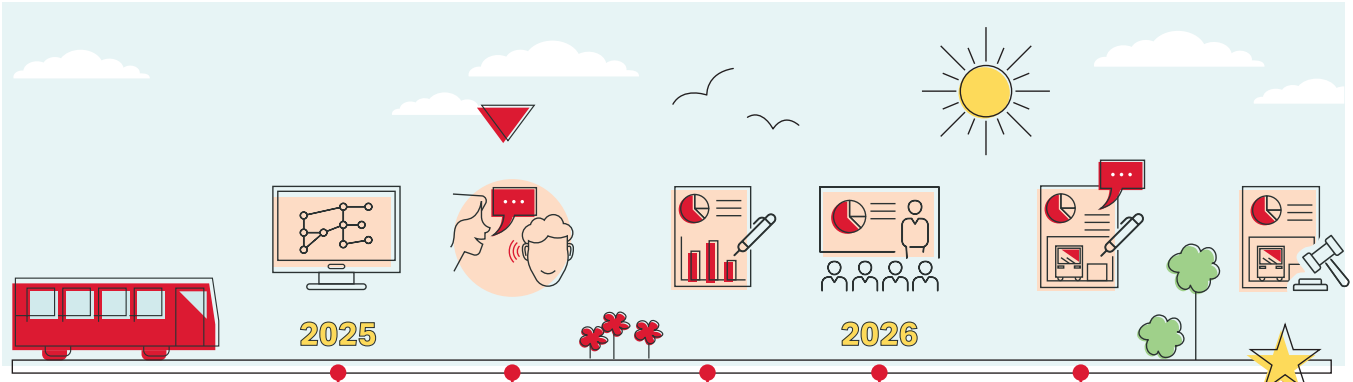
With the draft Comprehensive Plan, Everett Transit re-engages with the community regarding the Long Range Plan in July of 2025.

What we learned in Phase 1

Nearly 450 people took the Phase 1 survey and shared their vision for Everett Transit.

Community feedback showed strong support for:

- More frequent buses
- Expanded service hours
- Improved connections, including to regional transit
- Safety, cleanliness, and modern technology



Outreach Summary

Everett Transit began conducted outreach as part of the Connecting Everett in 2045 project in July of 2025 to help inform decision making for the Long Range Plan. This outreach consisted of printed materials, digital marketing, staff presence at community events, Everett Transit-hosted events, and an online open house.

The outreach efforts directed Everett residents to a survey, which gathered information about respondents' current transit riding habits and their hopes for the future of Everett Transit. Overall, the outreach efforts conducted between July 1 and Aug. 10 garnered 228 survey responses.

The survey asked for feedback on:

- A proposed Growth Network Plan for fixed-route bus service.
- New concepts for on-demand service zones.
- A revised fleet plan focused on resilience and emergency response.
- A transparent financial outlook, including future funding assumptions.
- A renewed focus on safety, customer information technology, and capital projects.

Flyer sent in City of Everett utility bills.

