Funding Application

Competition: Regional FHWA
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Project Information

1. Project Title: Swift Gold Line Zero Emission Expansion Buses
2. Regional Transportation Plan ID: 5332
3. Sponsoring Agency: Community Transit
4. Cosponsors: N/A
5. Does the sponsoring agency have “Certification Acceptance” status from WSDOT? No
6. If not, which agency will serve as your CA sponsor? N/A

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Project Description

1. Project Scope
The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Cascade Industrial Center (CIC), and Everett Community College. Ending at the Everett Station, this line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide region. Once completed, the Gold Line will serve and benefit the areas of North Snohomish County Region including the communities of Everett, Marysville, Arlington, the Smokey Point transit hub, Tulalip Tribes, Quil Ceda Village, and the regional Cascade Industrial Center.

The Gold Line Swift buses will be the first zero emission buses to be introduced into the Swift fleet of 60ft articulated buses. Community Transit is requesting funding for thirteen (13) Expansion buses to operate the Swift Gold Line BRT.

2. Project Justification, Need, or Purpose
Community Transit's Swift BRT program is the high capacity transit service in Snohomish County with the Gold Line being the first BRT service in North County. The expansion of the Swift network furthers the goals of Community Transit's Long Range Transit Plan creating Swift BRT service on Transit Emphasis Corridors. With existing and future development in North County including the newly designated Cascade Industrial Center it will provide fast, frequent and reliable BRT service to multiple connections throughout the region.

Project Purpose:
- Promote and enhance transit ridership in North Snohomish County by significantly improving capacity, speed and reliability.
- Provide continuous service between Marysville/Smokey Point and Everett with connections to local and regional transit service networks.
- Support increased mixed use density and pedestrian friendly development.
- Be easily accessible to major population and employment centers ie downtown Everett Regional Growth Center and Everett Station Everett Community College, the Cascade Industrial Center with employers such as Amazon, Emergico and Aviation. Currently there are over 8,000 jobs contained in the CIC with an expected 20,000 additional jobs in the next decade.
- Further the goals of the Cities of Marysville and Arlington for high capacity transit service to meet the needs of population and employment increases in the next 20 years.

Project Location

1. Project Location: Everett Station to Smokey Point Transit Center
2. Please identify the county(ies) in which the project is located. (Select all that apply.) Snohomish
Everett will continue to be home of many of the largest employers in Snohomish County

Everett 2035 Comprehensive Plan:

- Increase access to opportunity for existing and future residents of transit communities
- Provide housing choices affordable to a full range of incomes near high-capacity transit communities
- Attract more of the region’s residential and employment growth to high capacity transit equitable transit Communities Strategy articulated three goals to direct progress toward creating thriving and recognized that the cost burden of housing and transportation could be substantially reduced by locating affordable housing in close proximity to transit. The Growing Transit Communities Strategy articulated three goals to direct progress toward creating thriving and equitable transit communities:
  - Attract more of the region’s residential and employment growth to high capacity transit communities
  - Provide housing choices affordable to a full range of incomes near high-capacity transit
  - Increase access to opportunity for existing and future residents of transit communities

Everett Regional Growth Center - Swift Gold Line Support for housing and employment:

- The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Regional Cascade Industrial Center (CIC), and Everett Community College ending at the Everett Station in the Everett Regional Growth Center. The Gold Line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide range.
- Once completed, the Gold Line will serve and benefit the areas of North Snohomish County Region including the communities of Everett, Marysville, Arlington, the Smokey Point transit hub, Tulalip Tribes, Quill Ceda Village, and the regional CIC.
- As you move through this application please keep in mind that Community Transit's request if for funding 13 zero emission buses which will used on the Swift Gold Line BRT route. The project will be represented as the service these buses will provide.

Federal Functional Classification

1. Functional class name
   00 Not applicable (transit, enhancements, etc.)

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

   The Swift Gold Line will be the fourth line of Community Transit's BRT network. From north to south, the Swift Gold Line will begin at the Smokey Point Transit center and end at the Everett Station, with multiple stops along the way including downtown Marysville, the Regional Cascade Industrial Center (CIC), and Everett Community College ending at the Everett Station in the Everett Regional Growth Center. The Gold Line will provide easy public transit connections to multiple modes of transportation, providing riders with easy connections to a wide range.

Criteria: Benefit to Regional Growth or Manufacturing/Industrial Center

1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

   This project serves multiple centers, the Everett Regional Growth Center and the newly designated Cascade Industrial Center in Arlington.

   PSRC's Transportation Visual Tool shows the Swift Gold Line corridor supports the investment of high capacity transit service to accommodate current and planned growth.

