

# Progress of Commute Trip Reduction Efforts in Snohomish County

2007-2022

*Authors: Ed Engel and Brock Howell*

# About

## Snotrac

The Snohomish County Transportation Coalition (Snotrac) advocates for connecting people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. We focus especially on the needs of people with disabilities, older adults, youth, low income individuals, people of color, immigrants & refugees, veterans, rural communities, and tribal nations.

Founded in 1999, Snotrac serves as Snohomish County's mobility management coalition to identify mobility gaps for priority populations and coordinate specialized transportation by convening transportation and human service providers.

Snotrac program priorities include:

1. Creating and coordinating mobility services
2. Education, outreach, and engagement
3. Planning and design of livable communities
4. Securing public support and funding
5. Emergency response coordination

For more information, visit [GoSnotrac.org](https://GoSnotrac.org).

## Authors

- Ed Engel serves as Snotrac's Mobility Justice Advocate through the AmeriCorps VISTA Program for 2022-2023.
- Brock Howell, Snotrac Executive Director.

# Table of Contents

Background .....	4
Countywide .....	6
Arlington .....	10
Bothell .....	14
Edmonds .....	18
Everett .....	22
Lynnwood .....	26
Marysville.....	30
Monroe .....	34
Mountlake Terrace .....	38
Mukilteo .....	42
Unincorporated Snohomish County.....	46
Southwest Everett Industrial Center .....	50
2017/2018 Comparison Charts .....	54
Final Recommendations .....	58

# Introduction

## About this report and the Commute Trip Reduction Program

The purpose of this report is to bring greater public awareness to the performance of Snohomish County jurisdictions and major employers in shifting single-occupancy trips to carpool, vanpool, transit, walking, and biking under the Commute Trip Reduction (CTR) Program. The report also provides recommendations on how jurisdictions and employers can improve their CTR programs.

Passed as a state law in 1991, CTR law aims to reduce automobile-related air pollution, traffic congestion, and energy use.

The CTR law requires employers that have 100 or more employees who arrive at a worksite between 6 and 9 a.m. to develop a CTR plan/program aimed to reduce driving. The CTR plan/program must:

- Designate a employee transportation coordinator who is responsible for the worksite's CTR plan/program.
- Regularly distribute information to employees to single-occupant vehicle commuting.
- Conduct a survey of their employees every two years to monitor progress toward reducing single-occupant vehicle commuting, and report progress.
- Implement measures to meet CTR goals adopted by the local jurisdiction.

Cities and counties are responsible for administering the law. In Everett, Everett Transit (an agency of the City of Everett), administers the CTR program. All other Snohomish County cities contract with Community Transit to administer the CTR programs. The County government also contracts with Community Transit for overseeing CTR at worksites within unincorporated areas.

This report displays the results from the two-year surveys from the 2007/2008 through 2021/2022 biennia.

## Why CTR matters

Snotrac's mission is to connect people and communities in Snohomish County and beyond with safe, equitable, and accessible transportation. We focuses especially on the needs of priority populations, including people with disabilities, older adults, youth, low income individuals, people of color, immigrants & refugees, veterans, rural communities, and tribal nations.

Common threads among our priority populations include:

- Disproportionately impacted by air pollution and climate change.
- Greater reliance on transit, walking, and biking to get around.
- Lower opportunity for socio-economic mobility, in part due to location of residence and insufficient transportation options.

Improving the performance of CTR programs can help address each of these issues. For example, fewer cars will reduce pollution, and increased transportation benefits, such as free bus passes for lower income workers, can reduce their transportation expenses and increase their access to more jobs.

## Notes on CTR data

- For the 2013/2014 and 2014/2016 biennia, Community Transit experimented with using a different reporting system called RideShareOnline in Bothell, Edmonds, Lynnwood, Mountlake Terrace, and Mukilteo. The RideShareOnline data has not been included in this report.
- Due to the pandemic, the requirement for conducting the survey was made voluntary for the 2019/2020 biennium. As a result, significantly fewer worksites conducted surveys. Boeing, which is Snohomish County's largest employer, did not conduct a survey in 2019/2020.
- Because of the data gaps due to the 2013-2016 experiment in using RideShareOnline and the pandemic, some of the trend line graphs omit years in order to better illustrate the overall trends in modal shift. In most instances, the report demarks these omissions by adding a vertical dashed line to the graph. In some instances, the graphs may end the data series in 2018, in which case no dashed line is added.
- The City of Bothell is in both Snohomish and King Counties. Bothell's King County worksites have been excluded from this report.
- The two options for ferry boarding are combined. However, ferry trips are not counted toward combined "transit" trips, which includes just bus and rail options.
- Data for motorcycling riding was added to either driving alone or to carpooling, depending whether one or two riders were on the bike.
- "Did Not Work" is subtracted from the total weekly trips.
- "Overnight Business Trip" was included in the analysis, but not displayed in the graphs.

## Comparing to the American Communities Survey

The report also compares the CTR results to the results from the American Community Survey (ACS). The ACS is an ongoing survey that provides vital information on a yearly basis about U.S. households.

One dataset provide by the ACS is commute mode share by city. The ACS provides both 1-year and 5-year datasets for commute mode share. The 1-year dataset is based strictly on the survey results from the past year, while the 5-year dataset is based on survey results from the past five years. For this report, the 5-year dataset is used.

The CTR and ACS surveys measure different aspects of commuting and have different methodologies.

- The CTR survey measures from the point of view of the workplace location, whereas the ACS measures the residence location. As a result, the CTR results for a given city represent the residents of several other cities, while the ACS results for a given city represent the workers of several other works.
- The CTR survey provides results for every transportation mode used in a commute trip. So, the survey would count every mode in a commute that included driving to a park & ride, riding a bus to a ferry, and then biking the rest of the way to the worksite. The ACS would only count the mode that was used to travel the longest distance. The CTR survey tracks commute trips for every day of a week, while the ACS only tracks the longest trip on a typical commute.
- The CTR survey only tracks commute trips to work that happen between 6 and 9 a.m., while the ACS tracks commute trips no matter when they happen.

	CTR	ACS
<b>Who administers the survey?</b>	Typically, the designated Employee Transportation Coordinators on staff at worksites, with assistance from the local jurisdiction's CTR Program administrator.  WSDOT creates the survey, which is approved by a state CTR Board. WSDOT tallies all survey results.	U.S. Census Bureau
<b>Who is surveyed?</b>	All workers at worksites with 100 or more employees who arrive between 6 and 9 a.m.	Every year, 3.5 million households are contacted to complete the ACS.
<b>Response Rate</b>	In Snohomish County: 43-72%	Nationally: 85-98%
<b>Statistical Analysis</b>	No additional calculations are made to improve the accuracy of or extrapolate the survey results.	Commute mode shares are calculated down to every census tract and block group of the country.  To increase the accuracy of these calculations, the Census Bureau will use the survey results over a 5-year period, and makes both the 1-year and 5-year data available.
<b>What type of commute trip is counted?</b>	The survey measures 6-9 a.m. home-to-work commute trips by destination (worksite).	The survey measures commute trips by place of residence.
	Surveyees are asked to record every mode taken on their commutes to work every day, Monday-Sunday.	Surveyees are asked to record the one mode of travel during their commute that was the longest segment of their trip.
<b>When is the survey conducted?</b>	Every two years. Worksites can conduct the survey anytime within that two-year period, but generally do so in the second year.	Ongoing, every year.

# Countywide

Snohomish County is the third-most populous county in Washington state, after King and Pierce counties.

The county is served by three public transit systems: Community Transit, which provides local service within the county; Everett Transit, a municipal system serving the city of Everett; and Sound Transit, which provides commuter rail service and bus services beyond county lines.

Everett Transit oversees the compliance of worksites within the City of Everett that must comply with the state commute reduction program. Community Transit oversees the compliance of all other CTR-affected worksites in the county through interlocal agreements with the respective cities where the sites are located, and with the county if the site is in the unincorporated area.

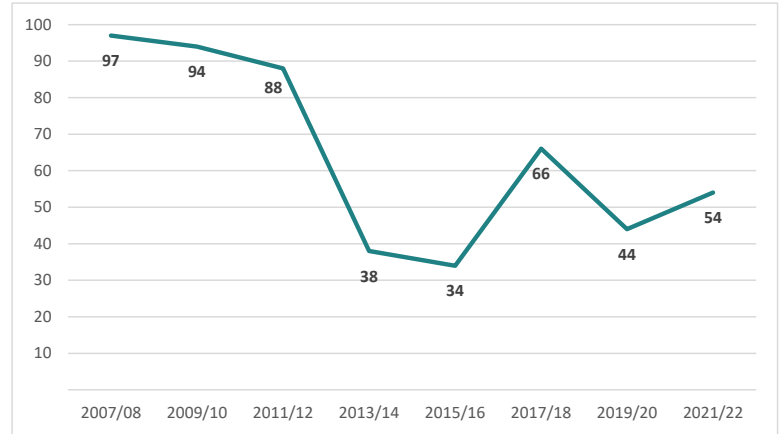
As of 2018, there were 66 worksites in Snohomish County that complied with completing CTR surveys of their employees. This was a substantial drop-off from the 2007-2012 period when more than 88 worksites participated.

As shown in the chart to the right, the number of CTR surveys completed has been steadily declining. The state allowing CTR reporting to be voluntary in 2019-2022 biennia and Community Transit's experiment with using RideShareOnline instead of the standard CTR survey for the 2013-2016 biennia are significant factors for this decline.

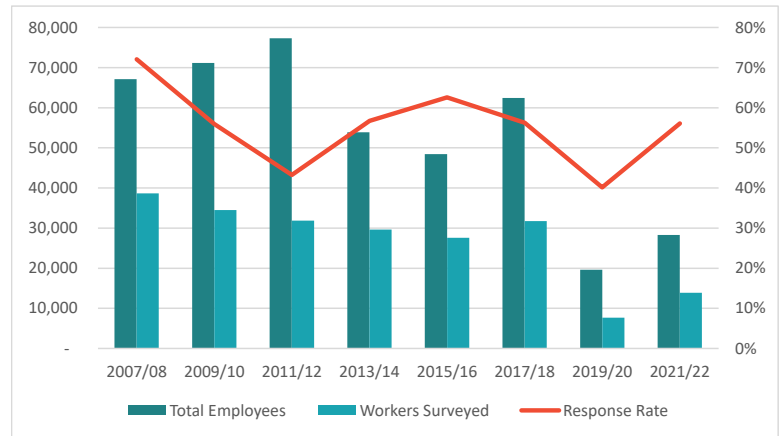
Employees and response rates at CTR-affected worksites which failed to conduct surveys are not included in these numbers. Because of this issue, the number of employees is likely less than the actual number of workers at CTR-affected worksites within Snohomish County, and the reported response rates are an overstatement.

Boeing represents roughly half of all employees at CTR-affected worksites in Snohomish County. However, Boeing did not conduct the CTR survey in the 2019/2020 and 2021/2022 biennia. As a result, the CTR data trends for those years may not be indicative of the real-world experience.

Number of Worksites Surveyed



Number of Employees at Surveyed Worksites v. Response Rate



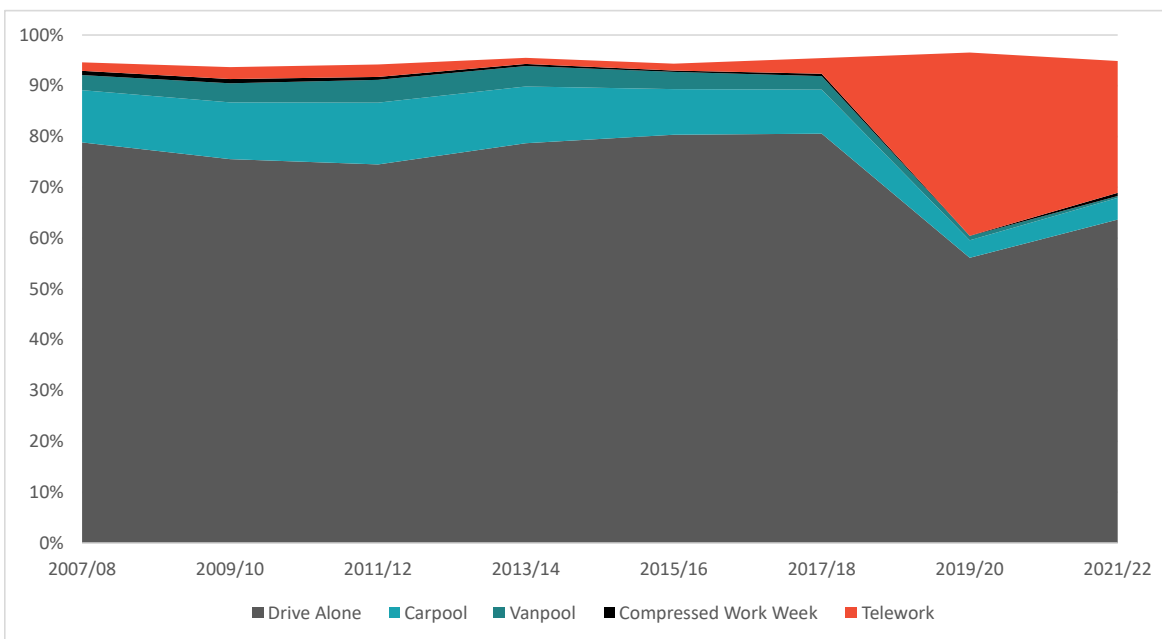
Years	Total Employees at Surveyed Worksites	Response Rate
2007/2008	67,099	72.1%
2009/2010	71,150	56.0%
2011/2012	77,311	43.2%
2013/2014	53,864	56.7%
2015/2016	48,468	62.6%
2017/2018	62,414	56.2%
2019/2020	19,189	40.1%
2021/2022	28,765	56.1%

## Countywide Commute Mode Share

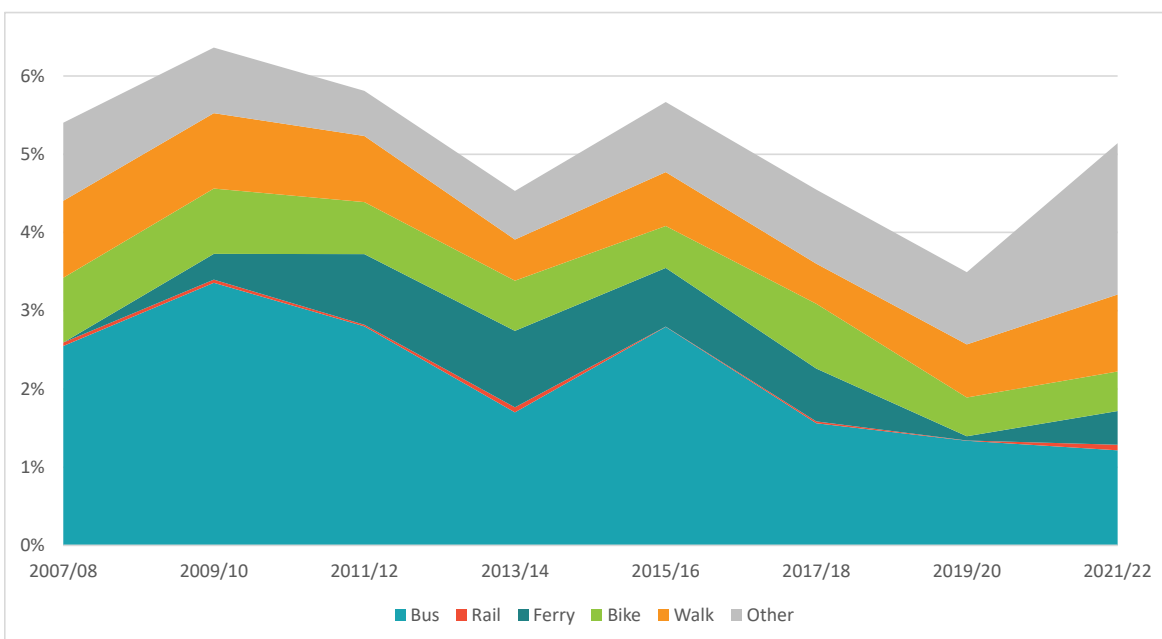
The following two charts illustrate the trends in commute mode share to CTR-affected worksites countywide. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 92.8% to 96.5% of all commute trips reported by the CTR surveys countywide between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased substantially in the 2019/2020 CTR survey, up from 3.1% in the prior biennium to 36.1%. Nearly all of this increase came from workers who previously drove or pooled.



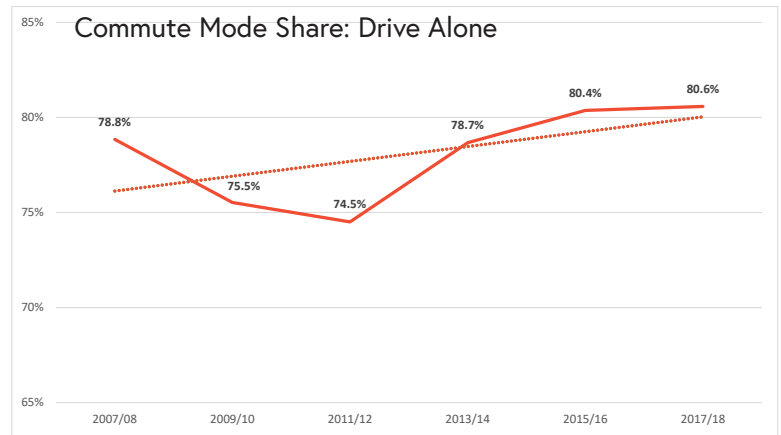
Countywide, commuting by transit, walking, and biking (combined) has been declining slightly from a high of 5.2% in 2009/2010 to a low of 2.5% in 2019/2020.



# Countywide Trend Lines

## Drive Alone Rate Trend

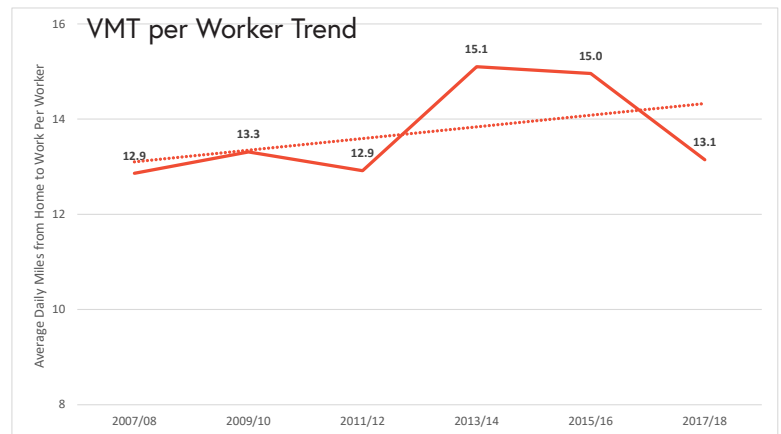
Prior to the pandemic, the countywide drive alone rate was steadily increasing from a low in 2011/2012 of 74.5% to a high of 80.4% in 2017/2018.