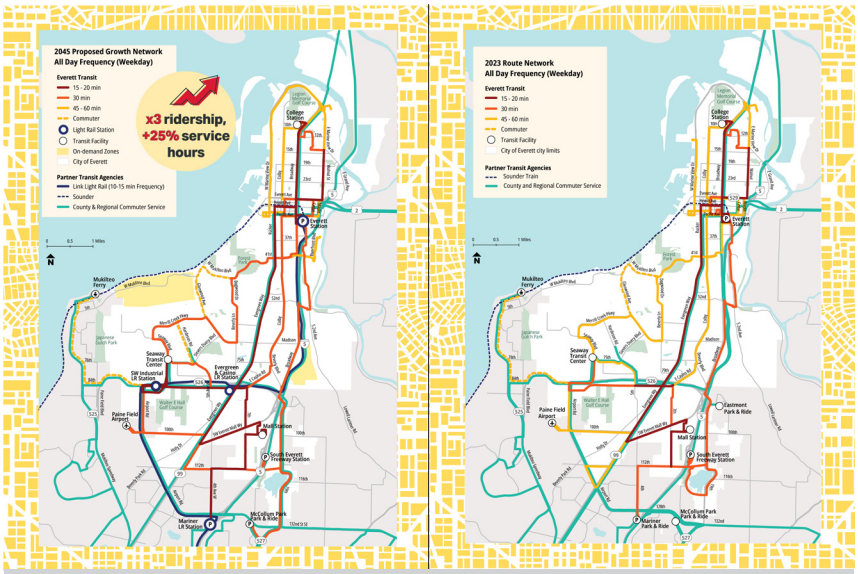
Outreach Efforts

Print Products

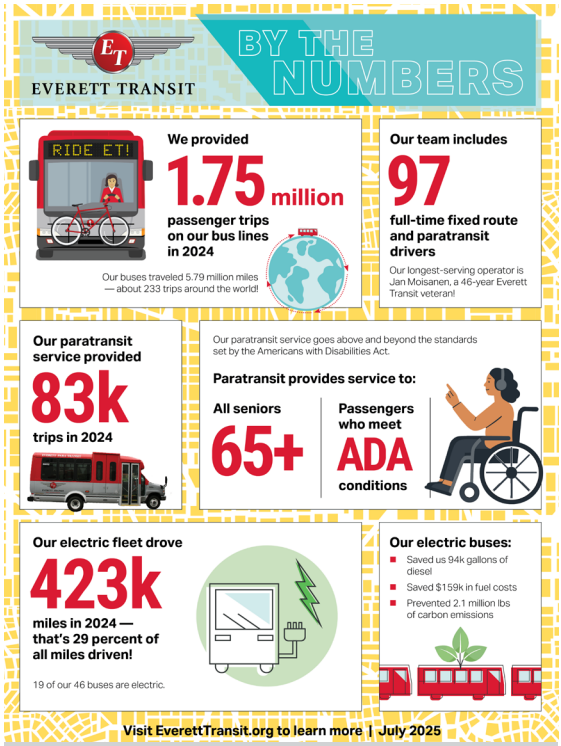
Print products were generated by Everett Transit staff and distributed on at community events, at Everett Transit events, on Everett Transit buses, and at City of Everett buildings.

- **Everett Transit by the Numbers:** An 8.5 x 11 in. flyer highlighting key data from Everett Transit's 2024 service.
- **Rack Card (English):** A 4 x 11.25 in. card including high-level information about the Long Range Plan, outreach events, and a QR code to the Online Open House and survey.
- **Rack Card (Spanish):** A 4 x 11.25 in. card including high-level information about the Long Range Plan, outreach events, and a QR code to the Online Open House and survey.
- **Brochure:** An 11 x 17 in brochure (folded to 8.5 x 11 in.) containing information about the Long Range Plan, including a map showing current transit frequency and projected 2045 frequency. Includes a QR code to the online survey.
- **Print Survey:** An 11 x 17 inch booklet (folded to 8.5 x 11 in.) containing all online survey questions.
- **Utility Mailer:** An 8.5 x 11 inch flyer distributed in City of Everett utility bills.

English and Spanish language rack cards.



Interior brochure pages including maps that show current route frequency and proposed route frequency for 2045.



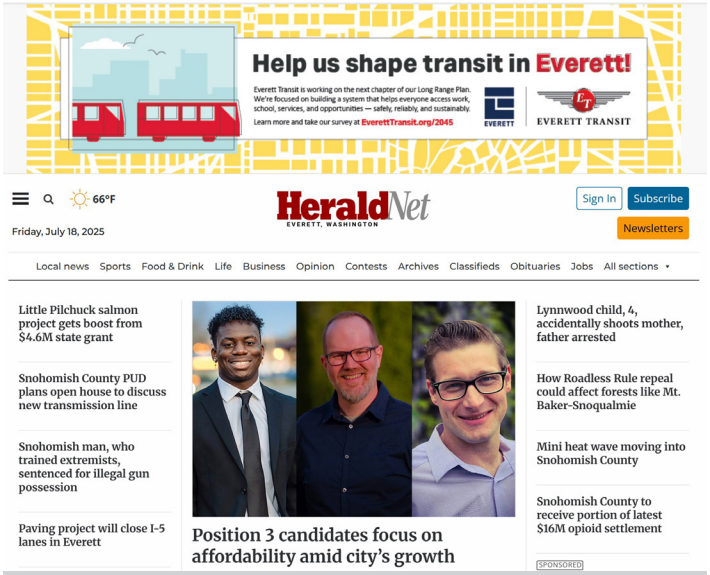
Everett Transit By the Numbers.

Outreach Efforts

Digital Marketing

Digital marketing was conducted via social media and online media outlets.