   Everett Regional Growth Center - Swift Gold Line Support for housing and employment:
   The Metro Everett Subarea Plan completed in 2018 show population in this area to reach over 130,000 by 2027. It identifies adding at least 1000 additional housing units to this sub-area, about 73% of the housing stock in Metro Everett is renter-occupied. This is much higher than the city where renters occupy 55% of the housing units. Most of the housing stock is in multifamily units (5 or more), although there are over 700 units of single family detached homes within Metro Everett. A recent survey of available rental units in Metro Everett showed the average rent at $1,281. Without spending more than 30 percent of your income on housing, a common standard of affordability, a single-worker household would need to earn almost $25 an hour to afford this rent. There is nowhere in Metro Everett where someone working a full-time minimum wage job could afford an unsubsidized apartment unless they were to share with others.
   Within Metro Everett, there are 759 units of rent-restricted housing affordable to low-income households. Of those units, only 101 are available to minimum wage earners. Metro Everett has 18% of the city’s subsidized low-income units and 7.5% of the city’s housing stock. This supports public input that Metro Everett has its “fair share” of low-income housing. Yet, with the large percent of low-income households (55%) and households severely cost burdened (19%) in the city, additional affordable housing is still needed.
   In 2013, Everett entered into a compact with other Puget Sound communities which recognized that the cost burden of housing and transportation could be substantially reduced by locating affordable housing in close proximity to transit. The Growing Transit Communities Strategy articulated three goals to direct progress toward creating thriving and equitable transit communities:
   - Attract more of the region’s residential and employment growth to high capacity transit communities
   - Provide housing choices affordable to a full range of incomes near high-capacity transit
   - Increase access to opportunity for existing and future residents of transit communities

   Everett 2035 Comprehensive Plan:
   Everett will continue to be home of many of the largest employers in Snohomish County
The City of Marysville Comprehensive Plan

Housing:
The City of Marysville and Snohomish County has grown substantially in recent decades, the percentage of growth in the City at 139.6% than in the County at 18% as a result of the combined influence of major annexations, housing prices and new development. Significant residential growth is projected within the City in the future. The City needs to grow by 10,513 additional homes between 2010 and 2035 in order to accommodate the projected population growth. Assuming that the City’s income mix stays constant, it is estimated that 5,719 units, or 54% of the total projected increase, will serve households at or below 80% AMI.

In Planning for the next twenty years, the City has conducted a land capacity analysis to verify and justify the current Urban Growth Area and land use alternatives within the UGA. The land capacity analysis identifies 8,900 buildable acres, and a 2,035 population capacity of 87,798 within the current UGA. This represents capacity for 10,513 additional households, representing 25,489 additional persons. Both vacant land and redevelopable land provide opportunities for new housing to meet 2035 population targets and address housing need.

Policies that align with the Swift Gold Line project are:

HO-19 Consider the location of traffic routes, transit, bike and pedestrian trails, in locating new housing.

GOAL 4: Work with the other elements of the Comprehensive Plan to understand and enhance the relationship of housing to them.

Measures:
26. Work with Community Transit to develop transit connecting dispersed housing and employment centers.
27. Coordinate with Community Transit to identify and adopt appropriate densities for priority transit corridors. Ensure that the development standards for these areas are transit and pedestrian friendly.

City of Arlington Comprehensive Plan

Existing conditions in the comp plan show a higher reliance on non motorized forms of travel. Goal:
C. Ensure strong, stable neighborhoods through infrastructure investment, transit and housing preservation.

Goal #3:
Implementation. The focus of Arlington’s housing element is on diversity, access, affordability and preservation.

Transportation:
The City of Arlington’s Transportation 2035 Plan, 2017 Update

- Higher density land use near transportation center

Community Transit’s Long Range Transit Plan (2011) proposes Transit Emphasis Corridors, which are principal arterials and/or state routes with a mixture of core commercial, high-density residential.

The Arlington Marysville MIC Sub Area Plan

Location Near Affordable Workforce Housing

Many businesses cited the supply of affordable workforce housing in Arlington and Marysville as a key asset and need. Approximately 45% CIC employees live less than 10 miles from the sub-area reflecting the appeal of immediate vicinity for employees.

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

To describe how this project supports development, redevelopment and activities let’s section the corridor into three areas:

- Everett Station to EVCC
- Downtown Marysville
- CIC to Smokey Point

Snohomish County growth has exceeded the overall growth for the State in the past decade. North County saw the biggest growth, diversity also increased accounting for 30% of the total population (Asian, Hispanic, and Multicultural populations). With population increases comes congestion and an increased need for public transit. Comprehensive Plans for all three jurisdictions highlight the need for high capacity transit to serve the increases in population and employment. The Swift Gold Line being the first high capacity transit option serving North County supports the following development/redevelopment plans and activities:

- Everett Comp Plan and Metro Everett Sub Area Plan
Policy T-35: Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions and improve system performance.

1.10: Support efforts to increase local and regional transit frequency in Metro Everett. This should include:
   - Waterfront to Riverfront bus connector planned for 2019;
   - 15-minute service for local transit throughout Metro Everett; and
   - Regional rapid and commuter bus service expansion to Everett Station and light rail.

Transit Network

The public transit system serving Everett will become increasingly important for workers living outside the city to commute to jobs in the city. The Swift Bus Rapid Transit route from Everett Station south has been a very successful and important improvement.

Additional transit service and bus rapid transit routes are expected to improve commuter and citizen access to employment and activities in Everett. Everett Station has been an important improvement for regional transportation needs and the area around the station is planned for mixed use redevelopment oriented to the station. This area should not be allowed to become merely a parking lot for transit users. Economic development activities benefiting from proximity to the station are encouraged in the station area.

North Everett

North Everett has seen positive change due to the growth of Providence Regional Medical Center Everett (Colby Campus) and the new buildings at Everett Community College. This has been a delicate effort so the new development co-exists along with quality residential areas. Washington State University (WSU) establishing a branch campus co-located with Everett Community College (ECC) is an important positive development. The Land Use Element calls for a subarea plan for this area so the ECC and WSU may expand over time while being sensitive to the existing residential neighborhoods.

Objective 7.5.5

To encourage a greater range of transportation choices for residents, employees and consumers.