## VMT Trend

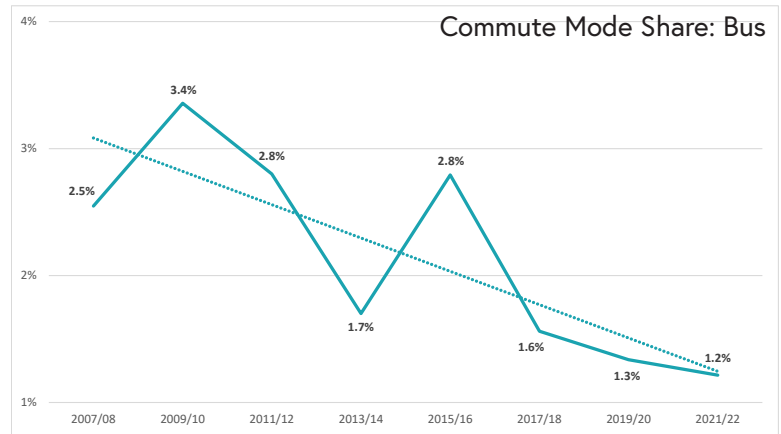
The general trend has been upward for trip lengths from home to work, ranging between 12.9 and 15.1 miles per worker.

*VMT stands for "vehicle miles traveled."*



## Commute by Bus Trend

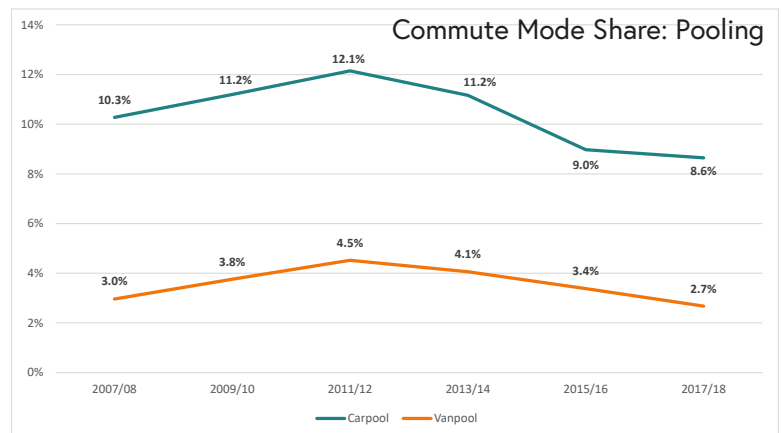
Across all CTR worksites in Snohomish County, the trend line for the percentage of workers who commute by bus has been declining from a peak of 3.4% in 2009/2010 to a low of 1.2% in 2021/2022.



## Commute by Pooling Trend

When comparing all transportation modes, carpool is the second-most used transportation option across the county. However, this percentage steadily declined from a high of 12.1% in 2011/2012 to a low of 8.6% in 2017/2018.

Vanpooling is also reasonably high, ranging between 2.7% and 4.5%, driven primarily by workers at Boeing and other worksites within the Southwest Everett Industrial Center.





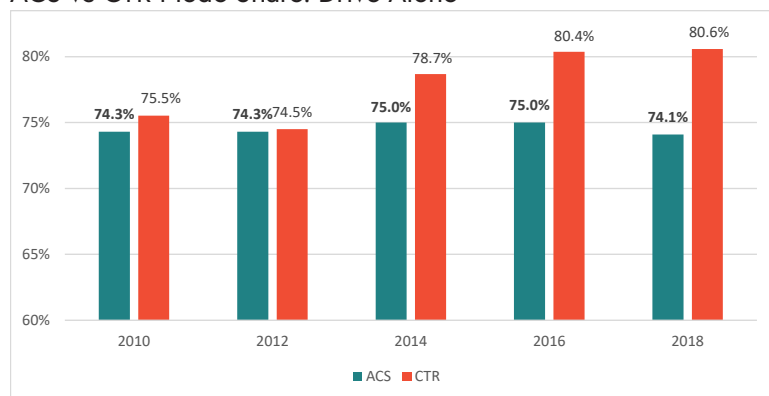
## Compared to ACS

The charts below compare the CTR survey results against the 5-year average from the American Community Survey (ACS) produced by the U.S. Census Bureau for the county as a whole.

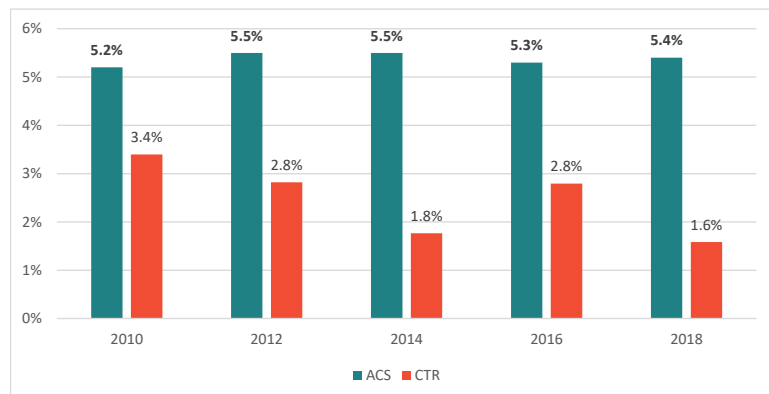
While the drive alone rate at CTR-affected worksites is steadily increasing, the ACS indicates that the countywide drive alone trend is relatively flat. In addition, the overall transit ridership 2-to-4 percentage points higher within the ACS than the CTR survey.

On a more positive note, a higher percentage of workers rely on carpooling and vanpooling at CTR-affected worksites than indicated in the countywide data provided by the ACS. However, the difference between the two is closing.

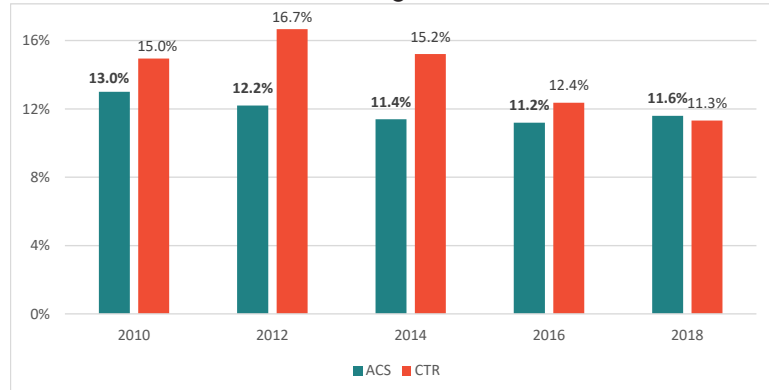
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Arlington

The City of Arlington stretches from its traditional downtown near the intersection of SR 530 and SR 9 on its northeastern side to Smokey Point near the intersection of I-5 and SR 531 on its southwestern side.

21,059 people lived in Arlington as of July 1, 2022, according to the U.S. Census Bureau. Countywide policies target Arlington to grow to 34,649 residents and 10,267 workers by 2044.

On former farmland within the city boundaries is the Arlington Municipal Airport and a growing number of warehouse and industrial businesses, especially within the Cascade Industrial Center. The Cascade Industrial Center, which is a 4,000-acre designated manufacturing and industrial area shared between Arlington and Marysville, is along the south end of city.

Community Transit operates routes 220, 227, and 230 between Smokey Point and Downtown Arlington. The 220 runs hourly, while the 227 and 230 run once and twice each weekday, respectively.

Community Transit oversees CTR compliance in Arlington. From 2007 to 2022, six worksites participated in the CTR program:

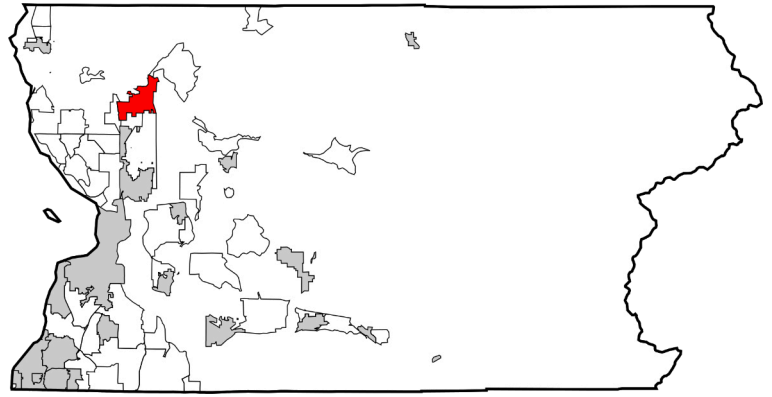
- AMT Aerospace Division - Senior Operations LLC
- Arlington City Hall
- Cascade Valley Hospital
- DSHS - Smokey Point
- Meridian Yachts
- US Marine / Bayliner

Meridian and Bayliner closed at year end of 2008.

The two largest employers in Arlington are the hospital and AMT Aerospace (similarly sized), representing three-quarters of all workers at CTR-affected worksites in the city.

One new major worksite is an Amazon fulfillment center. Opened in August 2023 within the Cascade Industrial Center, the worksite will have 1,200 employees within its five floors and 2.9 million square-feet. Amazon will become Arlington's largest employer.

There are no bus routes along SR 531 (172<sup>nd</sup> Street), between Smokey Point Blvd and SR 9. The Amazon fulfillment center is located along this stretch. As part of a system restructure in 2023, the routes 209 and 223 will be run from Smokey Point along SR 531 to 51<sup>st</sup> Ave NE, then south through Marysville.



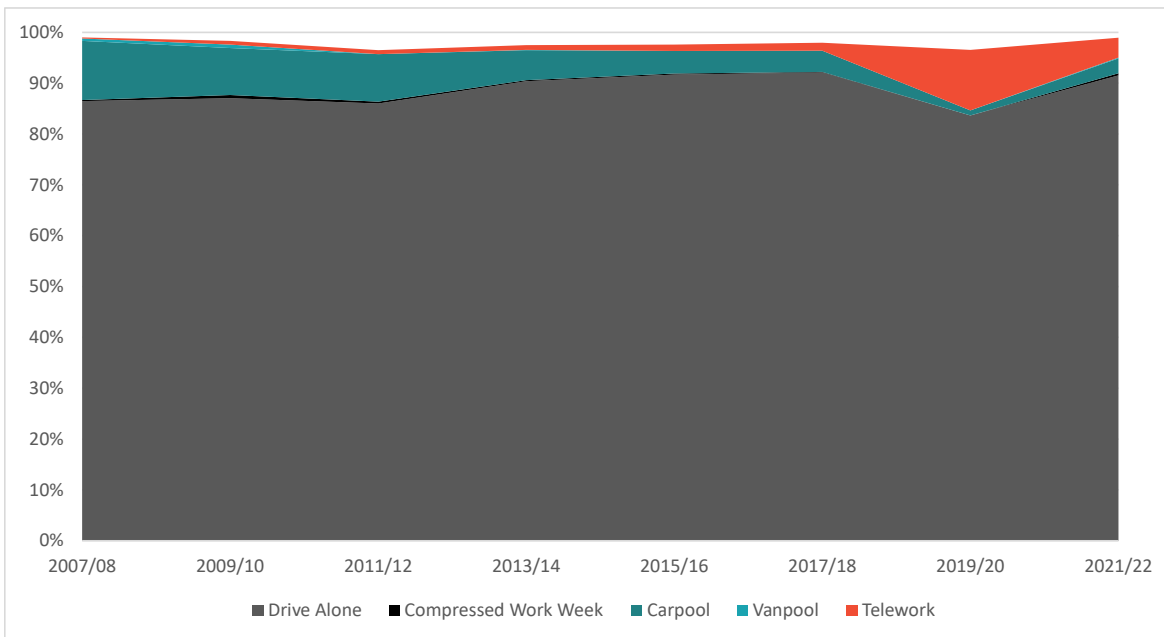
Years	Worksites	Total Employees	Response Rate
2007/2008	5	1,692	68.0%
2009/2010	4	1,057	88.3%
2011/2012	4	1,164	62.5%
2013/2014	4	1,190	49.9%
2015/2016	4	1,162	55.9%
2017/2018	4	1,215	47.4%
2019/2020	4	655	62.1%
2021/2022	4	663	63.5%

## Commute Mode Share in Arlington

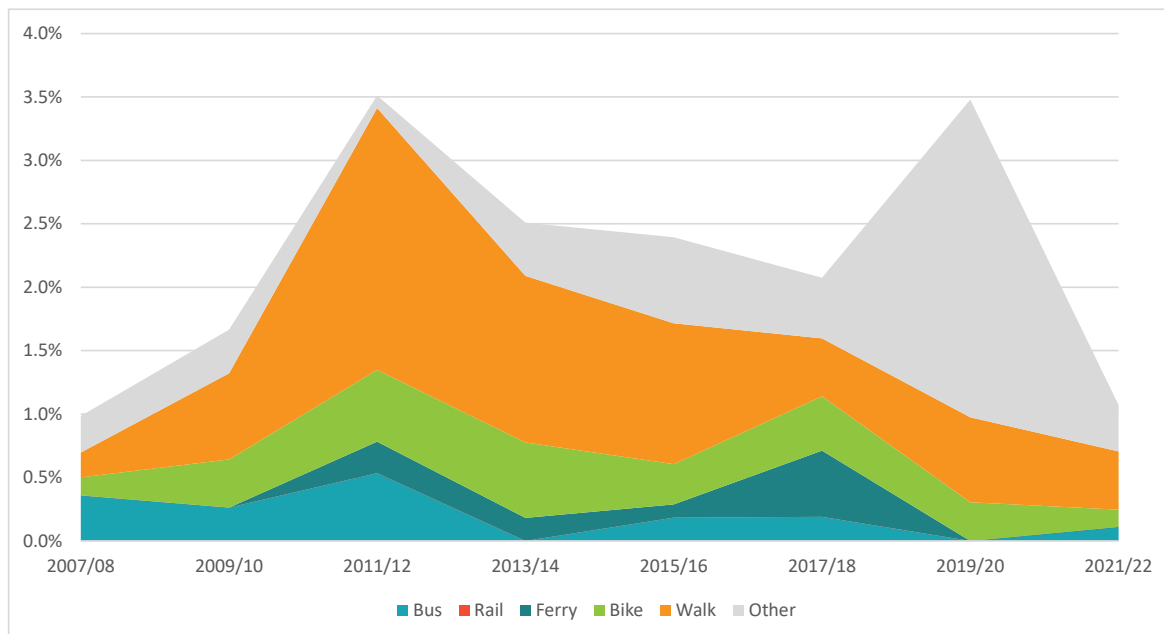
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Arlington. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 96.1% to 98.8% of all commute trips reported by the CTR surveys in Arlington between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased in the 2019/2020 CTR survey, up to 11.9%. Nearly all of this increase came from workers who previously drove or pooled.



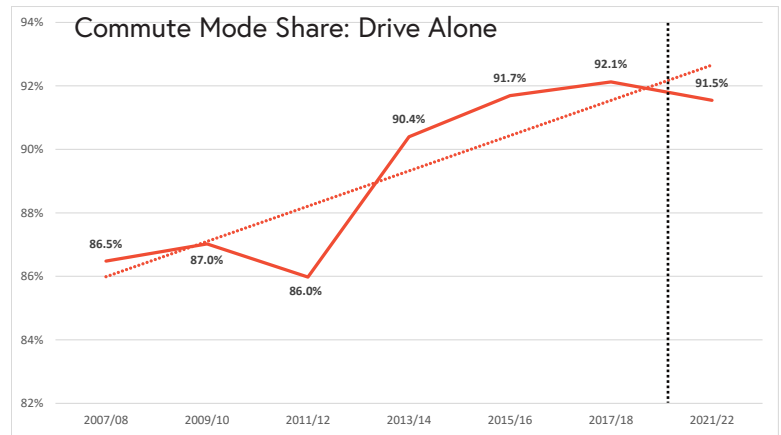
In Arlington, commuting by transit, walking, and biking has never exceeded 2.7% and has declined since 2011/2012 to less than 1%. Since 2013/2014, nearly no one has reported that they ride transit.



# Arlington Trend Lines

## Drive Alone Rate Trend

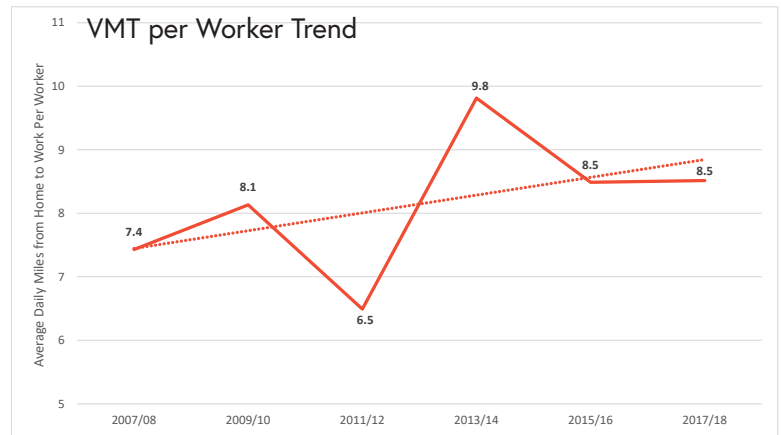
Prior to the pandemic, Arlington's drive alone rate was steadily increasing from a low of 84.4% in 2009/2010 to a high of 92.2% in 2017/2018.