- **Boosted Posts:** Paid posts on Facebook and Instagram linked to the Online Open House and the survey were distributed to a large number of social media users.
  - Views: 10,579
  - Interactions: 314
  - Link Clicks: 79
- **Social Media Posts:** Non-paid social media posts linked to Online Open House and the survey, advised Everett residents of Everett Transit's presence at community events, and directed residents to Everett Transit events.
  - Views: 4691
  - Interactions: 97
  - Link Clicks: 19 (note: not all posts had links)
- **Digital Advertising with Local Media:** Paid digital ads in The Daily Herald and La Raza del Noroeste directed viewers to the Online Open House and survey. Everett Transit purchased a "Site Takeover" for The Daily Herald. On July 17, only Everett Transit ads displayed on the website.
- **Digital Signage at Everett Station:** Messages on digital signage in bus bays directed bus riders to the Online Open House and the survey.
- **Online Open House:** Full information about the Long Range Plan and a link to the survey were included on the "Online Open House" web page on the Everett Transit website.
  - Page Views: 1,144



Digital advertising in The Daily Herald.

Boosted Facebook post.

Outreach Efforts

In-Person Outreach

Members of Everett Transit staff participated in in-person outreach events, setting up booths at existing community events and hosting informational events.

- **Everett Farmers Market:** Everett Transit staff attended the July 13 Everett Farmers Market, distributing materials and talking to attendees about the Long Range Plan.

  Attendance: 75 people
- **Everett Transit Open House — South Everett:** Everett Transit staff hosted an in-person event at the Evergreen Branch of the Everett Public Library on July 17.

  Attendance: 2 people
- **Everett Transit Open House — Everett Station:** Everett Transit staff hosted an in-person event at Everett Station on July 24.

  Attendance: 4 people
- **Nubian Jam:** Everett Transit staff attended the July 26 Nubian Jam festival at Forest Park, distributing materials and talking to attendees about the Long Range Plan.

  Attendance: 215 people
- **National Night Out:** Everett Transit staff attended four National Night Out events hosted by neighborhood associations on Aug. 5, distributing materials and talking to attendees about the Long Range Plan.

  Attendance: 53 people
- **Mariner Fest:** Everett Transit staff attended Mariner Fest, hosted at Mariner High School on Aug. 9, distributing materials and talking to attendees about the Long Range Plan.

  Attendance: 300 people

Everett Transit staff at Mariner Fest.

Everett Transit staff at Nubian Jam.

Survey Themes

The Everett Transit Long Range Plan Survey conducted in July of 2025 showed that Everett residents largely desire a local transit system that runs frequently and helps connect them to other systems throughout the Puget Sound.

Of the 228 survey respondents, 63 percent identified themselves as Everett Transit riders.

By far, respondents were most interested in improving service frequency. When asked to identify their top three priorities for improvement, the top response was “More Service Frequency” (120 selections), followed by “More Regional Connections” (92 selections), then “Safer Buses and Stops” (82 selections).

About 83 percent of respondents stated that they use other regional services, such as Link Light Rail, the Sounder Train, Washington State Ferries, and Community Transit. The Link Light Rail is was the most popular of the other transit services, with 66 percent of respondents indicating that they use light rail. Respondents also asked for more connections to these services, with 40 percent identifying “More Regional Connections” as a priority when asked to select three areas for improvement.

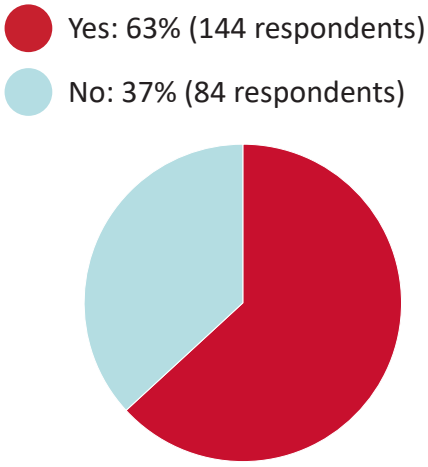
Data shows that respondents value Everett Transit’s decision to provide door-to-door paratransit services to Everett residents aged 65 and older, rather than only providing to service to individuals with qualifying disabilities as required by the Americans with Disability Act. Seventy-six percent of respondents indicated that Everett Transit should continue to provide service to the larger group.