City of Marysville Comp Plan Economic Development Goals:

- Transform from a residential and residentially-oriented retail city into a diverse employment center within Snohomish County and the Region.
- Increase employment in industrial and commercial areas to improve the jobs to housing ratio.

Challenges:

- North/south circulation within the City

State Avenue/Smokey Point Boulevard is the main north/south arterial within Marysville. This contributes to internal congestion which may become a factor that is not positive for existing retail and business areas within Marysville to move to more accessible shopping areas to the north of the City and elsewhere in the region.

VI. Improve Transportation and Infrastructure

- Expedite State Avenue improvements
- Improve bicycle pathways linking residential areas to each commercial core area.

Create incentives and promote the utilization of public transportation.

The project will facilitate the growth of the CIC and the establishment of new jobs/businesses by creating a more efficient transportation network. The Swift Gold Line will provide a high-capacity, low-cost alternative to single-occupancy vehicles (SOV), reducing traffic congestion and improving air quality.

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Community Transit's Swift Bus Rapid Transit Service is designed to appeal to a variety of user groups, those using it for feeder service to regional services, those using it to access high employment density sites such as MIC's and those using it for school, dr. appointments, shopping etc.

Design features such as near curb boarding, on-board bike racks, passive restrain wheelchair systems and off board fare collection were created to appeal to a variety of user types. Community Transit's Data Program provides timely data for our current Swift BRT service, during the COVID pandemic our Swift network carried the most passenger of all our fixed route service, highlighting the accessibility and convenience of Swift BRT.

In 2021 Swift Accounts for 1 of every 2.4 Fixed-Route Boardings; and accounted for 37.3 percent of the system total with 1,818,115 boardings.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

The Puget Sound Regional Council's projections for employment show the region's strong economic fundamentals as: high-growth industry clusters such as technology, trade, biotech, aerospace and aeronautics, technical and professional fields, and manufacturing; high education levels; and the region's desirability, natural beauty, and related population growth.

The project will support the establishment of new jobs/businesses by improving accessibility and reducing traffic congestion. The Swift Gold Line will provide a high-capacity, low-cost alternative to single-occupancy vehicles (SOV), reducing traffic congestion and improving air quality.

In addition, the project will support the retention of existing jobs/businesses by improving access to employment centers and reducing commute times. The Swift Gold Line will provide a high-capacity, low-cost alternative to single-occupancy vehicles (SOV), reducing traffic congestion and improving air quality.

Metro Everett includes 2.2 million square feet of office space, or 21% of all office space within the market area and 36% of the office space in the city.

III. Support Economic Development Activities

In the past decade, approximately 200,000 square feet of office space had been added to Metro Everett, mostly through renovation of existing buildings rather than new construction. One of the most exciting aspects of the Swift Gold Line service is providing hct to the newly designated Cascade Industrial Center.
The CIC supports a wide range of mechanized and technology-driven industries due to its distinctive and abundantly qualified advanced manufacturing workforce, smart manufacturing practices, and access to emerging platform technologies offered via a concentration of mechanical engineering, instrumentation and fabrication experts. Industry clusters identified for current and future development in the CIC include:

- Aerospace
- Advanced Manufacturing
- Food Processing
- Maritime
- Wood Products and Mass Timber

The Swift Gold Line with its frequency and span coupled with the large population living along the corridor provides high capacity transit to employment locations along the corridor, reducing SOV trips, providing support to transit dependent populations and an affordable and accessible way to travel to work.

Criteria: Circulation, Mobility, and Accessibility

1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

   The Swift Gold Line corridor although diverse shares several issues including congestion and lack of high capacity transit to serve areas of high employment and population. The Everett Regional Growth Center and the Cascade Industrial Center both highlight in planning documents the need for high capacity transit to serve them. With light rail service not scheduled until late 2030 and the increase growth in population and employment in North County the Swift Gold Line will provide fast, frequent and reliable service between the Everett Station and the CIC. The Gold Line service which will operate seven days a week at 10 minute weekday frequency and 20 minute weeknight and weekend frequency with a span of service from 5 am to 12 provides hct to many of the needs along the corridor including students accessing EVCC and WSU, residents along the corridor working in the Everett downtown core or employment at the CIC as well as many other type of trips such as access to Providence Hospital, DSHS, Snohomish County Campus and Courthouse to name just a few.

2. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

   This project for Community Transit is so exciting because it will serve both a regional growth center and MIC by a straight connecting corridor from Everett Station along State Street in Marysville to the Smokey Point Transit Center. This segment is ripe for bus rapid transit service with a roadway configuration that support in lane stops and a direct connection to Everett, Marysville and Arlington.

3. Describe how the project fills in a missing link or removes barriers to/from a center.

   The Swift Gold Line will be the first bus rapid transit service in North County as well as the highest frequencies of all transit service. With its all day service span of service it provides options for public transit without the need for a schedule with it frequencies, connects to the places be most want to go in North County and is an easy user experience for all types of users.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

   The corridor shows a varying level of congestion and bottlenecks, key intersections in the North along Smokey Point Blvd currently operate at an LOS of of E which does not meet the City of Arlington or WSDOT LOS standards.

   LOS of service along State Street during afternoon peak and all day on weekends shows a LOS of service of E.

   North/south circulation within the City State Avenue/Smokey Point Boulevard is the main north/south arterial within Marysville. This contributes to internal congestion which may become a factor that is not positive for existing retail and business areas within Marysville compared to more accessible shopping areas to the north of the City and elsewhere in the region.