## VMT Trend

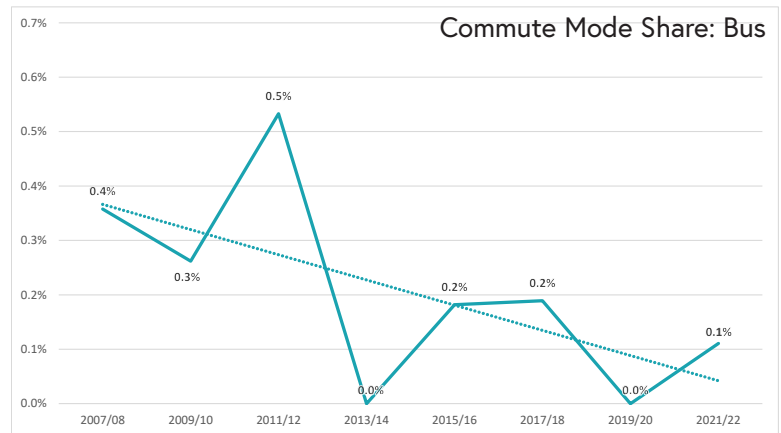
The average worker in Arlington drove 6.5 to 9.8 miles from home to work each day between 2007/2008 to 2017/2018.

This trend significantly changed to 11.4 and then 16.0 miles in the following two biennia; for this reason the later biennia are left out of the Arlington VMT trend line graph.



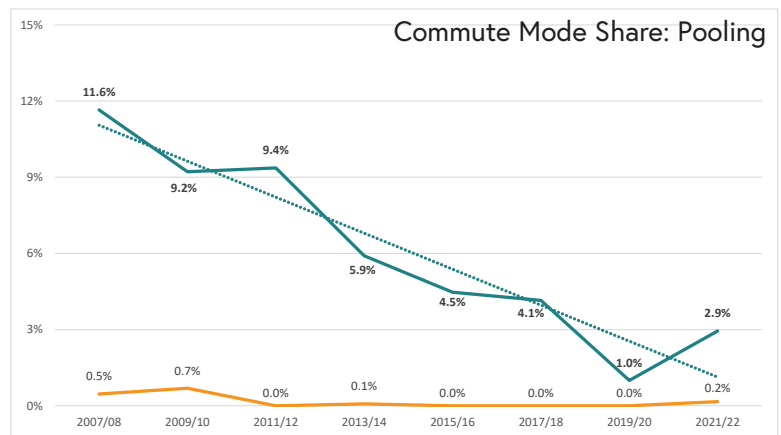
## Commute by Bus Trend

The percentage of workers who commuted by bus in Arlington has been less than 1%, and has seen a downward trend to zero.



## Commute by Pooling Trend

When comparing all transportation modes, carpool is the second most used transportation option within Arlington. However, this percentage has been steadily declining from 11.6% in 2007/2008 to 2.9% in 2021/2022. Vanpooling has been relatively flat at near zero percent.



## Compared to ACS

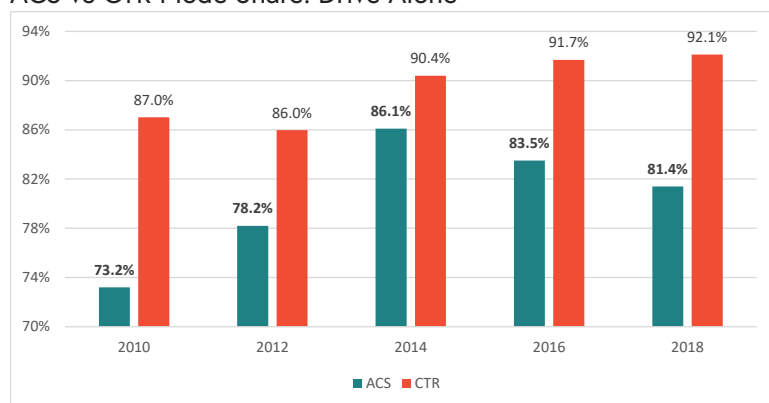
The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Arlington as whole.

While the drive alone rate at CTR-affected worksites is steadily increasing, the ACS indicates that Arlington's drive alone rate has been decreasing since 2014 and is significantly lower than at CTR sites.

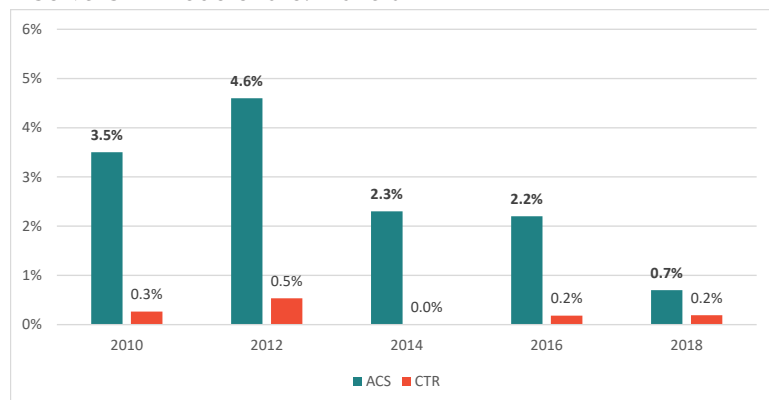
In addition, as reported by the ACS, the transit ridership is significantly higher among workers citywide than reported at CTR sites.

In most years, significantly more workers reported pooling within the ACS than the CTR survey.

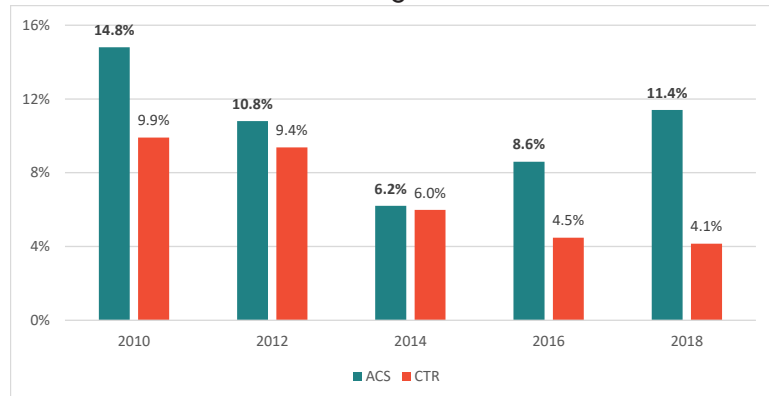
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Bothell

The traditional downtown of the City of Bothell is in King County near the intersection of SR 522 and Bothell Way NE while its designated regional growth center of Canyon Park is three miles to the north in Snohomish County near the intersection of I-5 and Bothell-Everett Highway (SR 527).

49,017 people lived in Bothell as of July 1, 2022, according to the U.S. Census Bureau. As of the 2020 Census, Bothell's population in Snohomish County was 19,250 residents and 16,100 workers. Countywide policies target Bothell to grow to 32,355 residents and 24,805 workers by 2044.

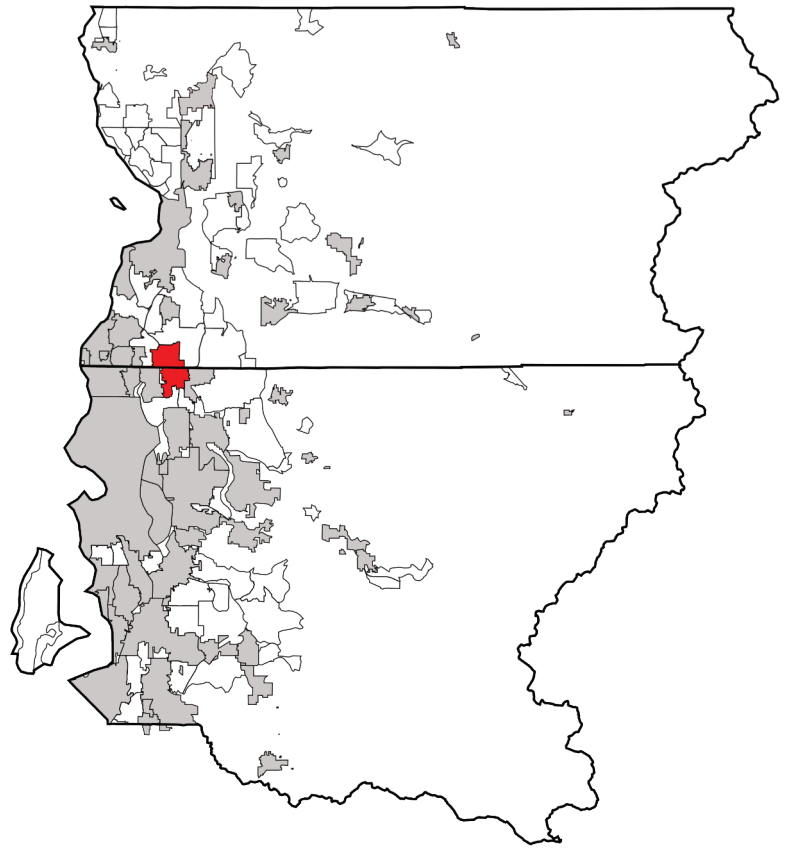
From 2007 to 2022, the following worksites on the Snohomish County side of Bothell participated in the CTR program.

- AGC Biologics (formerly ICOS Corp.)
- Amgen Corporation (Immunex)
- Astound Broadband (formerly Wave)
- AT&T (buildings 1, 2, & 5)
- Bristol-Myers Squibb
- Cardiac Science Corp.
- Crane Aerospace (formerly Eldec Corp.)
- Creation Technologies (formerly Applied Technical Services Corp.)
- Fujifilm Sonosite, Inc.
- Harland Financial Solutions
- Leviton Network Solutions
- Liberty Mutual
- Molina Healthcare
- Panasonic Avionics Corp.
- Philips Medical Systems/Ultrasound
- Seattle Genetics
- State Farm Insurance - Bothell Operations Center
- Premera Blue Cross
- Microsoft Corp.
- Nastech Pharmaceutical Co., Inc.
- Romac Industries
- Tetra Tech FW, Inc.

Currently, Community Transit currently oversees CTR compliance of all worksites in Bothell on both the Snohomish County and King County sides.

During the biennia of 2013/2014 and 2015/2016, Community Transit experimented with having worksites report through the RideShareOnline platform rather than conduct the official CTR survey. For this reason, these two biennia are largely missing from the dataset for Bothell.

Only the worksites in Snohomish County have been included in analysis for Bothell.



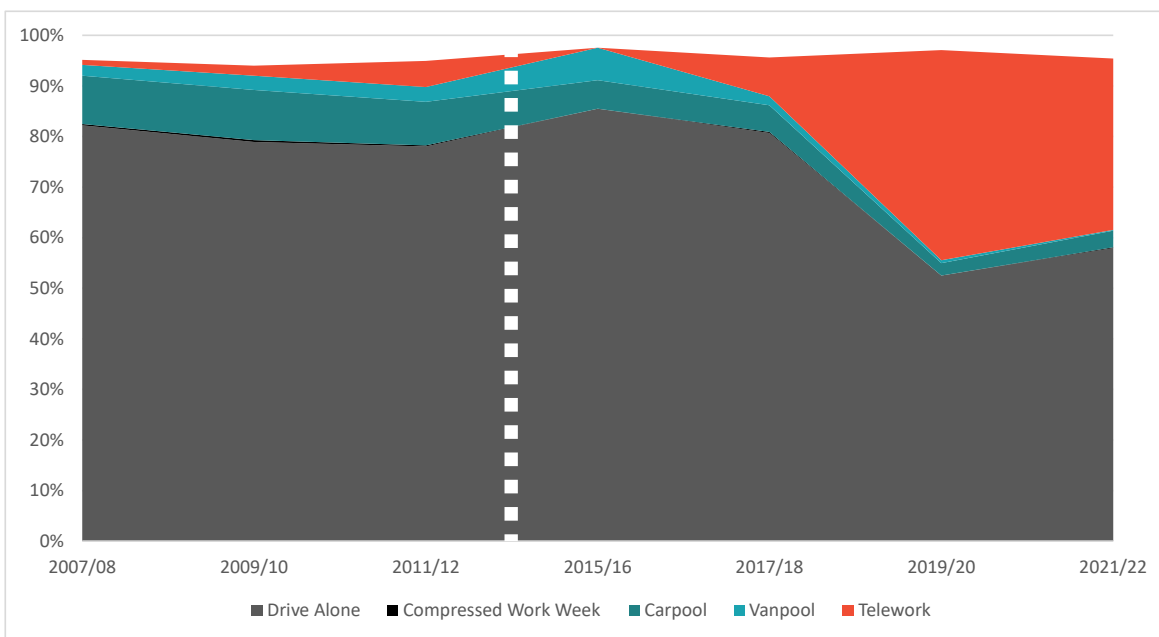
Years	Worksites	Total Employees	Response Rate
2007/2008	17	5,619	69.8%
2009/2010	16	5,239	72.1%
2011/2012	15	5,345	71.1%
2013/2014	0	-	-
2015/2016	1	180	30.0%
2017/2018	9	4,907	69.6%
2019/2020	10	5,333	44.0%
2021/2022	9	5,611	69.2%

## Commute Mode Share in Bothell

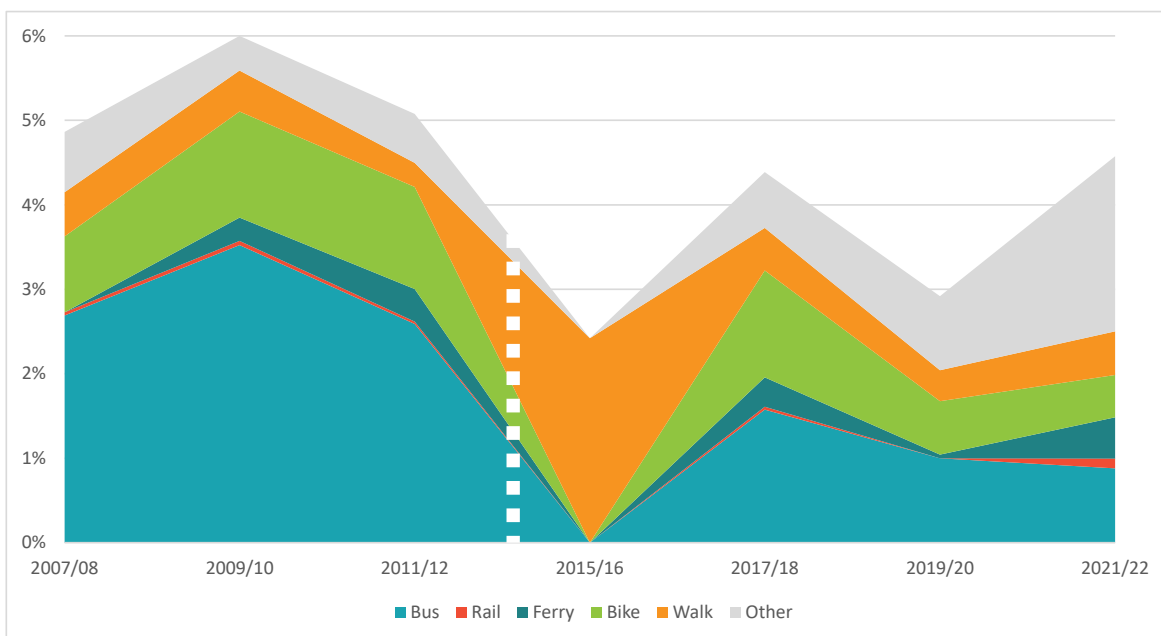
The following two charts illustrate the trends in commute mode share to CTR-affected sites on the King County side of Bothell. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 94.0% to 97.1% of all commute trips reported by the CTR surveys in Bothell between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased substantially in the 2019/2020 CTR survey, up from 7.7% in the prior biennium to 41.5%. Nearly all of this increase came from workers who previously drove or pooled.



In Bothell, commuting by transit, walking, and biking peaked at 5.3% in 2009/2010, and has since declined to 2.0% in 2019/2020 and 2021/2022.

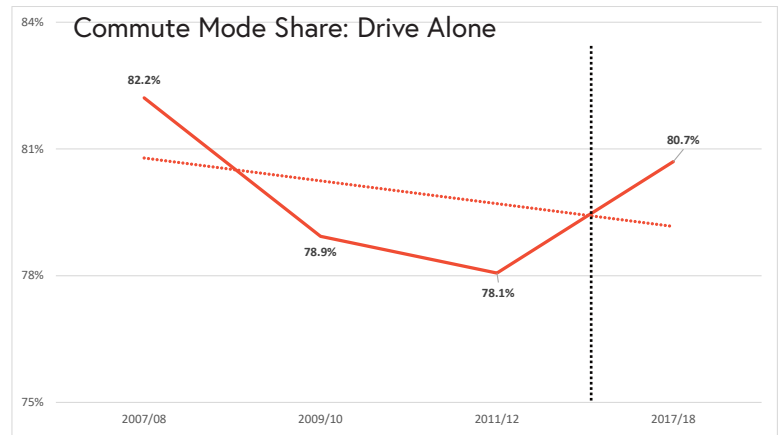


# Bothell Trend Lines

## Drive Alone Rate Trend

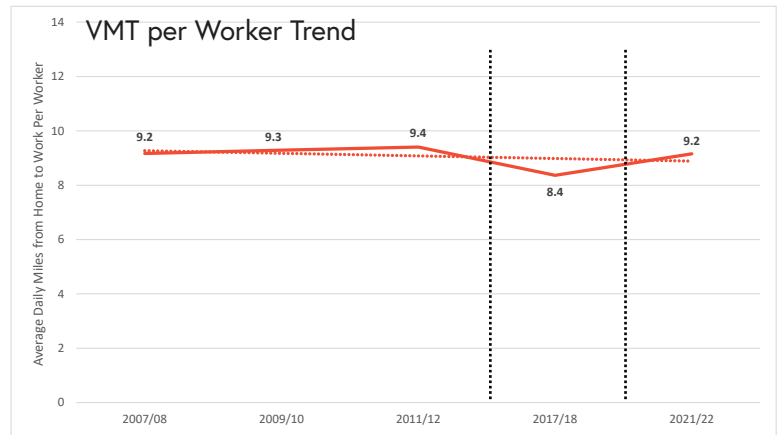
Prior to the pandemic, Bothell's drive alone rate declined from 82.2% in 2007/2008 to 78.1% in 2011/2012, only then to increase to 80.7% in 2017/2018.

The drive alone rates dropped below 60% in 2019/2020 and 2021/2022, a significant departure from the previous trends. For this reason, the final two biennia are not included in the graph.