Respondents also showed strong interest in safety and resiliency. The most popular response to the question, “What is your top capital investment priority?” was “Safety and Security Features,” with 30 percent of respondents choosing that option. The next most popular response, “Fleet Electrification and Associated Infrastructure,” was chosen by 18 percent of respondents. Thirty-eight percent of respondents requested that safety improvements be prioritized at stations and stops, and 22 percent requested safety improvements walking to and from transit.

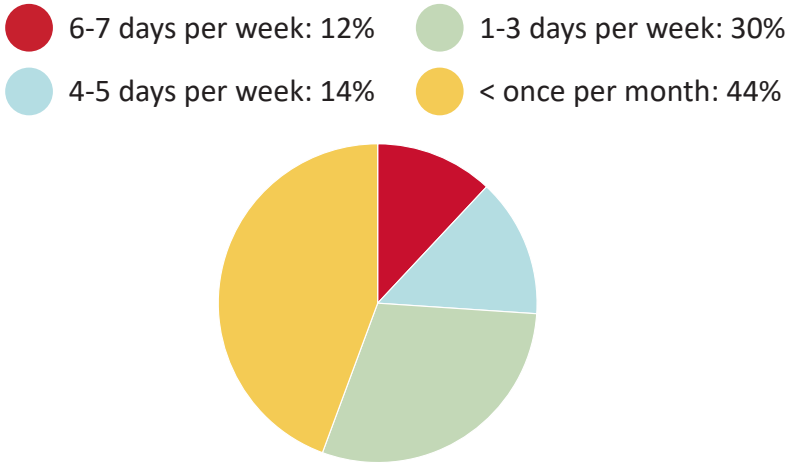
Everett Transit’s paratransit service.

Survey Results

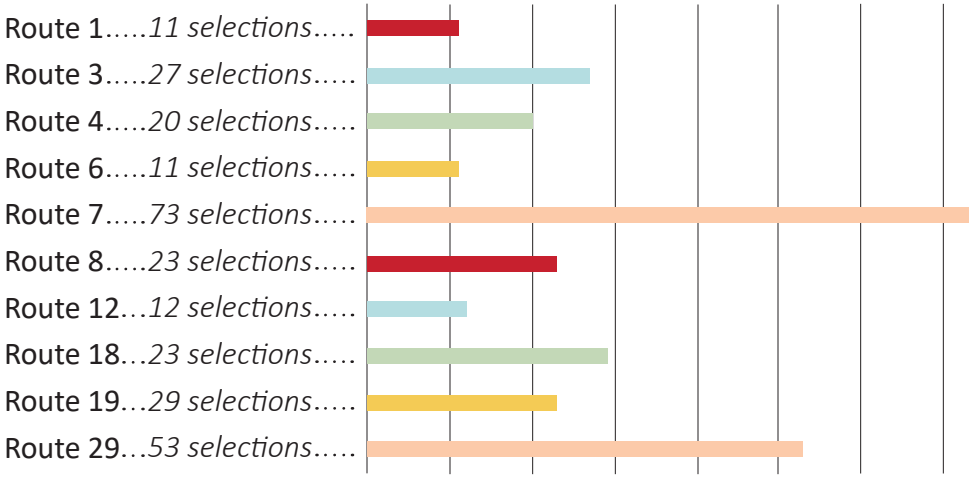
Are you an Everett Transit customer?



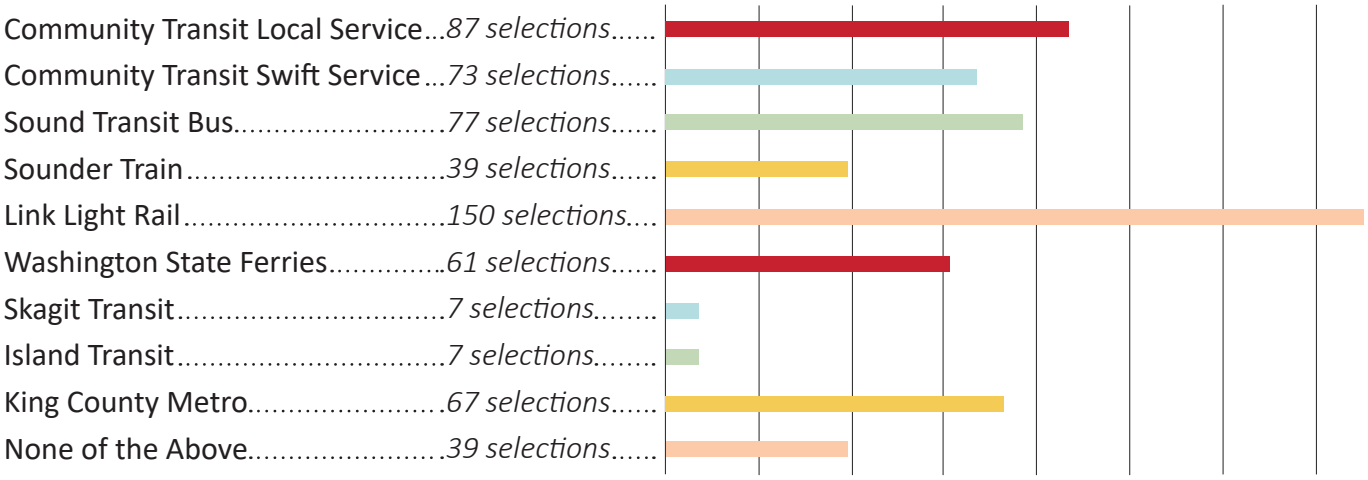
How often do you ride Everett Transit?