   The North Broadway Corridor from Everett Station experience significant afternoon peak congestion issues as the diverting route of I-5 through Everett which shows significant delays in the afternoon peak and on weekends.

   The locally preferred alignment for the Gold Line analyzes and balances factors such as:

   - Transit Market Served
   - Ridership Potential
   - Connections to other local and regional transit service
   - Connections to residential, employment, medical, government and educational centers.
   - Economic development opportunities
   - Connection/pathway to Link Light Rail

   The goal of the Swift Gold Line project is to provide fast, frequent and reliable transit service to the places people most want to go, reducing the need for a car with SOV trips.

5. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

   Swift Bus Rapid Transit represents the pinnacle of public transit in Snohomish County Swift incorporates key elements of bus rapid transit design such as landmark stations, uniquely branded vehicles, off-board fare collection, real-time customer information, priority bus lanes and fast, frequent and reliable service all to make access and convenience available for our customers.

   Corridors are chosen for BRT service based on high densities, diversity of land use, pedestrian network improvements, BRT lanes and managed parking. Operational design includes curb boarding, passive restraint wheelchair systems with front door boarding, on-board bike racks and off-board fare collection to support diverse types of users on the fixed route system.

   Current Swift network data shows that 71% of Swift riders access it by walking and 8% by biking it is uniquely designed to improve active transportation.

6. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

   This project will provide the first bus rapid transit service to North County benefiting users who are traveling north and south to north. Residents in Everett will be able to access employment at the Cascade Industrial Center, residents in the Marysville and Arlington will be able to access educational services at Everett Community College, employment and services at Providence Hospital, services and support at DSHS and employment security, enjoy a ice hockey match at Angel of the Winds Arena and the list goes on and on. The opportunity for users of all walks of life to be able to access 10-20 minute frequencies without the need for a schedule who can walk or bike from their residence to a large variety of needs will dramatically change how people can travel in North County.
1. **Identify the population groups to be served by the project.**
   Community Transit used several data sources to provide information on the population groups served by the Swift Gold Line Zero Emission Expansion Bus project. PSRC’s displacement map shows the corridor to have a moderate to high displacement risk depending on where you are in the corridor.

   Using PSRC’s opportunity mapping tool, the North Broadway of the Gold Line route shows the highest levels of diversity in population groups.

   Population groups served by this project include low income, active older adults, youth, people with Limited English Proficiency, populations located in highly impacted communities and transit-dependent populations.

   Using the PSRC resource map the North Everett area shows all of the above populations to be at an opportunity level of 32% People of Color, 16% low income, 16% LEP, 17% AOA, on the West Side of Broadway the Opportunity Index is Moderate and on the East side of Broadway it is low.

   As you moved North through the corridor the People of Color average is 30%, 7% low income, 6% LEP, range of 17%-24% of AOA.

   Transit dependent populations range from 6 - 12 % with the higher population being in the Everett portion of the route.

   In the Metro Everett Subarea Plan A recent survey (June 2017) of available rental units in Metro Everett showed the average rent at $1,281. Without spending more than 30 percent of your income on housing, a common standard of affordability, a single-worker household would need to earn almost $25 an hour to afford this rent. There is nowhere in Metro Everett where someone working a full-time minimum wage job could afford an unsubsidized apartment unless they were to share with others.

   Almost half (46.4%) of the households in Metro Everett had incomes less than $30,000 per year. Over $60,000, an indication – perhaps, that the new housing developments are attracting higher income households.

   **Diversity**

   Metro Everett is a bit less diverse than the rest of the city. Racial minorities account for less than 20% of the population, whereas the city had over 25% of the population identified as a minority. Hispanic or Latino persons were less than 8% of the population in Metro Everett, while the city has over 14% of the population identified as Hispanic or Latino.

2. **Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

   The Swift Gold Line route shows displacement risk in the Everett portion as high and as moderate in the Marysville/Arlington portion. There is currently no high capacity transit service in North County to serve these populations. Current residence along the corridor results in low income and BIPOC populations currently do not have access to high capacity transit for their varied needs such as DSHS, Employment Security, education opportunities at Everett Community College or employment at downtown Everett, Marysville or the Cascade Industrial Center. Current space on rail does not provide frequent enough service for off peak work and shift hours to accommodate the need of those workers. With the current cost of gas, vehicles and insurance rising, cost of affordable housing and inflation at an all time high the need for fast, frequent and reliable public transit is crucial.

3. **Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.**

   Although the Swift Gold Line's goal is to bring all types of new users to bus rapid transit it will provide access to high capacity transit to populations who need it most.

   The greater Seattle region has one of the largest public transit systems in the country and therefore has relatively high access to jobs for low-wage workers via transit both during the day and at night, but region-specific challenges still pose issues for low-wage workers. In Seattle, a surge in its high-income population has created a lack of housing affordability near transit-rich areas. The Swift Gold Line project will provide BRT service to key employment centers with family wage jobs, it will have frequency and span to serve off peak work hours, it will be located in areas of low income and affordable housing where an individual will be able to walk or bike to access high capacity transit service.

4. **Describe the public outreach process that led to the development of the project.**

   Community Transit's Long Range Transit Plan which was updated in 2018 included reaching out to all communities in our PTBA including Marysville & Arlington as well as the City of Everett for input on our long-range transit needs. Outreach was also done with Snohomish County Transportation Coalition (SnoTAC) advocates for improvement in transportation service and solutions—especially for those with specialized transportation needs—through community engagement, coordination of resources, and strategic partnerships.