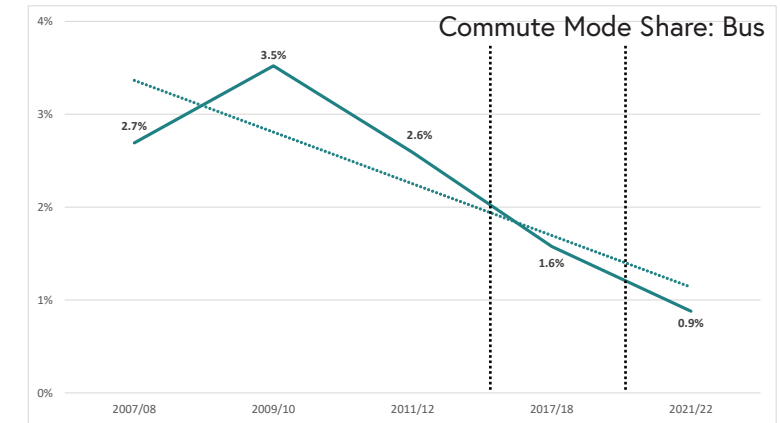
## VMT Trend

The average worker who drove to work in Bothell drove between 8.4 and 9.4 miles from home to work each day, except during the pandemic.



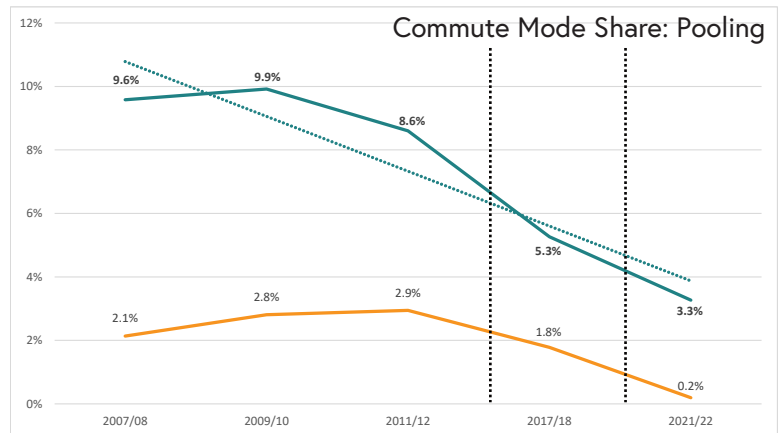
## Commute by Bus Trend

The percentage of workers who commuted by bus in Bothell decreased from 3.5% in 2009/2010 to 1.6% in 2017/2018 and 0.9% in 2021/2022.



## Commute by Pooling Trend

When comparing all transportation modes, carpool is the second most used transportation option within Bothell. However, this percentage declined from 9.9% in 2009/2010 to 1.8% in 2017/2018 and 0.2% in 2021/2022.





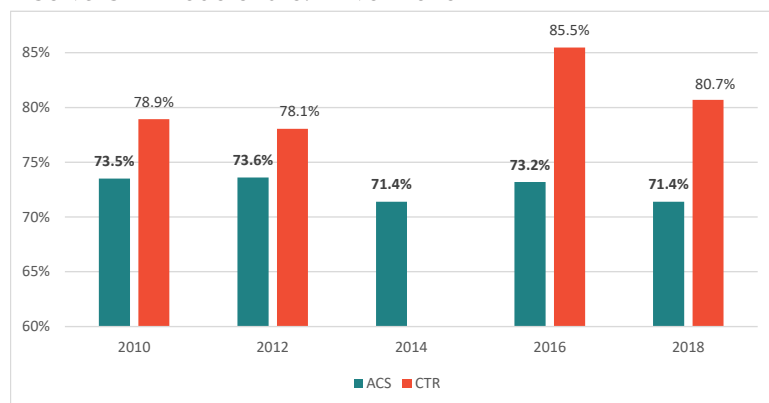
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Bothell as whole.

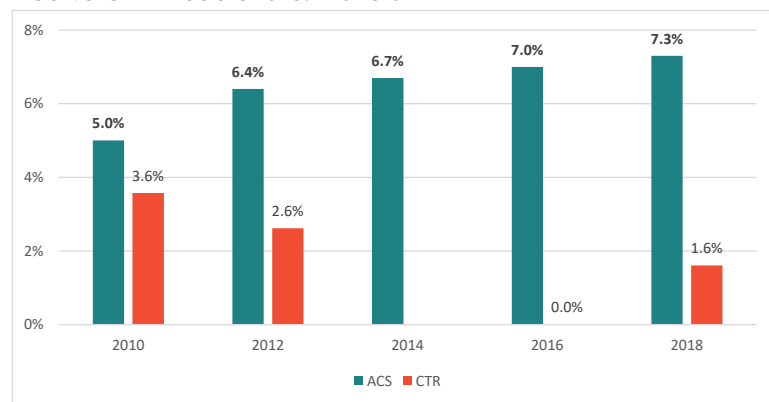
While the drive alone rate at CTR-affected worksites has been above 78%, the ACS indicates that Bothell's drive alone rate for all workers is 73% or lower.

The ACS also indicates that overall transit ridership is five percentage points higher among all Bothell workers than workers at CTR sites. In addition, more workers reported pooling within the ACS than the CTR survey in 2017/2018.

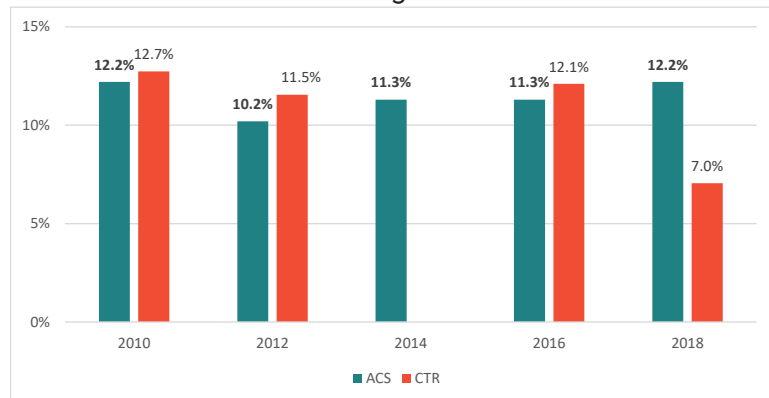
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Edmonds

The traditional downtown of the City of Edmonds is located on Puget Sound, where SR 104 connects to the Edmonds Ferry Terminal and Sounder and Amtrak station. To the south of Edmonds are the Town of Woodway and City of Shoreline, and to the east is the City of Mountlake Terrace and City of Lynnwood. The southeast area is defined by SR 99, with the neighborhood of Esperance remaining an unincorporated donut hole within Edmonds.

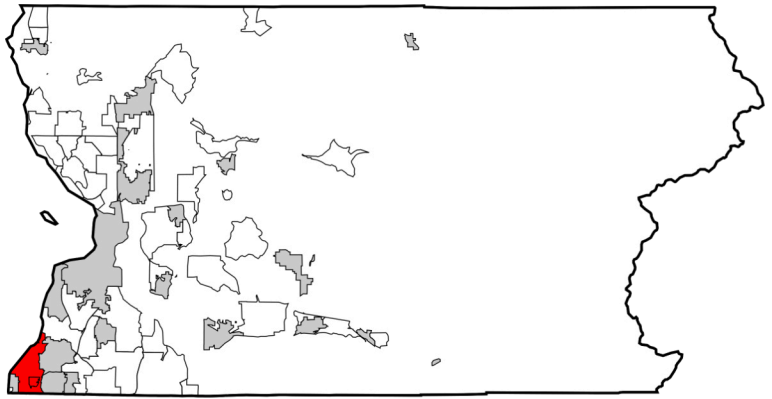
As of the 2020 Census, Edmonds' population was 42,853 residents and 14,174 workers. Countywide policies target Edmonds to grow to 32,355 residents and 55,966 workers by 2044.

Bus routes in the city are provided by Community Transit. Routes include the 115 (every 40 min.), 116 (every 40 min.), 119 (hourly), 130 (hourly), 196 (every 40 min.), 416 (commuter bus), and *Swift Blue* line.

Major transit hubs in and near the city include Edmonds Station / Ferry Terminal, Edmonds College Transit Center, Edmonds Park & Ride, Swamp Creek Park & Ride and Lynnwood Transit Center, and Mountlake Terrace Transit Center.

Community Transit oversees CTR compliance of worksites in Edmonds. From 2007 to 2022, three worksites in Edmonds participated in the CTR program:

- City of Edmonds
- Edmonds Family Medicine Clinic
- Swedish Medical Center (formerly Stevens Hospital)



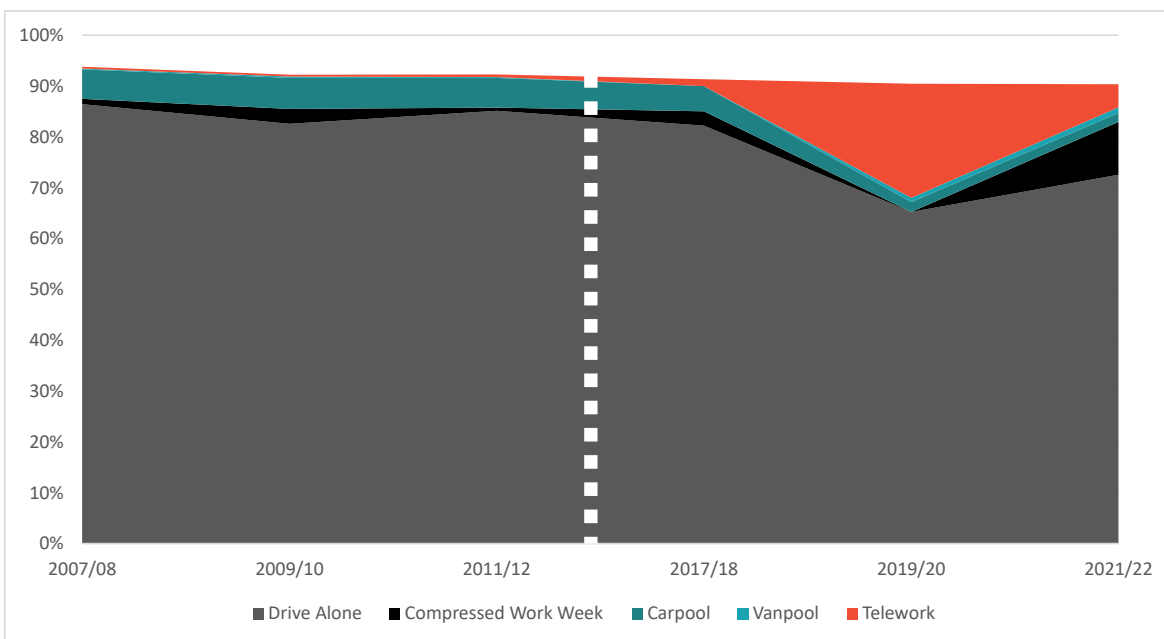
Years	Worksites	Total Employees	Response Rate
2007/2008	3	1,666	83.8%
2009/2010	3	1,273	75.2%
2011/2012	3	1,835	76.2%
2013/2014	0	-	-
2015/2016	0	-	-
2017/2018	2	1,430	54.3%
2019/2020	1	130	100.0%
2021/2022	2	749	55.4%

## Commute Mode Share in Edmonds

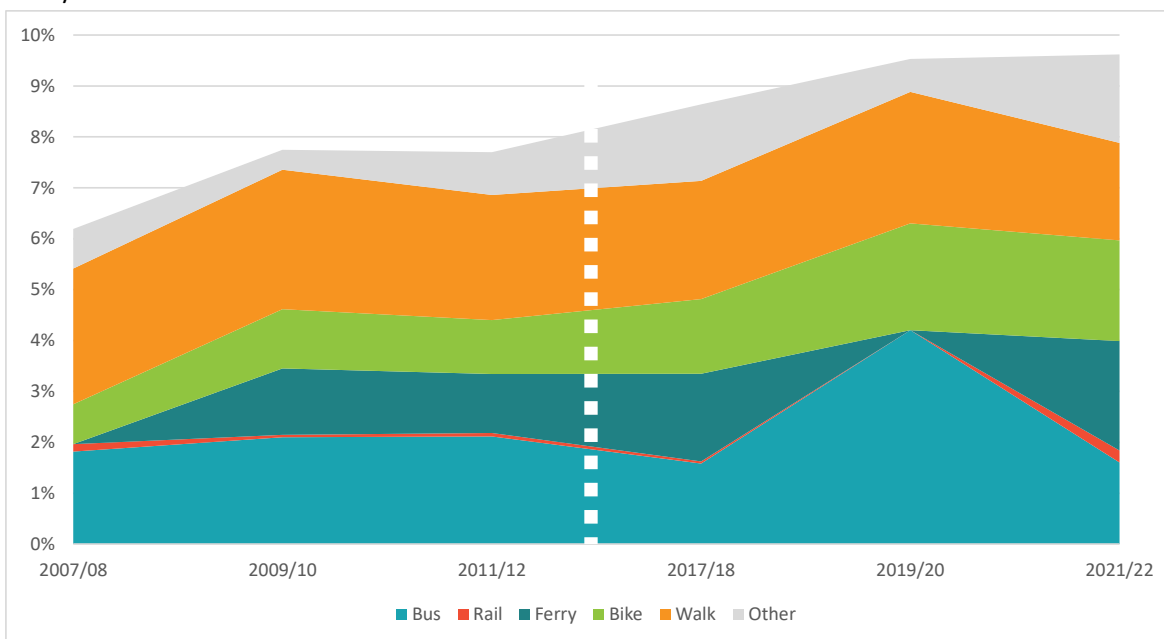
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Edmonds. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 90.4% to 93.8% of all commute trips reported by the CTR surveys in Edmonds between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased substantially in the 2019/2020 CTR survey, up from 1.4% in the prior biennium to 22.5%. All of this increase came from workers who previously drove or pooled.



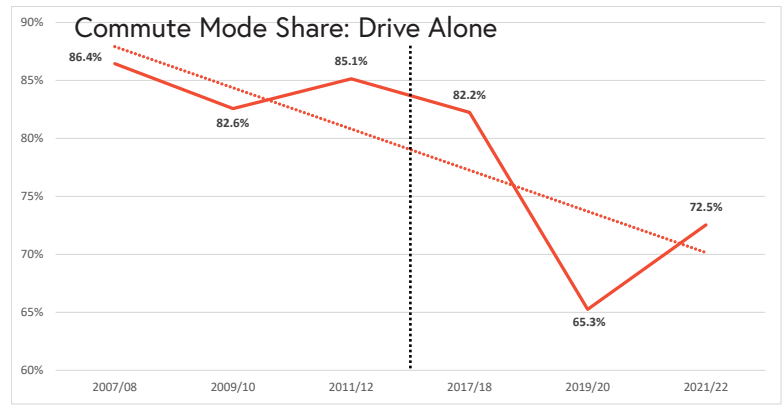
In Edmonds, commuting by transit, walking, and biking increased between 2007/2008 and 2019/2020 from 5.4% to 8.9%.



# Edmonds Trend Lines

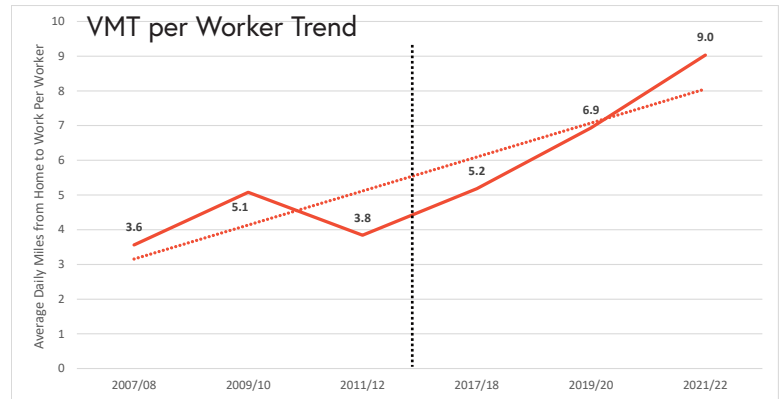
## Drive Alone Rate Trend

Prior to the pandemic, Edmonds' drive alone rate decreased from 86.4% in 2007/2008 to 72.5% in 2021/2022, one of two Snohomish County cities to see a decline.



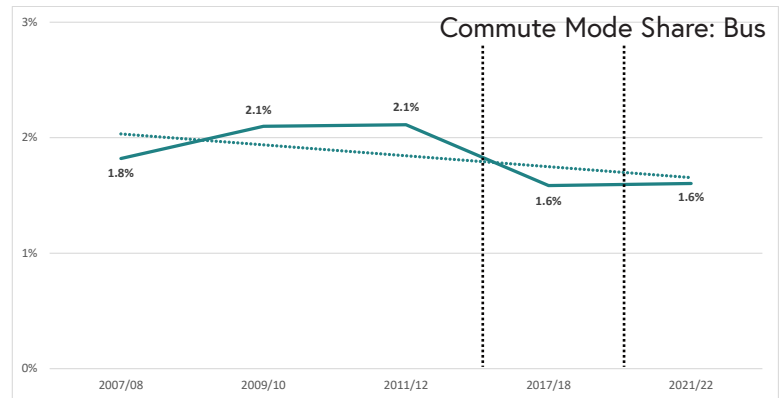
## VMT Trend

The average miles driven from home to work by Edmonds workers has increased from 3.6 miles in 2007/2008 to 9.0 in 2021/2022.



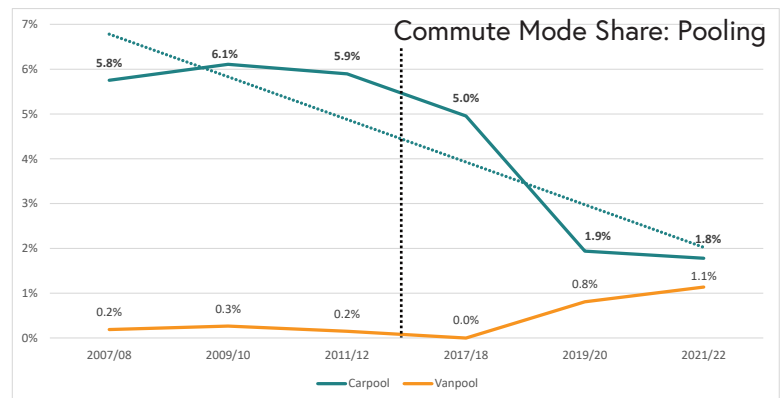
## Commute by Bus Trend

The percentage of workers who commuted by bus in Edmonds has declined from 2.1% in 2009/2010 and 2011/2012 to 1.6% in 2017/2018 and 2021/2022. Not shown in the graph to the right is a substantial increase in bus ridership in 2019/2020 that reached 4.2%.



## Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option within Edmonds. However, this percentage declined from 6.1% in 2009/2010 to 1.8% in 2021/2022.



## Compared to ACS

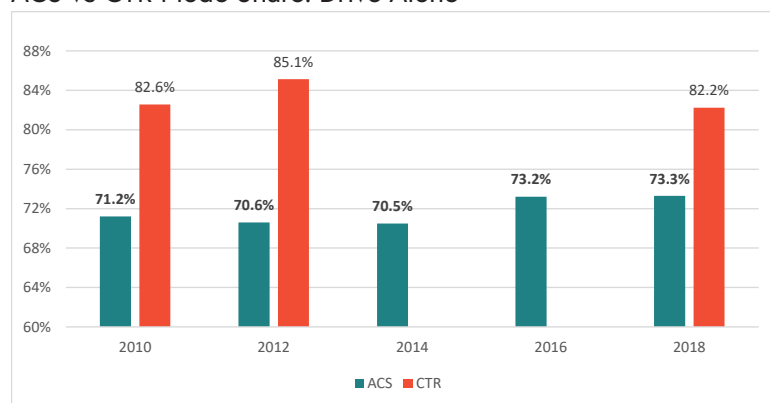
The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Edmonds as whole.

While the drive alone rate at CTR-affected worksites has been above 82%, the ACS indicates that Edmonds' drive alone rate for all workers is 73% or lower.

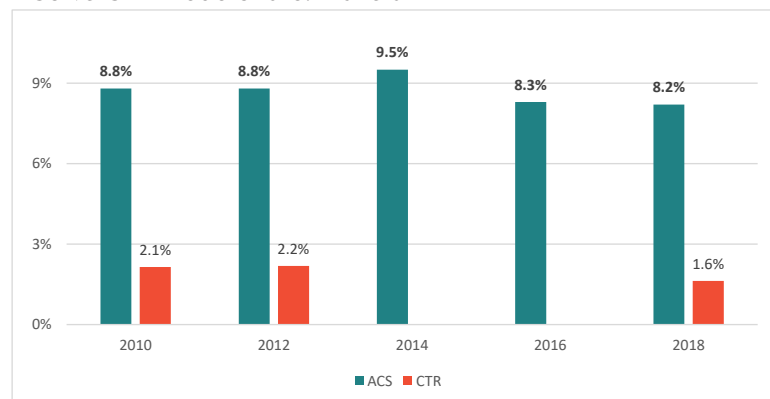
The ACS also indicates that overall transit ridership is five to six percentage points higher among all Edmonds workers than workers at CTR sites.

In addition, significantly more workers reported pooling within the ACS than the CTR survey.

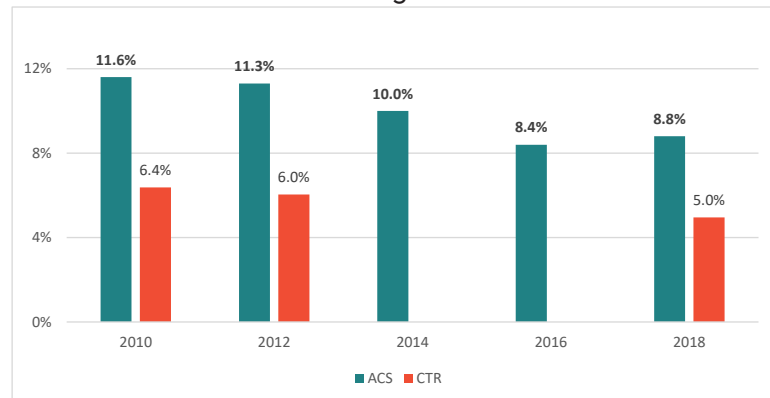
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Everett

The City of Everett is both the county seat and the largest city in Snohomish County. Located approximately 25 miles north of Seattle, it is a significant urban center in the metropolitan area and the Puget Sound region.

Everett is the fourth-largest in the Central Puget Sound region and seventh-largest city in the state. As of the 2020 Census, Everett's population was 110,629 residents and 99,817 workers. Countywide policies target Everett to grow to 179,176 residents and 167,157 workers by 2044.

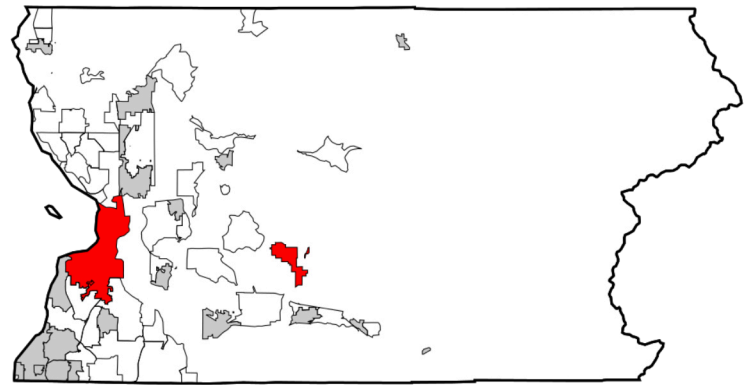
The city is bisected by Interstate 5 (I-5), connecting it with Seattle in the south and Vancouver, British Columbia in the north. Additionally, Everett is well-connected through a network of major highways that facilitate intercity travel. These include: U.S. Route 2, which links Everett to Wenatchee via Stevens Pass, State Route 99, which connects the Everett Mall to Seattle, State Route 526, providing a route to Mukilteo, State Route 527, extending from the Everett Mall to Mill Creek, and State Route 529, connecting the waterfront area to Marysville.

As for public transit, Everett Transit operates 10 routes within the city. Community Transit, which serves most of the rest of the county, is headquartered in Everett and provides connectivity to neighboring cities. Community Transit also operates the *Swift* Blue and Green lines in Everett, will soon open an Orange line from Lynnwood to McCollum Park, and plans to build a Gold line from Everett to Smokey Point and a Silver line from Seaway Transit Center to Cathcart.

Everett Station serves as a hub for public transit and intercity services. The station is serviced by two Amtrak routes: the Cascades route, connecting Vancouver to Seattle to Portland, Oregon; and the Empire Builder route, connecting Seattle to Chicago. Sound Transit operates the Sounder commuter rail, operating from Everett to Seattle.

Everett Transit is a department of the city and oversees CTR compliance of worksites in Everett. From 2007 to 2022, the following worksites in Everett participated in the CTR program:

- Achilles USA
- Agilent Technologies
- Altasciences Preclinical Seattle LLC (formerly SNBL)
- Aramark Uniform Service
- Avtech-Tyee, Inc. (Aviation Technical Services)
- City of Everett (multiple sites)
- Collins Aerospace (formerly B/E Aerospace)
- Comcast Cable - Hardeson
- Community Transit (multiple sites)
- Contour Aerospace
- Creation Technologies (formerly Applied Technical Services Corp.)
- Denny Juvenile Justice Center
- Department of Social & Human Services (multiple sites)
- Electric Mirror
- Electronetics
- Everett Community College
- Fluke Mfg Co. (multiple sites)
- Idearc Media Inc.



Years	Worksites	Total Employees	Response Rate
2007/2008	41	46,789	70.9%
2009/2010	37	50,346	51.3%
2011/2012	32	52,141	35.1%
2013/2014	23	47,061	56.6%
2015/2016	20	43,058	63.1%
2017/2018	20	32,875	53.7%
2019/2020	2	1,577	89.8%
2021/2022	15	10,111	34.0%

- Intermec - Paine Field area
- Jamco America
- JanSport Inc.
- Kaiser Permanente (formerly Group Health)
- Kimberly-Clark
- Perteet Inc.
- Port of Everett
- Providence Health (multiple sites)
- Randy's Ring & Pinion
- Snohomish PUD (multiple sites)
- Snohomish County Government
- Snohomish Health District
- StockPot
- The Boeing Company (multiple sites)
- The Everett Clinic (multiple sites)
- U.S. Navy
- Union Bank
- Verizon (multiple sites)
- Zply Fiber (formerly Frontier)
- Zumiez Inc

Boeing is the city's and county's largest employer. Two of its four sites are within Everett, the other two sites are in Mukilteo and the unincorporated area adjacent to the Southwest Everett Industrial Center.

In 2017/2018, the Boeing's two worksites in Everett represented 83.1% of all CTR-site employment in Everett. As a result, any change in Boeing's CTR survey results has a major impact on Everett's overall results. Boeing did not conduct surveys in 2019/2020 and 2021/2022.

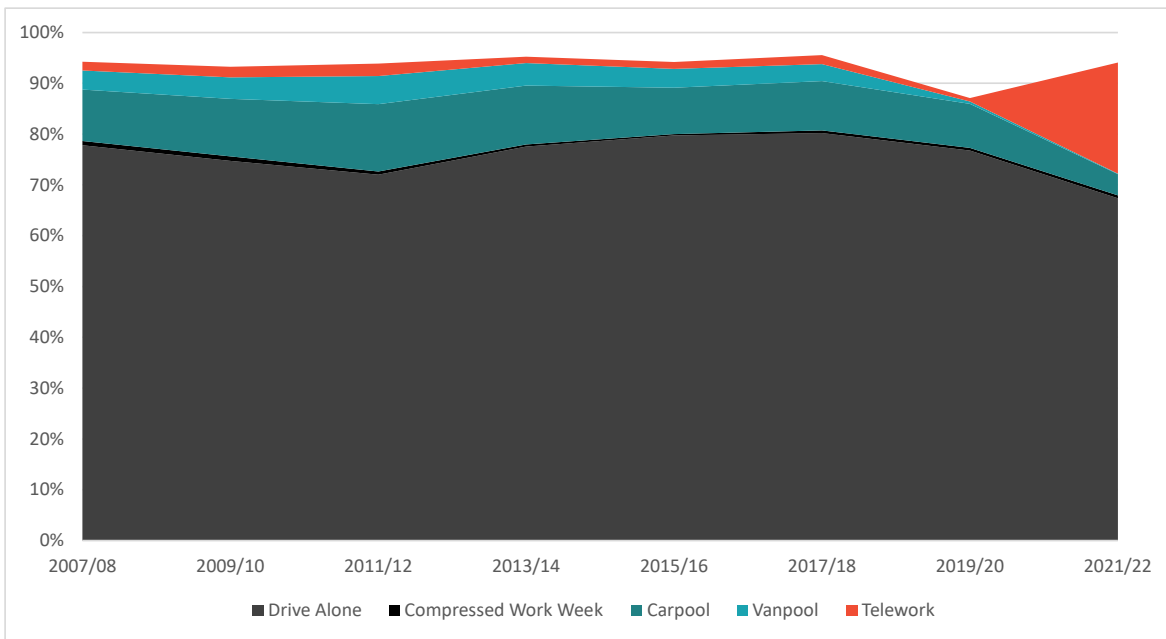
The U.S. Navy is also a significant employer, but only participated in the 2007 to 2012 surveys. During the 2007/2008 and 2009/2010 surveys, the Navy represented 14.1% and 13.1% of the employment, respectively.

## Commute Mode Share in Everett

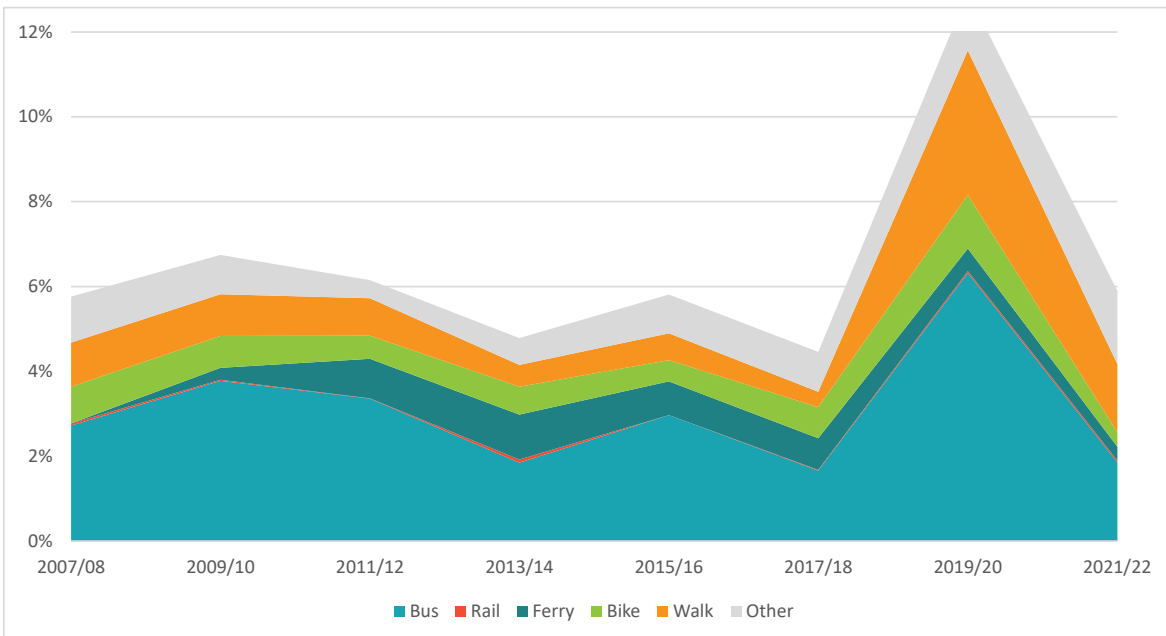
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Everett. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 86.4% to 95.1% of all commute trips reported by the CTR surveys in Everett between 2007 and 2022.

The graph indicates that the telecommuting percentage decreased in the 2019/2020, but this is largely due to a shift of who reported in that year. The expected increase in the telecommute rate is shown in 2021/2022, when the rate was 21.9%.



Prior to the pandemic, commuting by transit, walking, and biking fluctuated between 2.8% and 5.5% at Everett worksites. During the pandemic, transit, walking, and biking jumped to 11.0%.

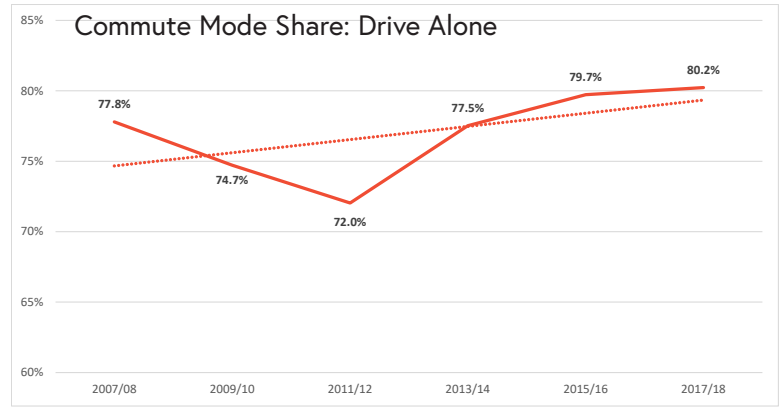


## Everett Trend Lines

Because Boeing represents more than 80% of workers at CTR-affected worksites in Everett but did not conduct the survey in 2019/2020 and 2021/2022, the latter two biennia are left off of the charts.

### Drive Alone Rate Trend

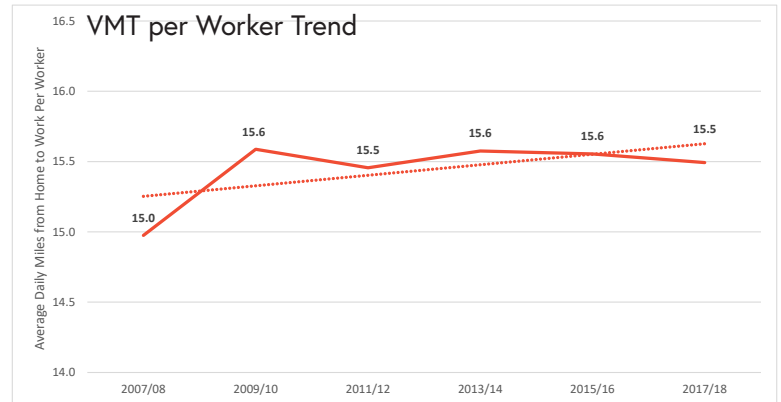
Prior to the pandemic, Everett's drive alone rate increased from 72.0% in 2011/2012 to 80.2% in 2017/2018.



### VMT Trend

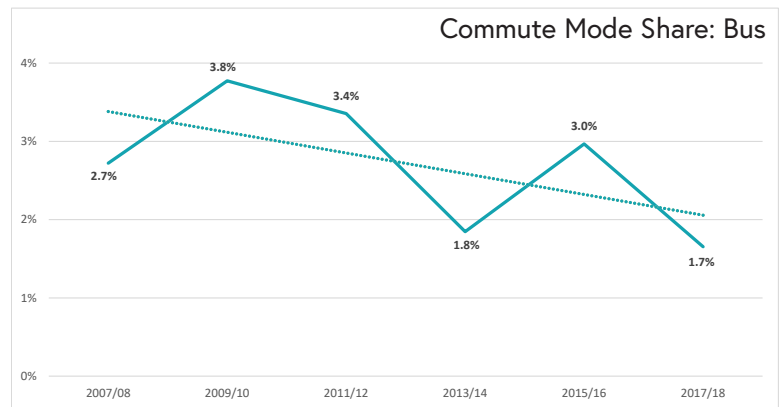
The average mileage by commuters drove from home to work has held steady near 15.5 miles in most years.

For reference, the following places are within the 15.5-mile range: Downtown Marysville, Lake Stevens, Machias, Snohomish, Cathcart, Maltby, Downtown Bothell, Brier, Mountlake Terrace, and Everett (measured by the shortest mileage-based driving distance). Even Langley on Whidbey Island is within the distance.