Which Everett Transit routes do you ride in an average month?



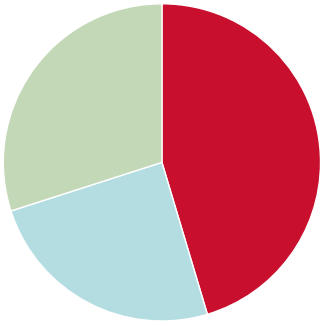
In a typical month, which other transit services do you use?



Survey Results

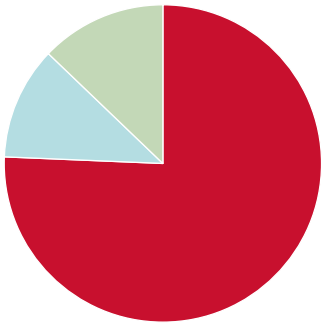
In some parts of Everett, fixed-route bus service may not be feasible.
Everett Transit is exploring on-demand service where riders could request trips to or from transit centers using smaller vehicles.
Would this type of service be a useful option for you, or would you consider it a priority?

- Yes: 45% (103 respondents)
- No: 25% (56 respondents)
- Maybe: 30% (68 respondents)

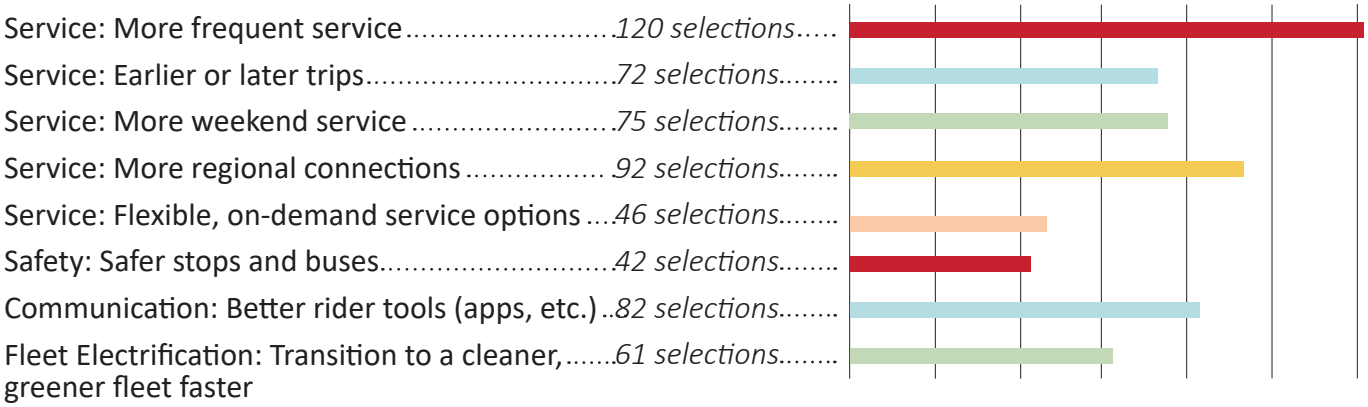


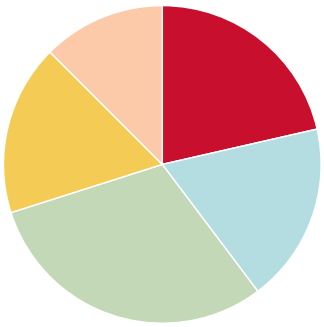
Everett Transit currently provides paratransit service to both ADA-eligible riders and all seniors 65+.
In the future, which approach do you support?