   Coordination with the Marysville and Arlington communities reinforced the need for high capacity transit service in North County to serve increased growth and the soon to be formed Cascade Industrial Center. Community Transit is currently conducting a scoping study for the Swift Gold Line project which will include a public outreach effort which will include an assessment of accessibility conditions and input into station citing and final alignment.

5. **Describe how this outreach influenced the development of the project.**

   From the outreach effort came the vision statement for the 2018 LRTP update:

   **A Vision for Access**

   Community Transit’s vision is to improve the economy and livability of Snohomish County with better access. “Access” is simply defined as being able to get to what you need whether that is work, school, shopping or recreation. Our plans include a world-class high capacity transit network, Swift BRT, to ensure easy, convenient and affordable access for thousands of people every day. Focusing on customer convenience, we are working to provide seamless access from bus to rail, across county lines, and between transit systems. We are planning for many appealing transit choices, including innovative vanpool options, dial-a-ride transit (DART), and shared-ride services as well as bus and weekend service. Expansion of service is increasing access early in the morning, late at night, and on weekends. We are developing innovative technologies to improve customer access to trip information, service alerts and fare payment. As the North County community changes, we are working with partners to prioritize improvements to sidewalks and roads to improve access to transit. Outreach for the Long Range Transit Plan which included the Swift Gold Line project reinforced the need for high capacity transit in North County and support increased mixed use density and pedestrian-friendly development. The Long Range Transit Plan is currently being used by the City of Marysville as they continue work on their State Avenue Corridor Sub-Area Plan to inform decision making on development and congestion relief.

6. **Is the project in an area of low, medium, or high displacement risk?**

   This project is in different levels of displacement risk depending on where the service is at along the Swift Gold Line corridor. In the Everett portion of the corridor and specifically the North Broadway area where Everett Community College is located you will see high displacement risk, this area will also show the lowest incomes and highest diversity in the area. In the Marysville/Arlington area which is work, school, shopping or recreation. Our plans include a world-class high capacity transit network, Swift BRT, to ensure easy, convenient and affordable access for thousands of people every day. Focusing on customer convenience, we are working to provide seamless access from bus to rail, across county lines, and between transit systems. We are planning for many appealing transit choices, including innovative vanpool options, dial-a-ride transit (DART), and shared-ride services as well as bus and weekend service. Expansion of service is increasing access early in the morning, late at night, and on weekends. We are developing innovative technologies to improve customer access to trip information, service alerts and fare payment. As the North County community changes, we are working with partners to prioritize improvements to sidewalks and roads to improve access to transit. Outreach for the Long Range Transit Plan which included the Swift Gold Line project reinforced the need for high capacity transit in North County and support increased mixed use density and pedestrian-friendly development. The Long Range Transit Plan is currently being used by the City of Marysville as they continue work on their State Avenue Corridor Sub-Area Plan to inform decision making on development and congestion relief.
7. If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks. The cities of Everett, Marysville and Arlington are currently all keenly aware of the displacement risks of their communities. The City of Everett like many communities throughout the county, Everett residents face complex challenges related to poverty, affordable and available housing behavior health or substance abuse and unemployment. These challenges, among others, make it difficult to achieve a high quality life, and often times have unintended consequences that negatively affect our seniors, youth, people with disabilities or those in need. As the largest city in the county, it has unique urban challenges that require innovative and tailored strategies to address. City Teams are deeply engaged in long-term collaborations with Snohomish County, human service and housing providers, treatment providers, and employment specialists to ensure our residents have access to the health and human service resources that are robust and available in our City. Strategies include: Addressing homelessness Community Outreach & Enforcement Team Diversion & treatment Resources City of Marysville’s Priorities include: Downtown revitalization, which includes combating crime, cleanup and investment in public spaces, and attracting and retaining a mix of businesses that create a more walkable, pedestrian-friendly downtown and waterfront area. Maintaining public safety as a top priority and ensuring that integrated and innovative approaches to policing are responsive to community needs and built around a partnership of trust between citizens and police personnel. We are proactively and aggressively combating the opioid epidemic with a mix of offering services to those who want help and law enforcement actions for criminal behaviors. Expanding economic development efforts to provide more services for our residents as well as adding more family-wage jobs in Marysville, with a specific focus on creating a master-planned industrial job center in the Smokey Point area east of I-5. Established in 2010, the Mayor’s Diversity Advisory Committee (DAC) works to identify issues, prioritize support, and ensure that the diverse character of the community is represented in decision-making processes with regards to diversity and inclusion.

Criteria: Safety and Security

1. Describe how the project addresses safety and security.

Swift BRT represents the pinnacle of high capacity transit in Snohomish County. It incorporates that key elements for ensuring a safe environment for passengers. Corridors are chosen based on high densities and diversity of land use, pedestrian network improvements, BAT lanes and managed parking. Keep in mind that other than the termini no parking is built at Swift stations. Swift Bus Rapid Transit service is designed to create a sense of place for customers. The stations are well lit and placed in locations near high residential and employment density. Risk assessments are conducted internally and with the partner jurisdictions on station siting to ensure that stations are placed in areas where there is good pedestrian access and close to shared use facilities. Swift BRT buses are designed to board at three doors with plug doors that allow customers to safely board and de-board at the same time as well as on board bicycle racks which allows customers to safely board the bus with their bus. Swift BRT and Swift Ambassadors that ride the S Line network to ensure our safety and fare compliance, they work closely with our Transit police to communicate any safety concerns or needs of our customers.

2. Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

Operational design includes curb boarding, passive restraint wheelchair systems, on-board bike racks, boarding through three doors and off board fare collection all to improve safety, efficiency and access. Station cling is a key design element for the Swift BRT Service, stations at cited far side of signals, a full safety assessment is conducted at all station and transit center sites to assess access to safe crossing and access, in the event that a safety issue is found, the capital project will include pedestrian crossing, signal improvements, grade of facility etc to ensure customer safety when boarding or alighting.

3. Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

Community Transit contracts out for our transit police service, a designated response team is resourced and funded through our annual budget to reduce reliance on the local jurisdictional police force. Swift Ambassadors are highly trained staff dealing with fare evasion, customer concerns and issue who off set situations that a police officer may be deployed. Community Transit is also contracting for an imbedded social worker on our Swift service to assist with needs such as housing, mental health and substance abuse to provide resources and support. Because we are not a land use agency we do not have authority over the speed of the roadway, we do take into consideration speed limits along our Swift corridors and look at ways to improve safety for the bus and customer path.

4. Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Community Transit has board adopted Public Agency Safety Plan we also have conducted for both our Swift Green Line and Swift Orange Lines Safety and Security Management Plans, the goals of the SSP are to describe the process of the SSP, the Community Transit to ensure that the agency’s Swift Bus Rapid Transit Program, when initiated into revenue service, will be safe and secure for passengers, employees, public safety personnel, and the general public through a program of safety and security certification. Threat and vulnerability assessments are conducted for the Swift Program on an annual basis. For example based on the last five years Community Transit conducted a station re-design process to include improving the customer experience from a comfort and safety goal. From this process lighting was improved, where the customer sits with wind screens at their back to help with weather protection and preventing someone coming up behind a customer and them not being aware were incorporated into our approved station design which is currently being incorporated into our Swift Orange Line project and will be included in our Swift Gold Line stations. In regards to our safety policy and the 56 goals to achieve these policies helped define components on our buses such as passive restraint wheelchair systems, near level boarding, on-board bike racks and three door boarding to improve customer safety and accessibility.

Criteria: Air Quality and Climate Change
Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.

**Alternative Fuels or Vehicle Technology**

**Air Quality and Climate Change: Alternative Fuels or Technology**

1. **Describe the change in fuel or vehicle technology.**
   Community Transit will be using a the first zero emission bus on our Swift BRT Gold Line project. This will be a conversion from a diesel bus to a zero emission bus.

2. **How many vehicles/equipment are affected?**
   Community Transit will be purchasing 13 zero emission 60 foot articulated expansion buses to serve the Swift Gold Line route.

3. **What are the current conditions (model year, fuel type, etc.) of the vehicles/equipment?**
   Current Swift BRT Buses are 60 foot articulated diesel buses, we are currently purchasing diesel expansion buses for our Swift Orange Line and Swift Blue Line expansion projects. The Swift Gold Line buses have not been ordered yet, these are expansion vehicles that will be zero emission so will not have a fossil fuel source. These buses will be purchased in 2025 - 2026 for service in Fall of 2027.

4. **Describe the annual activity per vehicle/equipment (e.g. miles traveled per vehicle, amount of fuel used per engine, etc.)**
   A Swift Gold Line Expansion bus will operate 53,200 miles annually. Zero emission no fuel used.

5. **Please describe the source of the alternative fuel or technology data provided above (e.g. manufacturer data, EPA/DOE data, previous projects, etc.)**
   Community Transit is currently completing a feasibility study to bring to our Board of Directors for approval on the technology for our future zero emission fleet. Phase two of this work will include completion of a fleet transition plan and the associated infrastructure needed for the zero emission technology.

**Air Quality and Climate Change: CMAQ Questions**

1. **For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.**
   The useful life for a federally funded bus is twelve years.

2. **For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?**
   This project is a connecting corridor project so spanning from North Everett into North Marysville and Arlington. It ranges between 7 to 8 depending on what area you are in the corridor.

**Criteria: Project Readiness and Financial Plan**

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

2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project’s PSRC TIP ID**
   N/A

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>other</td>
<td>2025</td>
<td></td>
<td>$8,000,000.00</td>
</tr>
</tbody>
</table>

Total Request: $8,000,000.00

**Total Estimated Project Cost and Schedule**

**Planning**

Funding Source | Secured/Unsecured | Amount       |
Local           | Secured           | $300,000.00  |
                |                  | $300,000.00  |

Expected year of completion for this phase: 2022

**PE**

Funding Source | Secured/Unsecured | Amount       |
Local          | Reasonably Expected| $1,000,000.00|
5307           | Secured           | $5,000,000.00|

Expected year of completion for this phase: 2024

**ROW**

Funding Source | Secured/Unsecured | Amount       |
Other State    | Reasonably Expected| $5,000,000.00|
                |                  | $5,000,000.00|

Expected year of completion for this phase: 2024
Construction

<table>
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<tr>
<th>Funding Source</th>
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<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
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</tr>
<tr>
<td>Other State</td>
<td>Reasonably Expected</td>
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</tr>
<tr>
<td>5307</td>
<td>Unsecured</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td>5307</td>
<td>Reasonably Expected</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$44,000,000.00</td>
</tr>
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</table>