### Commute by Bus Trend

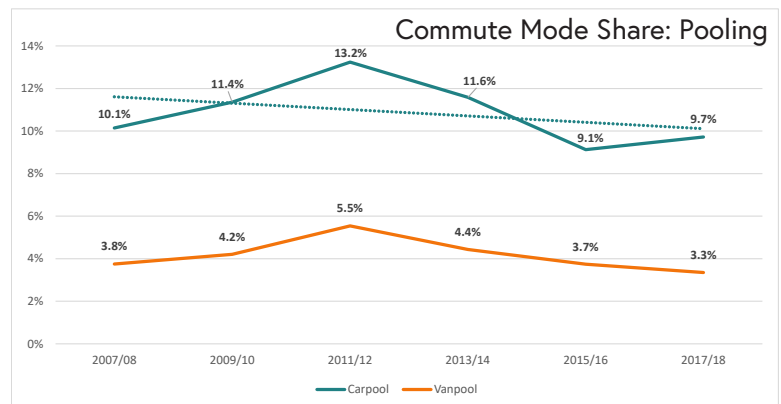
The percentage of workers who commuted by bus in Everett decreased from 3.8% in 2009/2010 to 1.7% in 2017/2018.



### Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option within Everett, achieving a high of 13.2% in 2011/2012 and a low of 9.1% in 2015/2016.

Vanpooling is also strong in Everett, achieving a high of 5.5% in 2011/2012 and a low of 3.3% in 2017/2018.





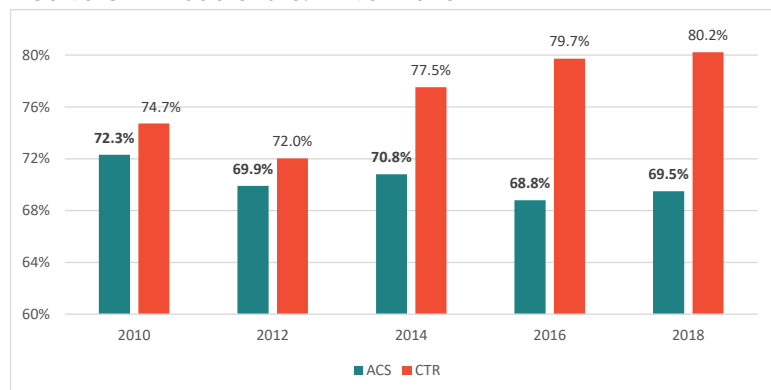
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Everett as whole.

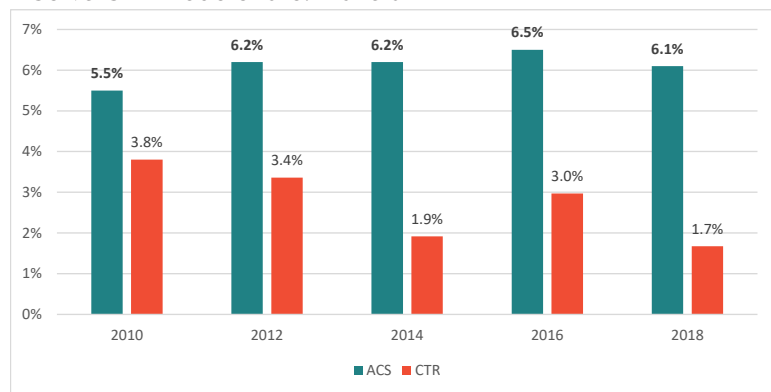
While the drive alone rate at CTR-affected worksites has increased to above 80%, the ACS indicates that Everett's drive alone rate for all workers is steadily near or below 70%.

Transit mode share is much higher within the ACS than CTR surveys, while pooling has come into alignment between the two surveys.

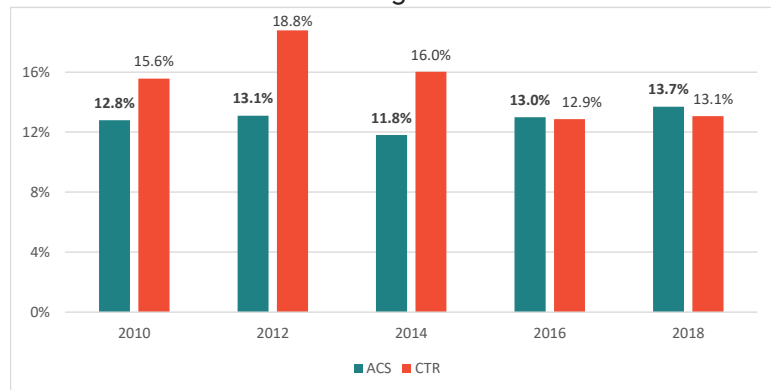
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Lynnwood

Lynnwood is located in the heart of Southwest Snohomish County. To its west is Edmonds, to east south is Mountlake Terrace, and at its eastern edge is the intersection of I-5 and I-405. SR 99 bisects the city into east and west, with Lynnwood City Center and Alderwood Mall on the eastern half, and Edmonds College in the southwest corner.

Public transportation is provided primarily by Community Transit, with Sound Transit providing regional connections. Most bus services in Lynnwood are concentrated at hubs, primarily the Lynnwood Transit Center, Ash Way Park and Ride, and Edmonds College. Community Transit operates the *Swift* Blue Line on SR 99. Sound Transit operates express service from both the Lynnwood Transit Center and Ash Way Park and Ride to Downtown Seattle and Downtown Bellevue.

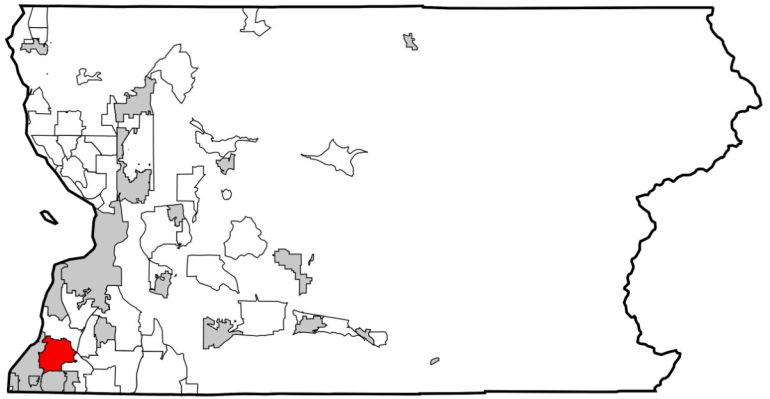
In 2024, Sound Transit is scheduled to launch Link light rail service to the Lynnwood Transit Center, establishing a direct connection between Lynnwood and Downtown Seattle.

As of the 2020 Census, Lynnwood's population was 38,568 residents and 63,735 workers. Countywide policies target Lynnwood to grow to 32,355 residents and 50,540 workers by 2044.

Community Transit oversees CTR compliance of worksites in Lynnwood. From 2007 to 2022, 11 worksites in Lynnwood participated in the CTR program:

- ADP
- City of Lynnwood
- Department of Social & Human Services
- Edmonds College
- Edmonds School District
- Harris Ford, Inc.
- Pemco Financial Center
- Receivables Performance Management
- The Cobalt Group
- Verizon
- Zumiez, Inc.

Edmonds College has represented 37% to 53% of the workers at CTR-affected worksites in Lynnwood.



Years	Worksites	Total Employees	Response Rate
2007/2008	8	1,879	72.1%
2009/2010	8	2,724	73.6%
2011/2012	8	2,857	61.0%
2013/2014	0	-	-
2015/2016	1	1,270	46.9%
2017/2018	5	2,532	53.1%
2019/2020	4	1,987	32.5%
2021/2022	4	1,710	64.0%

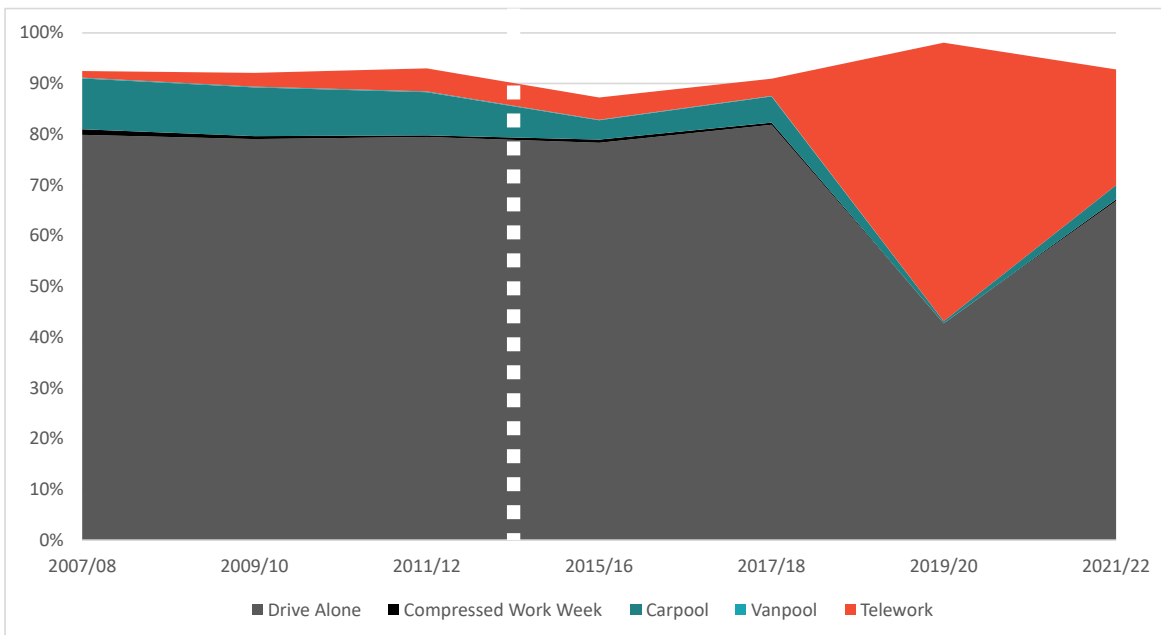
*With only one worksite reporting CTR survey results in 2015/2016, the results for that biennium are anomalous.*

## Commute Mode Share in Lynnwood

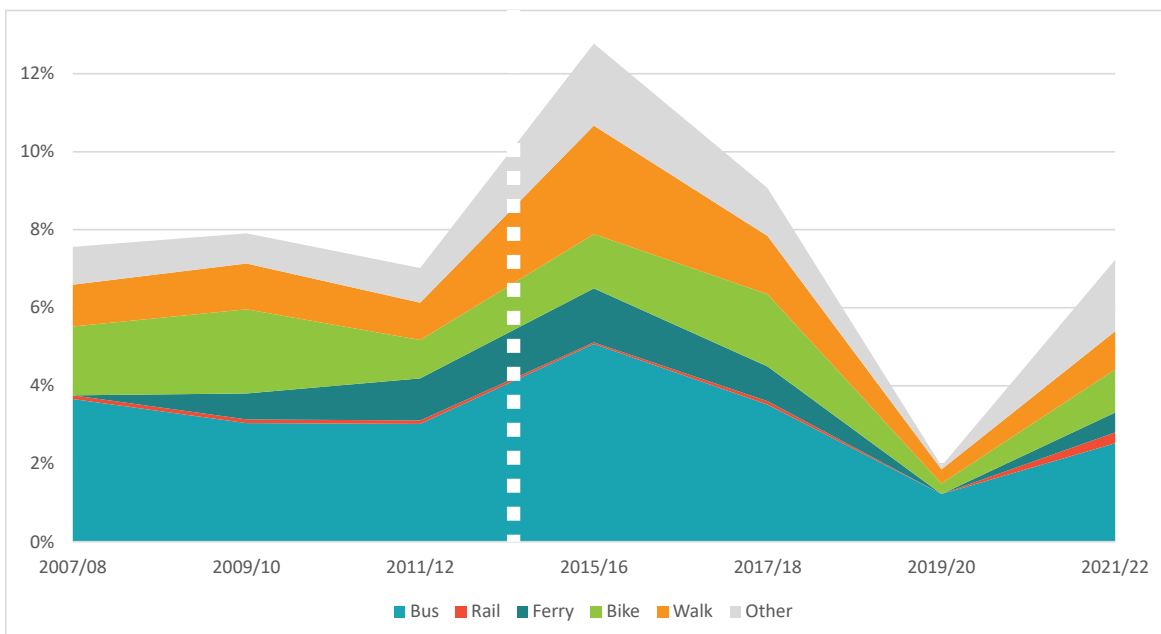
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Edmonds. The first chart looks at just driving and telecommuting relating trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 86.6% to 92.7% of all commute trips reported by the CTR surveys in Lynnwood between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased substantially in the 2019/2020 CTR survey, up from 4.9% in the prior biennium to 61.4%.



In Lynnwood, commuting by transit, walking, and biking increased between 2007/2008 and 2017/2018 from 6.6% to 7.1%, with a high of 9.3% in 2015/2016 when only one worksite reported.

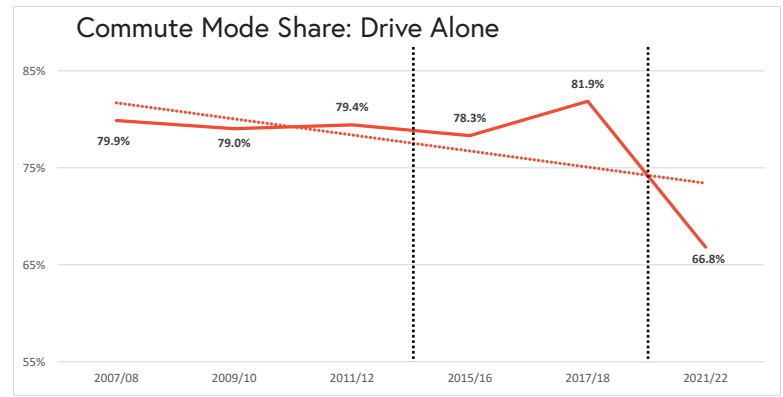


## Lynnwood Trend Lines

During the 2013/2014 and 2015/2016 biennia, most worksites in Lynnwood reported through the RideShareOnline platform rather than the official CTR survey. One site reported through the CTR survey in 2015/2016.

### Drive Alone Rate Trend

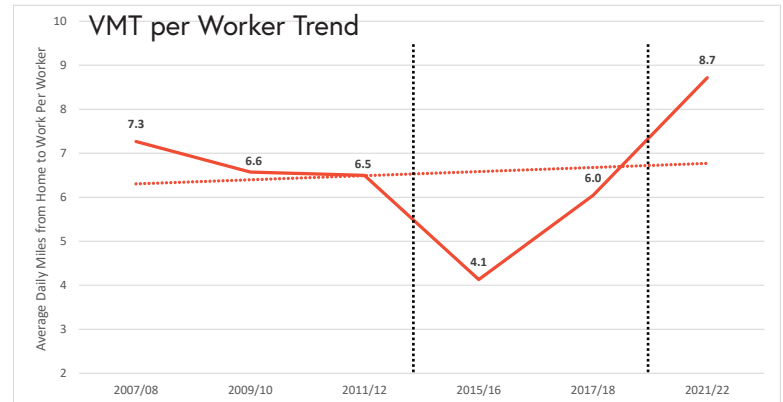
Prior to the pandemic, Lynnwood's drive alone rate was steady between 78.3% and 79.9%, but increased to 81.9% in 2017/2018.. from 75.6% in 2009/2010 to 80.9% in 2017/2018.



### VMT Trend

Pre-pandemic, the average worker who drove to work in Lynnwood drove between 6.0 and 7.3 miles from home to work each day, excluding the biennia with little to no survey results.

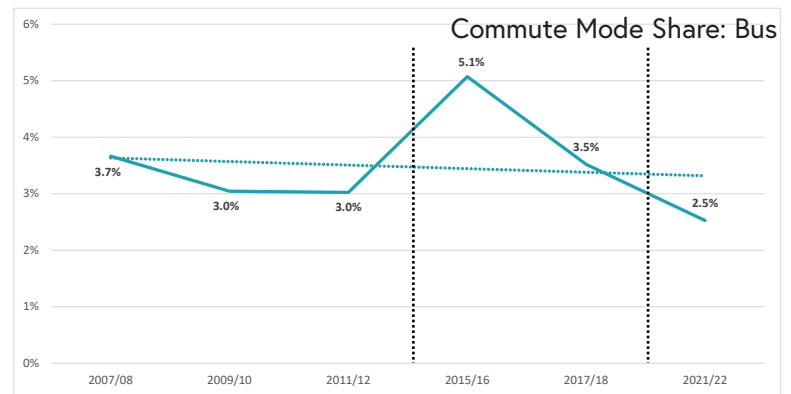
Lynnwood's VMT was effectively tied with Edmonds for lowest among Snohomish County cities. In addition, only Edmonds and Lynnwood had mileage that trended downwards.



### Commute by Bus Trend

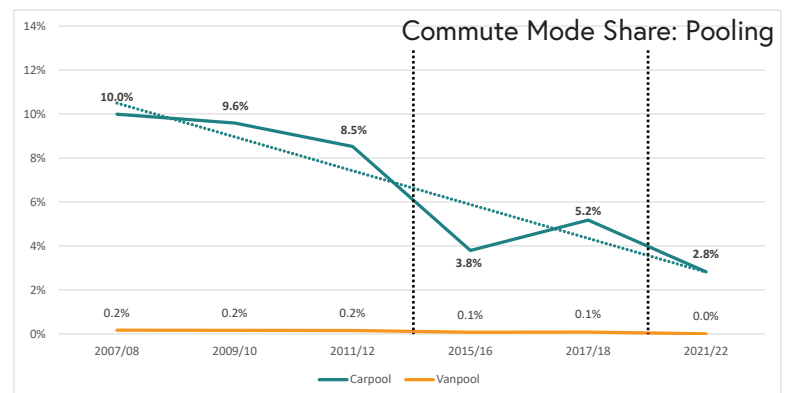
Pre-pandemic, with the exception of 2015/2016 when only one worksite reported, the percentage of workers who commuted by bus in Lynnwood has stable between 3.0% and 3.7%.

During the pandemic, commuting by bus dropped to 1.2% and has since increased to 2.5%.



### Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option within Lynnwood, with the exception of 2015/2016. However, carpooling has declined from 10% in 2007/2008 to 2.8% in 2021/2022.



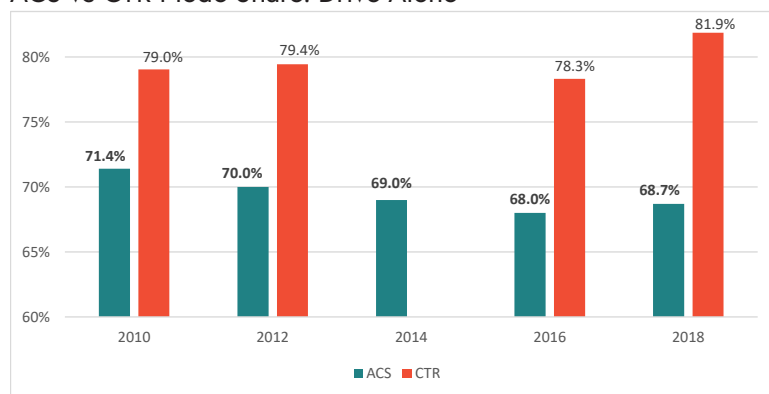
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Lynnwood as whole.