- Continue including seniors and keep serving a broader group: 76% (171 respondents)
- Limit eligibility to ADA riders to allow faster growth to other services: 12% (26 respondents)
- Limit eligibility to ADA riders to allow faster growth to other services: 12% (26 respondents)



Which of the following are the most important improvements for Everett Transit? (Select up to 3)





What is your top capital investment priority?

- New or upgraded bus stops or shelters: 21% (48 respondents)
- Fleet electrification and associated infrastructure: 18% (41 respondents)
- Safety and security features: 30% (68 respondents)
- Technology upgrades (e.g. real-time signs): 17% (39 respondents)
- Other: 13% (28 respondents)

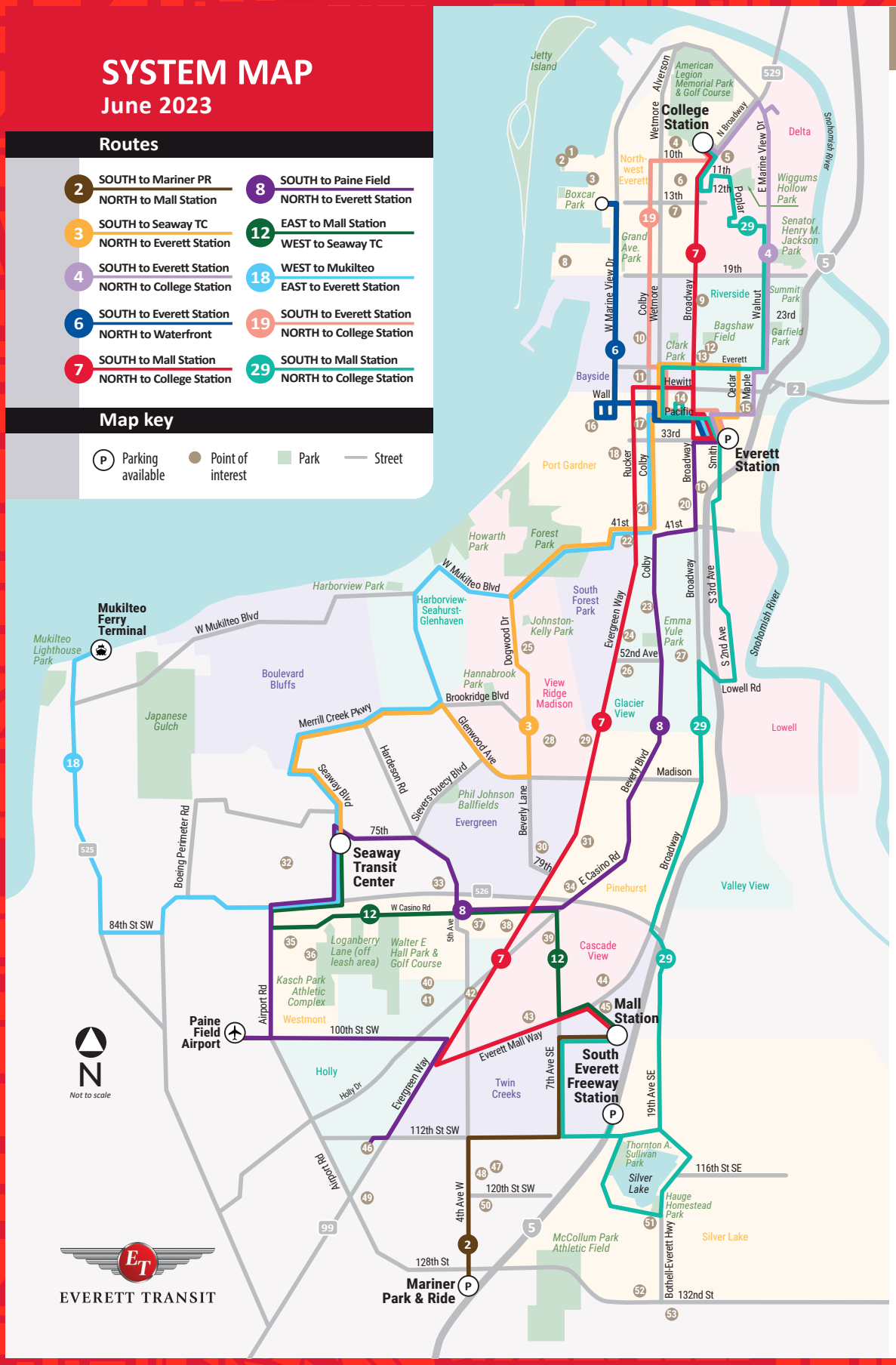
SYSTEM MAP
June 2023

Routes

- **2** SOUTH to Mariner PR / NORTH to Mall Station
- **3** SOUTH to Seaway TC / NORTH to Everett Station
- **4** SOUTH to Everett Station / NORTH to College Station
- **6** SOUTH to Everett Station / NORTH to Waterfront
- **7** SOUTH to Mall Station / NORTH to College Station
- **8** SOUTH to Paine Field / NORTH to Everett Station
- **12** EAST to Mall Station / WEST to Seaway TC
- **18** WEST to Mukilteo / EAST to Everett Station
- **19** SOUTH to Everett Station / NORTH to College Station
- **29** SOUTH to Mall Station / NORTH to College Station