Expected year of completion for this phase: 2027

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>Unsecured</td>
<td>$8,000,000.00</td>
</tr>
<tr>
<td>Local</td>
<td>Secured</td>
<td>$5,000,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$13,000,000.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2027

Summary

1. Estimated project completion date
   2027
2. Total project cost
   $68,300,000.00

Funding Documentation

1. Documents
   Community_Transit_2022_PSRC_Regional_CMAQ_Competition_Swift_Gold_Line_Zero_Emission_Expansion_Buses_Local_Match_Documentation.pdf

2. Please enter your description of your financial documentation in the text box below.
   Vehicle Replacement The locally-funded portion of costs to replace both vehicles for revenue service and support. The balance in this fund is based on a calculation of the anticipated lifespan of each vehicle, the forecast replacement cost at end-of-life and the planned local funding share of that replacement cost. Agency targets for local funding share of each vehicle type are: 20% for bus, 100% for vanpool and DART paratransit, 100% for support vehicles. Attached is pages 64-66 of Community Transit Six Year Transit Development Plan showing reserve funding for local match for bus replacement and expansion.

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No
2. What is the actual or estimated start date for preliminary engineering/design?
   2023
3. Is preliminary engineering complete?
   No
4. What was the date of completion (month and year)?
   N/A
5. Have preliminary plans been submitted to WSDOT for approval?
   No
6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
   N/A
7. When are preliminary plans expected to be complete?
   07/2023

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   Categorical Exclusion (CE)
2. Has the NEPA documentation been approved?
   No
3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   Project is a CE

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   No
2. What is the actual or estimated start date for right of way?
   N/A
3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?
   N/A
4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.
5. What is the zoning in the project area?
N/A

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
N/A

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
N/A

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
N/A

Project Readiness: Construction

1. Are funds being requested for construction?
No

2. Do you have an engineer’s estimate?
N/A

3. Engineers estimate document
N/A

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
N/A

5. Are Plans, Specifications & Estimates (PS&E) approved?
N/A

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
N/A

7. When is the project scheduled to go to ad (month and year)?
N/A

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
Community Transit has made its formal commitment to conversion from a diesel fleet to a zero emission fleet.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
The Swift Gold Line Bus Rapid Transit service will be the first Community Transit service to utilize a zero emission bus. The area that the Swift Gold Line will serve is the perfect place to begin use of a zero emission fleet located in federally designated air quality monitoring area and designated by the Washington State Department of Health’s Environmental Disparities Map in the range of 7-9 for non diesel emissions and PM2.5 concentration.

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
Community Transit 2021-2026 Transit Development Plan identifies agency strategies and priorities which include:
- Expansion of the agency’s Swift Bus Rapid Transit Network
- Strengthen our commitment to environmental stewardship and innovation by exploring the feasibility of future integration of zero emissions vehicles and infrastructure.

Community Transit is currently in the process of completing our feasibility study and bringing a recommendation to our Board of Directors for approval of an agency transition plan for a zero emissions fleet and the complimentary infrastructure. The Swift Gold Line project will be the first project for Community Transit to use a zero emission bus.

4. Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.
Community Transit does not have an apprenticeship program for bus drivers, we do have an apprenticeship program for the mechanics who will do the preventative maintenance on these buses.

Our 2 year program under the supervision of the Maintenance Shop Manager, qualified mechanics and/or instructors, the apprentice will learn and demonstrate knowledge of performing mechanical tasks in the diagnosis of malfunctions, preventative maintenance, repair, and overhaul of various types of transit equipment in the field and in the maintenance shop. The Apprentice Mechanic program is governed by the Standards of Apprenticeship adopted by the Community Transit/IAM Apprenticeship Committee.

5. Final documents
N/A
- Swift Blue Line expansion includes grant and local funding. Details are provided in Section 7 (2021-2026 Services, Programs, Facilities & Equipment).

Reserves and Fund Balances

Community Transit defines “fund balance” as modified working capital, in essence, cash and cash equivalents plus accrued revenues and less accrued expenses. A reserve is defined as a portion (or all) of the fund balance that is legally or managerially designated for a specific purpose or purposes. Each fund maintains a level of reserves that meets or exceeds Community Transit’s reserve policy.

Community Transit maintains reserves in multiple funds. These reserves are designated for operations, vehicle replacement, facility preservation, and expansion projects. Funds are also maintained for workers’ compensation claims and debt service payments. The Facility and Technology Expansion Fund represents funds designated for specific projects associated with expanded services and technologies.

One important measure of the agency’s financial capacity is the “unassigned fund balance” in the general fund that is available in each year of the plan for sustainability and expansion. These are funds accessible for additional service, new initiatives, programs and projects after fully funding current operating and capital obligations and required reserves.