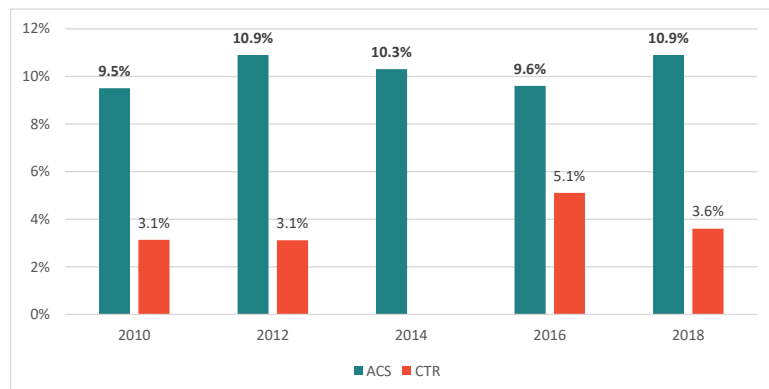
While the drive alone rate at CTR-affected worksites has increased slightly from 79.0% in 2009/2010 to 81.9% in 2017/2018, the ACS indicates that Lynnwood's drive alone rate for all workers has decreased to below 69%.

The ACS also indicates that overall transit ridership is four to nine percentage points higher among Lynnwood residents for commuting than workers at CTR sites in Lynnwood. In addition, significantly more workers reported pooling within the ACS than the CTR survey.

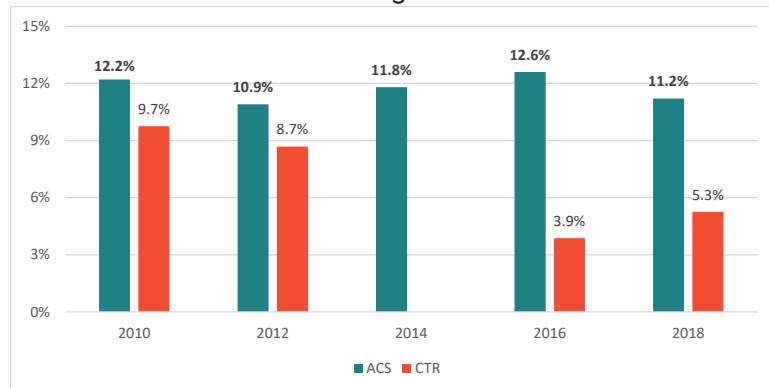
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Marysville

Marysville is oriented north-south along I-5, bordering the Tulalip Indian Reservation to the west, and SR 9 to the east. The traditional downtown is in southern end while the Cascade Industrial Center Industrial Center lies to the north.

People traveling to and from Marysville can choose from multiple bus routes served by Community Transit, the public authority that serves most of Snohomish County. Smokey Point Transit Center and four local park & rides are major hubs for many of these regional transit options.

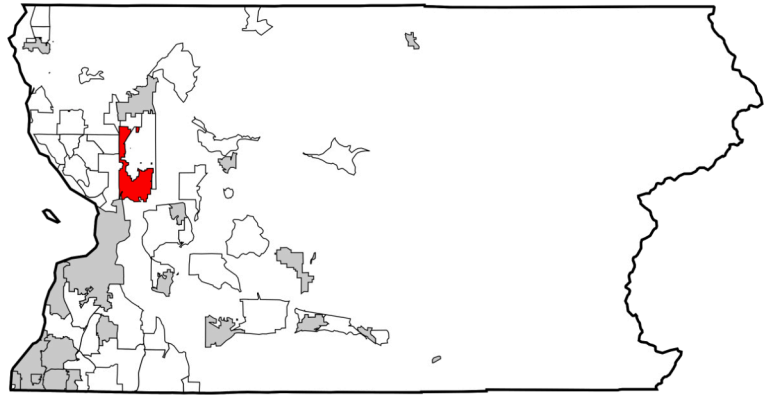
As of the 2020 Census, Marysville's population was 70,714 residents and 15,310 workers. Countywide policies target Marysville to grow to 99,822 residents and 32,926 workers by 2044.

Community Transit oversees CTR compliance of worksites in Marysville. From 2007 to 2020, three worksites in Marysville participated in the CTR program:

- Marysville City Hall
- Safran Cabin (formerly C & D Zodiac)
- The Everett Clinic - Smokey Point

Marysville's largest employer is Safran Cabin, representing near or more than 70% of all workers at CTR-affected worksites in the city.

With the focused growth of the Cascade Industrial Center, additional CTR-affected worksites in Marysville can be reasonably expected in coming years.



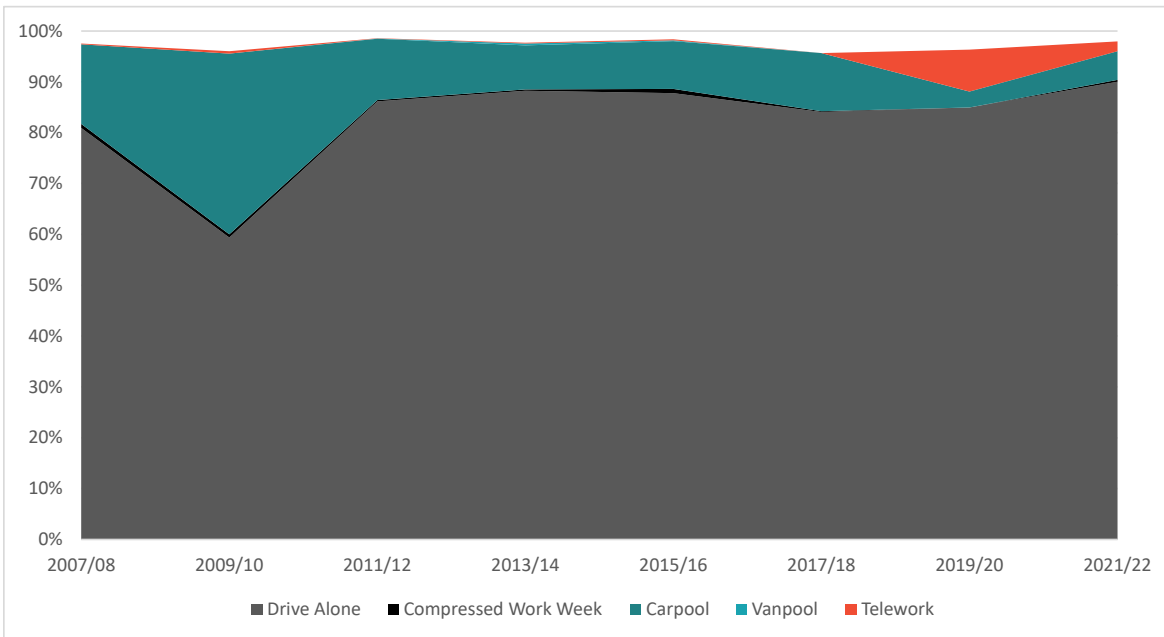
Years	Worksites	Total Employees	Response Rate
2007/2008	2	896	94.6%
2009/2010	2	430	39.5%
2011/2012	2	587	83.1%
2013/2014	3	884	53.3%
2015/2016	3	960	62.9%
2017/2018	3	911	48.5%
2019/2020	3	880	21.0%
2021/2022	3	677	67.7%

## Commute Mode Share in Marysville

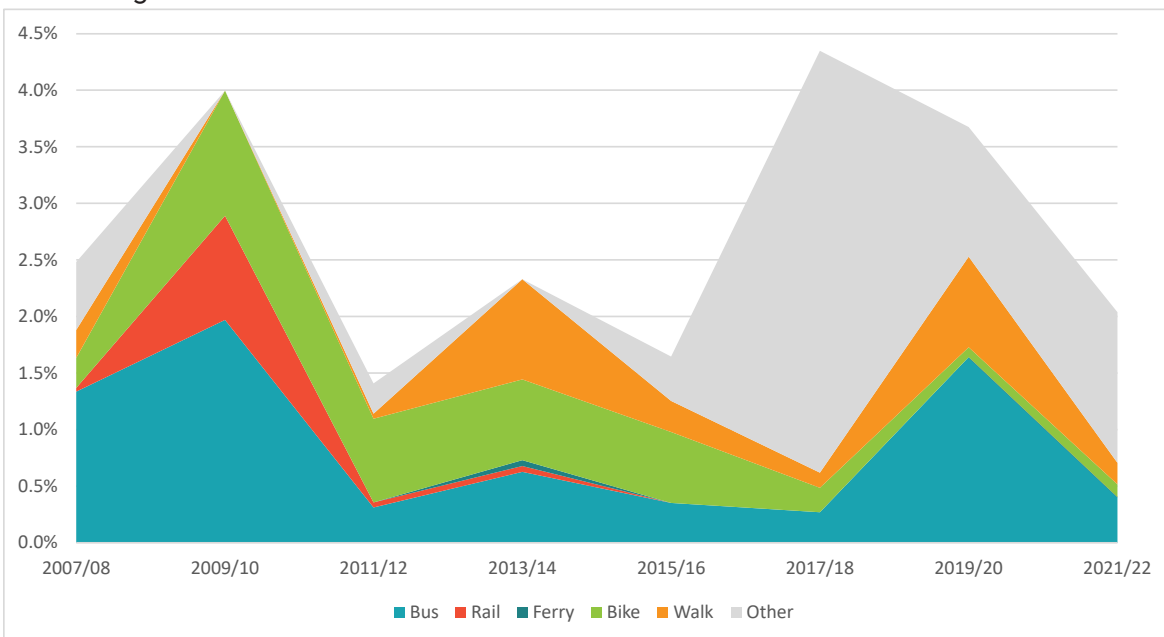
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Marysville. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 95.4% to 98.4% of all commute trips reported by the CTR surveys in Marysville between 2007 and 2022. This is the highest of all Snohomish County cities.

Due to the pandemic, the telecommuting percentage increased in the 2019/2020 CTR survey, up from 0.0% in the prior biennium to 8.2%. This was the lowest telecommuting rate in 2019/2020 of any Snohomish County city.



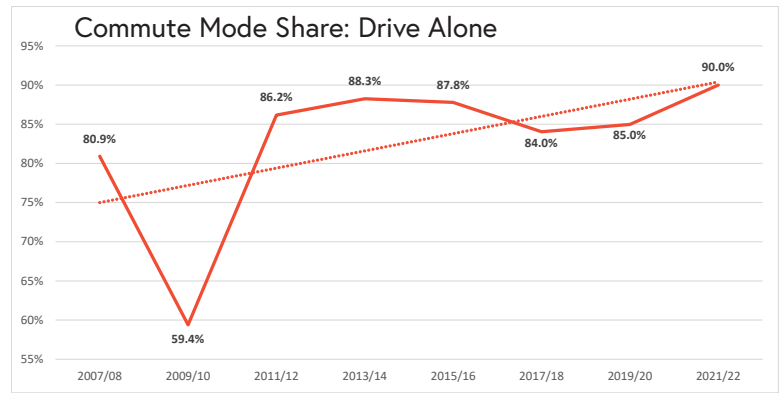
At Marysville worksites, commuting by transit, walking, and biking dropped from 4.0% in 2009/2010 to 0.6% in 2017/2018. There was an uptick during the pandemic, but riding transit and walking has since fallen off.



# Marysville Trend Lines

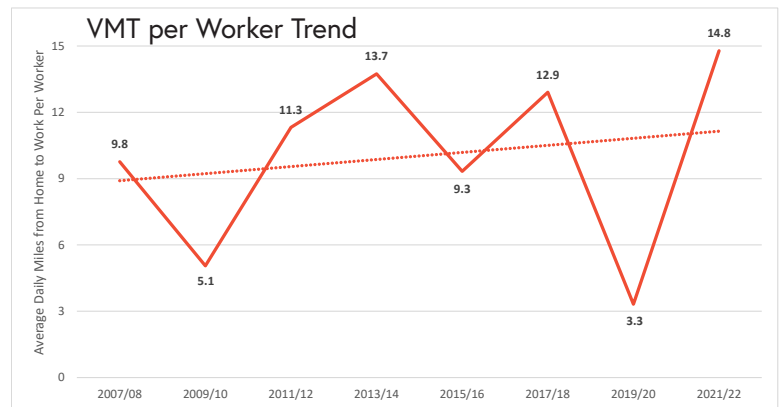
## Drive Alone Rate Trend

With the exception of 2009/2010, Marysville's drive alone rate has ranged between 80.9% in 2007/2008 and 90.0% in 2021/2022.



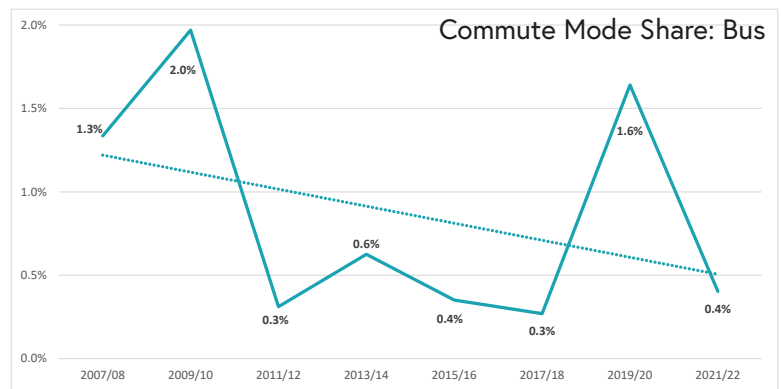
## VMT Trend

The average mileage by commuters driven from home to work has been extremely variable biennium-to-biennium, ranging between 3.3 and 14.8 miles. However, the general trend appears to be upward.



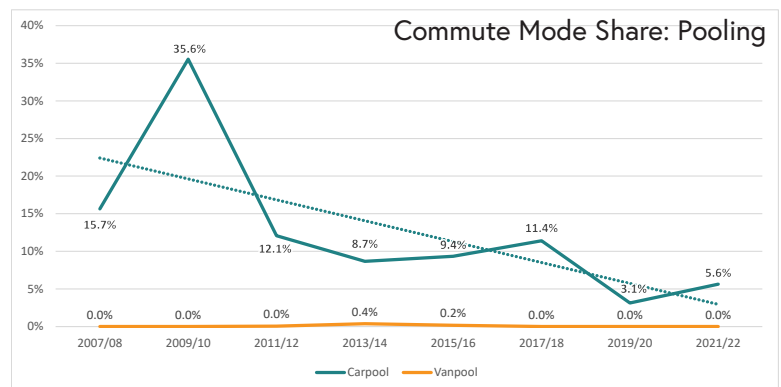
## Commute by Bus Trend

Although the percentage of workers who commuted by bus to Marysville worksites was above one percent in three biennia, it's been more typical for it to be between 0.3% and 0.6%.



## Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option at Marysville worksites. However, this percentage declined from a high of 35.6% in 2009/2010 to 5.6% in 2021/2022.





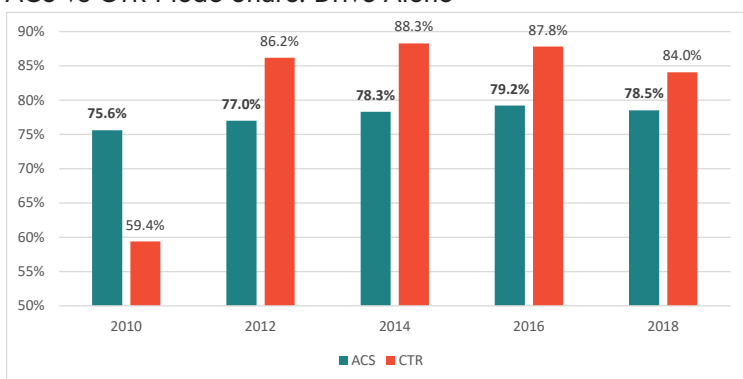
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Marysville as whole.

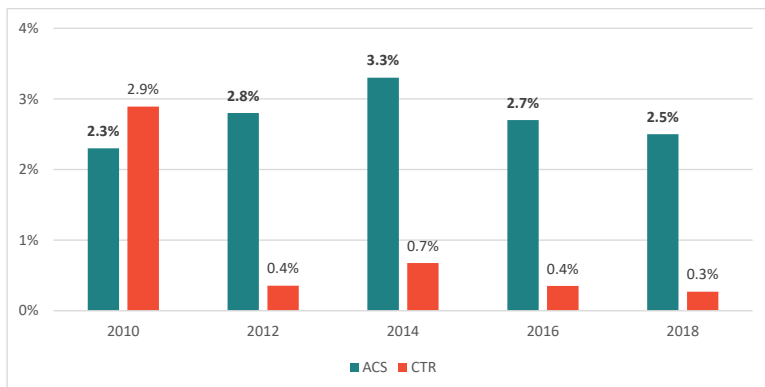
While the drive alone rate at CTR-affected worksites has been above 84%, the ACS indicates that Marysville's drive alone rate for all workers has been stable in the range of 77% to 79%.

The ACS also indicates that overall transit ridership has been higher among all Lynnwood workers than workers at CTR sites. In addition, more workers reported pooling within the ACS than the CTR survey.

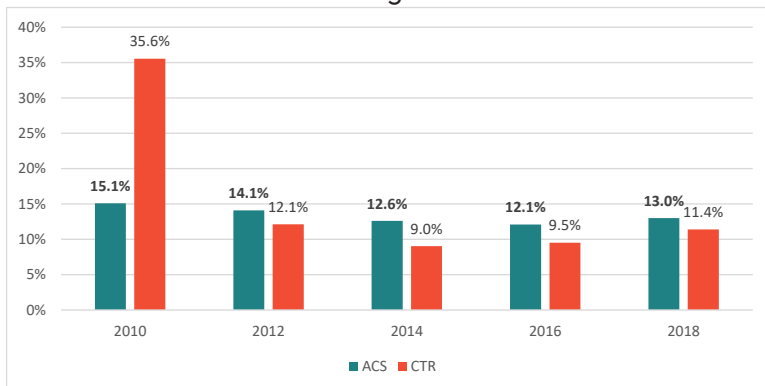
### ACS vs CTR Mode Share: Drive Alone



### ACS vs CTR Mode Share: Transit



### ACS vs CTR Mode Share: Pooling



## Monroe

Monroe is located at the intersection of three major highways: U.S. Route 2 (US 2), which stretches eastward from Everett, crossing Stevens Pass to reach Eastern, Washington; State Route 203, tracing the course of the Snoqualmie River southwards, leading to Fall City and North Bend; and State Route 522, an expressway that concludes in Monroe and provides a link to Seattle and Bothell in the southwest direction.