Map key

Parking available · Point of interest · Park · Street



Points of Interest

1. 10th Street boat launch
2. Jetty Island ferry (summers only)
3. Port of Everett
4. Everett Community College
5. Washington State University
6. Seattle Children's Hospital
7. Providence Regional Medica Center Colby Campus
8. Puget Sound Naval Complex
9. Safeway
10. Everett High School
11. Everett Public Library
12. North Middle School
13. QFC
14. Angel of the Winds Arena
15. Kaiser Permanente Medical Center
16. Providence Regional Medical Center Pacific Campus
17. Post office
18. Sequoia High School
19. Social Security office
20. Funko Field
21. The Everett Clinic
22. Safeway
23. YMCA
24. QFC
25. View Ridge Elementary
26. Everett Golf & Country Club
27. Lowell Elementary
28. Madison Elementary
29. Value Village
30. Evergreen Middle School
31. Safeway
32. Boeing
33. Post office
34. Cascade High School
35. Goodwill Outlet
36. Walter Hall Golf Course
37. Horizon Elementary
38. Fred Meyer
39. Emerson Elementary
40. Challenger Elementary
41. ACES High School
42. Everett Public Library Evergreen Branch
43. Target
44. Walmart
45. Everett Mall
46. Walmart
47. Discovery Elementary
48. Voyager Middle School
49. Home Depot
50. Mariner High School
51. The Everett Clinic
52. Fred Meyer
53. Lowes