The following graphic, Figure 8-2, summarizes Community Transit’s projected ending cash balances by year:

![Projected Ending Cash by Year 2020-2026](image)
The following summarizes specific requirements for a selection of the reserves below:

<table>
<thead>
<tr>
<th>Reserve Fund</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating</td>
<td>Six months’ capacity for all agency operating expenses, exclusive of Sound Transit service, and a $5 million fuel reserve to cover increases in the cost of fuel above budget.</td>
</tr>
<tr>
<td>Vehicle Replacement</td>
<td>The locally-funded portion of costs to replace both vehicles for revenue service and support. The balance in this fund is based on a calculation of the anticipated lifespan of each vehicle, the forecast replacement cost at end-of-life and the planned local funding share of that replacement cost. Agency targets for local funding share of each vehicle type are: 20% for bus, 100% for vanpool and DART paratransit, 100% for support vehicles.</td>
</tr>
<tr>
<td>Infrastructure Preservation</td>
<td>Reserve to fund facility preservation projects. One-year need estimated at 1.5 percent of the total replacement cost of all facility/system/technology assets, excluding vehicles. Reserve balance target is equal to estimate for current year and three subsequent years (four years total). Added a $10 million reserve fund for technology preservation.</td>
</tr>
<tr>
<td>Facility &amp; Technology (IT) Projects</td>
<td>The Facility and Technology Expansion Fund includes capital funding designated for specific projects related to service or technology expansion. This includes expanding the Swift BRT network, operating base expansion, the wireless communications system, Next Generation ORCA, innovative initiatives etc.</td>
</tr>
</tbody>
</table>

In 2012, Community Transit hired the accounting firm Moss Adams to conduct a review of its reserves. The report and recommendations dated October 1, 2012 were implemented in the budget and Transit Development Plan. In 2020, Community Transit staff initiated a new reserve study to re-assess the appropriateness of the current reserves and evaluate the level of reserves needed by Community Transit. The study, which is being conducted by Government Finance Officers Association, is nearly complete and will likely inform the 2022 Budget and next year’s Transit Development Plan. This study will include updated, risk-based recommendations and will contain a model to calculate a fuel reserve.

For the 2021-2026 Transit Development Plan, additional reserves have been added. These include:
- A $50 million contingency for the infrastructure and vehicles that would be required if/when Community Transit adopts Zero Emissions Vehicles technology.
- A $100 million reserve to address service quality, innovation and sustainability.
- A $10 million preservation reserve for Information Technology Replacement. This amount will be updated in the future, based on the findings of the IT Asset Management Study.
- An increase in operating reserves from two months operating expenses to six months.
- The reinstatement of the $5 million fuel reserve.
- Adjust the Workers Compensation reserve back to $5 million to reflect increased future hiring of employees, which has an impact on claims reserves required as per actuarial calculations.

The following table illustrates current and forecast reserve targets:

<table>
<thead>
<tr>
<th>Reserve Funds (in millions)</th>
<th>2020 Actuals</th>
<th>2021 Budget</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating Reserve</td>
<td>22.5</td>
<td>73.8</td>
<td>74.3</td>
<td>81.3</td>
<td>89.0</td>
<td>95.6</td>
<td>101.6</td>
</tr>
<tr>
<td>Fuel Reserve</td>
<td>-</td>
<td>5.0</td>
<td>5.2</td>
<td>5.3</td>
<td>5.5</td>
<td>5.7</td>
<td>5.9</td>
</tr>
<tr>
<td>Vehicle Replacement</td>
<td>44.7</td>
<td>42.5</td>
<td>42.3</td>
<td>43.9</td>
<td>46.1</td>
<td>46.6</td>
<td>47.1</td>
</tr>
<tr>
<td>Preservation Reserves:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infrastructure Preservation</td>
<td>21.9</td>
<td></td>
<td>17.0</td>
<td>16.9</td>
<td>16.9</td>
<td>16.9</td>
<td>16.9</td>
</tr>
<tr>
<td>Technology Preservation¹</td>
<td></td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
<td>10.0</td>
</tr>
<tr>
<td>Workers Compensation</td>
<td>4.5</td>
<td>4.5</td>
<td>4.7</td>
<td>5.0</td>
<td>5.2</td>
<td>5.5</td>
<td>5.7</td>
</tr>
<tr>
<td>Debt Service</td>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
<td>0.6</td>
</tr>
<tr>
<td><strong>Total Reserves</strong></td>
<td><strong>94.2</strong></td>
<td><strong>148.3</strong></td>
<td><strong>154.1</strong></td>
<td><strong>163.0</strong></td>
<td><strong>173.3</strong></td>
<td><strong>180.9</strong></td>
<td><strong>187.8</strong></td>
</tr>
</tbody>
</table>

**One-time Investments**

<table>
<thead>
<tr>
<th>Facilities and Technology Expansion</th>
<th>71.1</th>
<th>15.0</th>
<th>32.8</th>
<th>18.8</th>
<th>4.8</th>
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</thead>
<tbody>
<tr>
<td>Bus Stop Program²</td>
<td></td>
<td>10.0</td>
<td>9.0</td>
<td>8.0</td>
<td>7.0</td>
</tr>
<tr>
<td>Zero-Emissions Vehicles &amp; Infrastructure²</td>
<td>50.0</td>
<td>45.0</td>
<td>40.0</td>
<td>35.0</td>
<td>30.0</td>
</tr>
<tr>
<td>Service Quality, Innovation &amp; Sustainability²</td>
<td>50.0</td>
<td>100.0</td>
<td>80.0</td>
<td>60.0</td>
<td>40.0</td>
</tr>
</tbody>
</table>

**Table Error! No text of specified style in document.**

¹ In order to manage upcoming technology preservation projects, establish a $10 million reserve fund that would be maintained. The estimated annual expenditure is $3 million, subject to change based on the IT Asset Management Study in 2021-2022.

² One-time budget expenditures allocated to these projects will be refined in the next two years, based on further studies. The expenditure estimates by year may change.