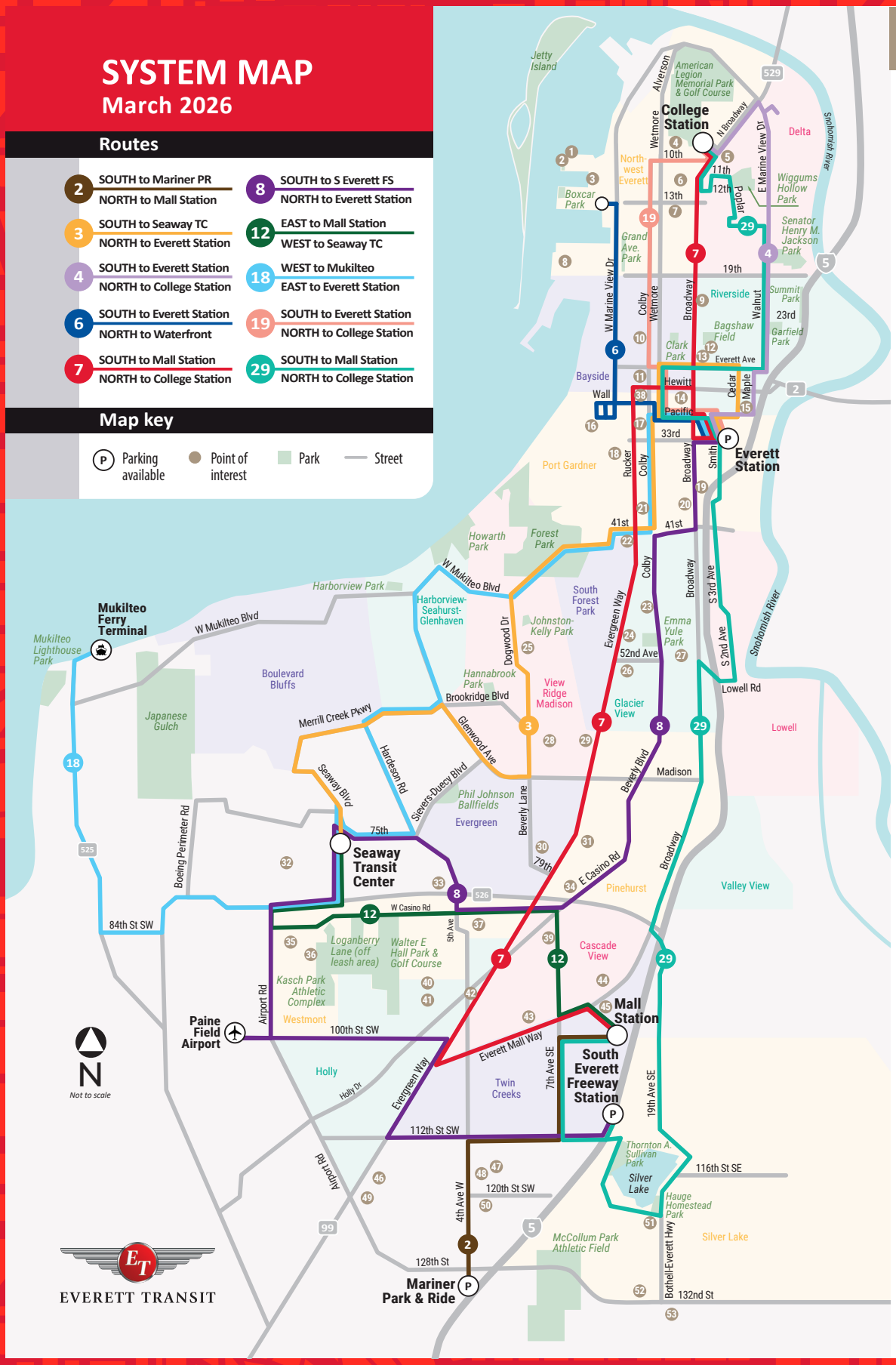
SYSTEM MAP
March 2026

Routes

- **2** SOUTH to Mariner PR / NORTH to Mall Station
- **3** SOUTH to Seaway TC / NORTH to Everett Station
- **4** SOUTH to Everett Station / NORTH to College Station
- **6** SOUTH to Everett Station / NORTH to Waterfront
- **7** SOUTH to Mall Station / NORTH to College Station
- **8** SOUTH to S Everett FS / NORTH to Everett Station
- **12** EAST to Mall Station / WEST to Seaway TC
- **18** WEST to Mukilteo / EAST to Everett Station
- **19** SOUTH to Everett Station / NORTH to College Station
- **29** SOUTH to Mall Station / NORTH to College Station

Map key

Parking available · Point of interest · Park · Street



EVERETT TRANSIT

Points of Interest

1. 10th Street Boat Launch
2. Jetty Island Ferry (summer only)
3. Port of Everett
4. Everett Community College
5. Washington State University
6. Seattle Children's Hospital
7. Providence Regional Medical Center Colby Campus
8. Naval Station Everett
9. Safeway
10. Everett High School
11. Everett Public Library
12. North Middle School
13. QFC
14. Angel of the Winds Arena
15. Kaiser Permanente Medical Center
16. Providence Regional Medical Center Pacific Campus
17. Post Office
18. Sequoia High School
19. Social Security Office
20. Funko Field
21. Optum Everett Clinic
22. Safeway
23. YMCA
24. QFC
25. View Ridge Elementary
26. Everett Golf & Country Club
27. Lowell Elementary
28. Madison Elementary
29. Value Village
30. Evergreen Middle School
31. Safeway
32. Boeing
33. Post Office
34. Cascade High School
35. Goodwill Outlet
36. Walter Hall Golf Course
37. Horizon Elementary
38. Imagine Children's Museum
39. Emerson Elementary
40. Challenger Elementary
41. ACES High School
42. Everett Public Library Evergreen Branch
43. Target
44. Walmart
45. Everett Mall
46. Dick's Drive-In
47. Discovery Elementary
48. Voyager Middle School
49. Home Depot
50. Mariner High School
51. Optum Silver Lake
52. Fred Meyer
53. Lowe's