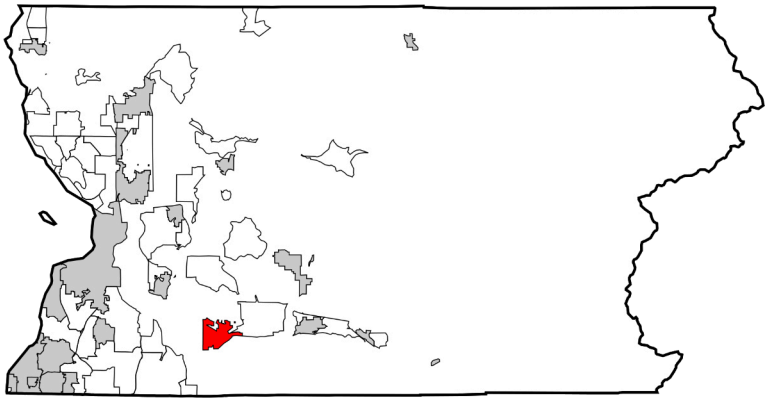
Community Transit operates two routes along the US 2 corridor, connecting Everett Station and Gold Bar, effectively providing hourly service throughout the day. There is one afternoon trip that starts from Seaway Transit Center.

As of the 2020 Census, Monroe's population was 19,699 residents and 10,096 workers. Countywide policies target Monroe to grow to 24,302 residents and 12,926 workers by 2044.

Community Transit oversees CTR compliance of worksites in Monroe. From 2007 to 2020, five worksites in Monroe participated in the CTR program:

- Canyon Creek Cabinet Corporation
- City of Monroe
- Monroe Correctional Complex
- Natural Factors
- Valley General Hospital

Monroe's largest employer is the state correctional facility, representing roughly half to three-quarters of all workers at CTR-affected worksites in the city.



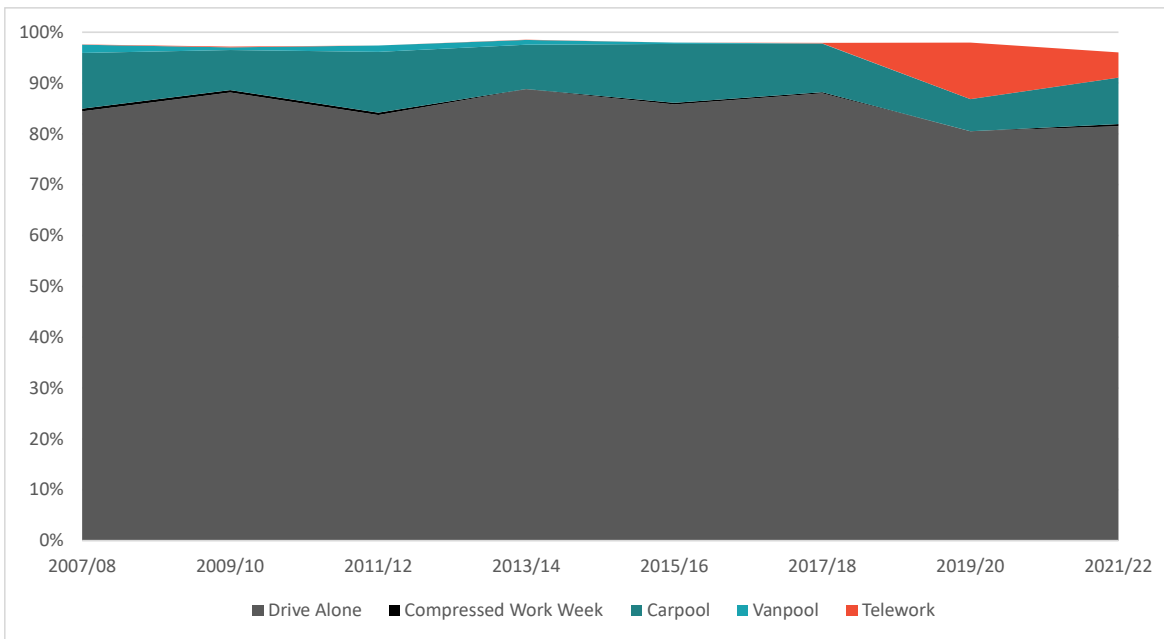
Years	Worksites	Total Employees	Response Rate
2007/2008	4	2,271	67.0%
2009/2010	4	1,947	59.5%
2011/2012	3	1,448	59.4%
2013/2014	4	1,658	80.9%
2015/2016	4	1,799	74.2%
2017/2018	4	1,770	78.7%
2019/2020	4	1,868	22.9%
2021/2022	4	1,185	73.3%

## Commute Mode Share in Monroe

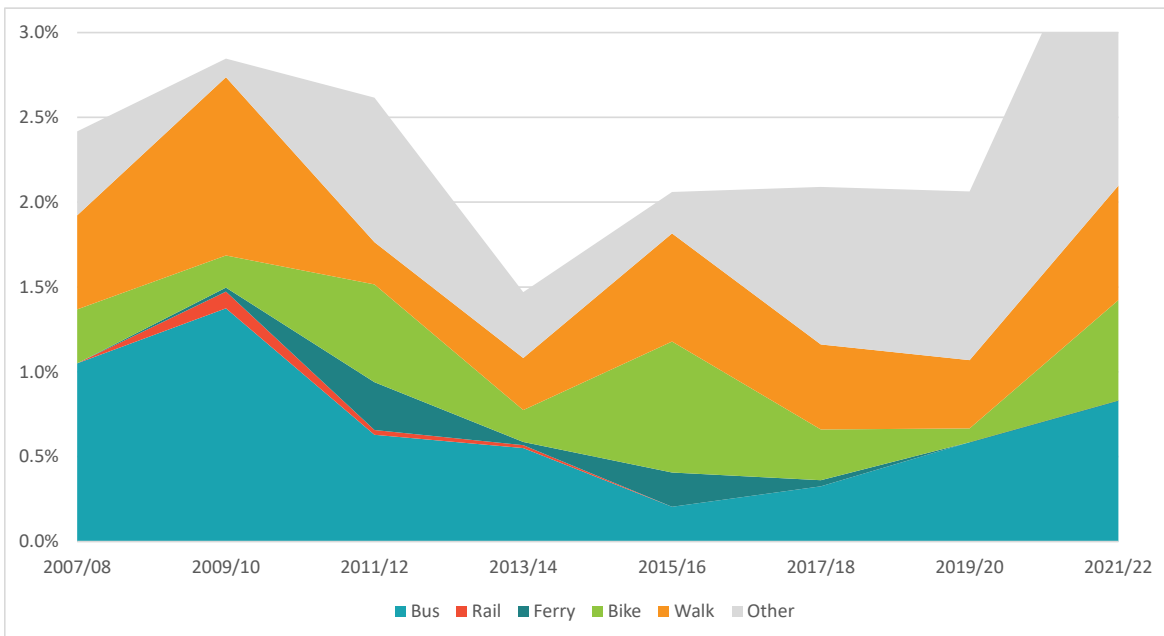
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Monroe. The first chart looks at just driving and telecommuting relating trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 95.6% to 98.5% of all commute trips reported by the CTR surveys in Monroe between 2007 and 2022.

Due to the pandemic, the telecommuting percentage increased in the 2019/2020 CTR survey, up from 0.1% in the prior biennium to 11.1%. Most of this increase came from workers who previously drove.



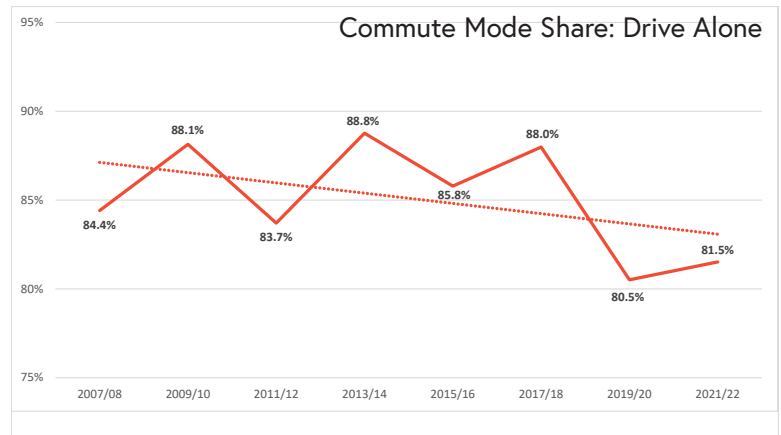
At Monroe worksites, commuting by transit, walking, and biking fluctuated between 1.1% and 2.7% from 2007 to 2022.



## Monroe Trend Lines

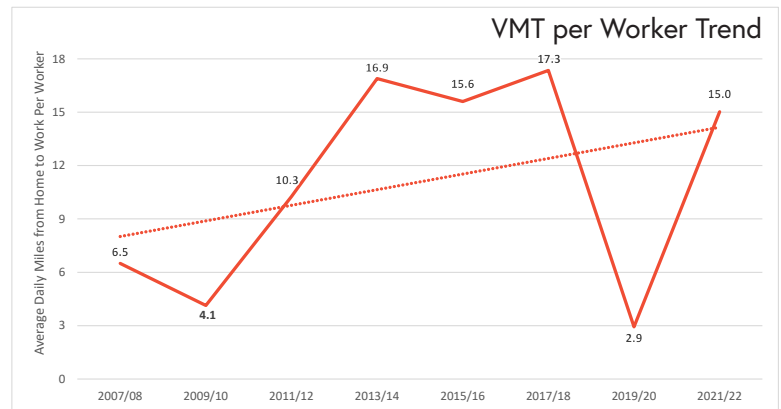
### Drive Alone Rate Trend

Prior to the pandemic, Monroe's drive alone rate was tending slightly upward within the range of 84.4% in 2007/2008 to 88.8% in 2013/2014. Based on the survey results from 2019/2020 and 2021/2022, the drive alone rate may now be trending downward.



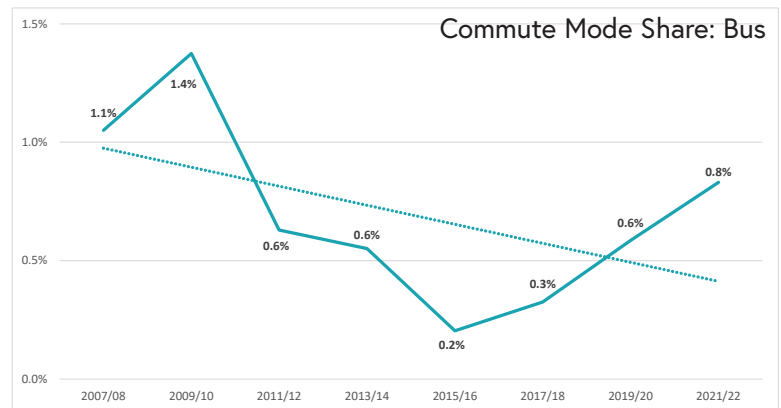
### VMT Trend

The average mileage by commuters driven from home to work increased from 4.1 miles in 2009/2010 to 17.3 miles in 2017/2018. During the pandemic, the average miles driven dropped to just 2.9, indicating that more workers who lived farther out chose to telecommute.



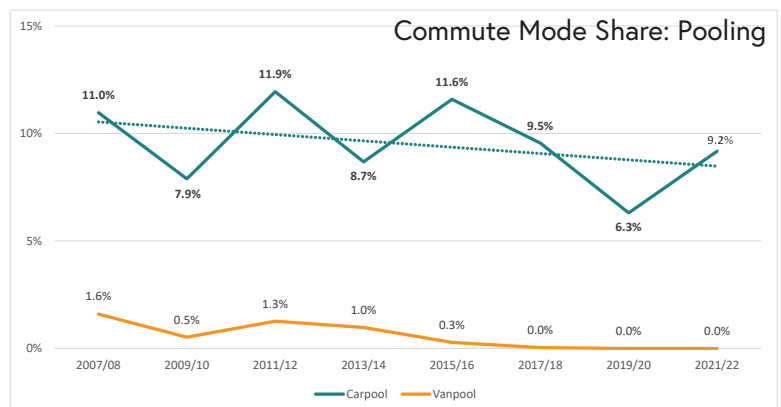
### Commute by Bus Trend

The percentage of workers who commuted by bus in Monroe trended downward from 1.4% in 2009/2010 to 0.2% in 2015/2016. Since then, ridership has slightly increased to 0.8% as of 2021/2022.



### Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option within Monroe, fluctuating between 6.3% and 11.9%.



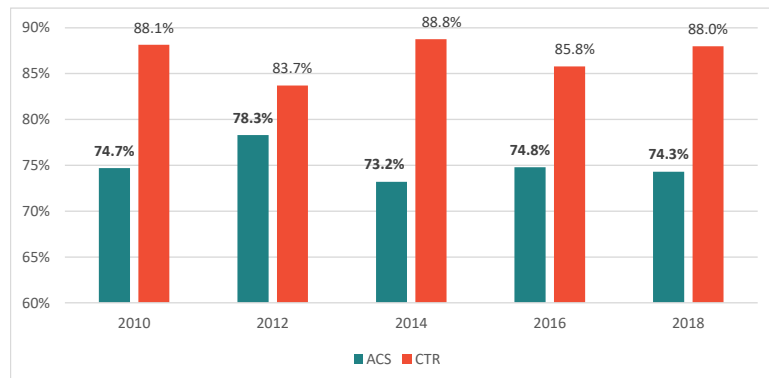
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Monroe as whole.

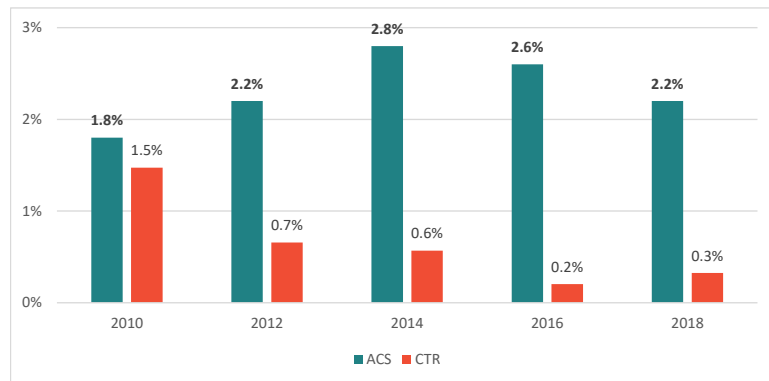
The drive alone rate at CTR-affected worksites has been above 83%. However, the ACS indicates that Monroe's drive alone rate for all workers has been between 73% and 78%.

The ACS also indicates that overall transit ridership has been much higher among all Monroe workers than workers at CTR sites.

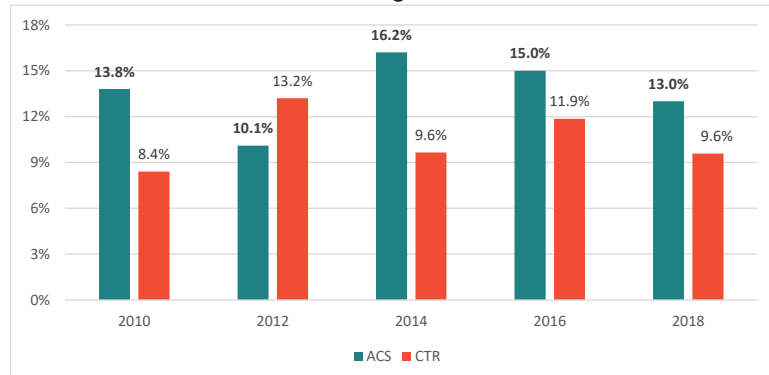
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



## Mountlake Terrace

Mountlake Terrace is located along the I-5 corridor, with the King County border to the south, Lynnwood to the north, Edmonds to the west, and Brier to the west.

Community Transit and Sound Transit provide routes for people commuting to and from the city. A significant transportation hub for various regional transit choices is the Mountlake Terrace Transit Center. This transit center also accommodates a King County Metro bus route, facilitating travel from Mountlake Terrace to Shoreline and Northgate Mall in Seattle. In 2024, when the Lynnwood Link Extension opens, the transit center will double as a light rail station.

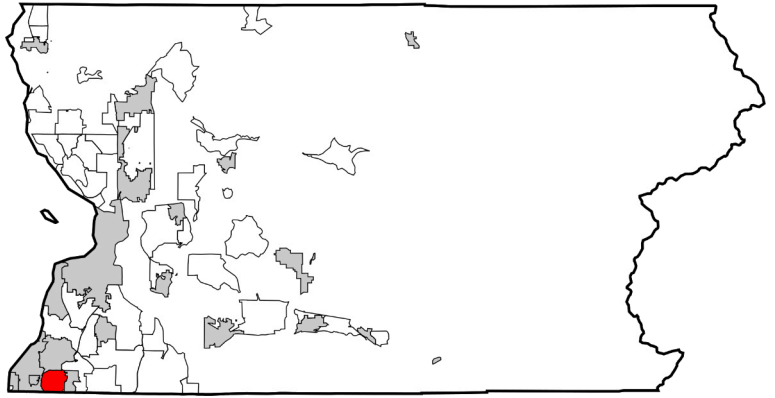
The Interurban Trail passes through Mountlake Terrace, providing inter-city walking, bicycling, and rolling connections to the north and south.

As of the 2020 Census, Mountlake Terrace's population was 21,286 residents and 8,431 workers. Countywide policies target Mountlake Terrace to grow to 34,710 residents and 11,148 workers by 2044.

Community Transit oversees CTR compliance of worksites in Mountlake Terrace. From 2007 to 2020, three worksites in Mountlake Terrace participated in the CTR program:

- City of Mountlake Terrace
- Premera Blue Cross
- Umpqua Bank (formerly Sterling Bank)

Mountlake Terrace's largest employer is Premera Blue Cross, representing more than 90% of workers at CTR-affected worksites in the city.



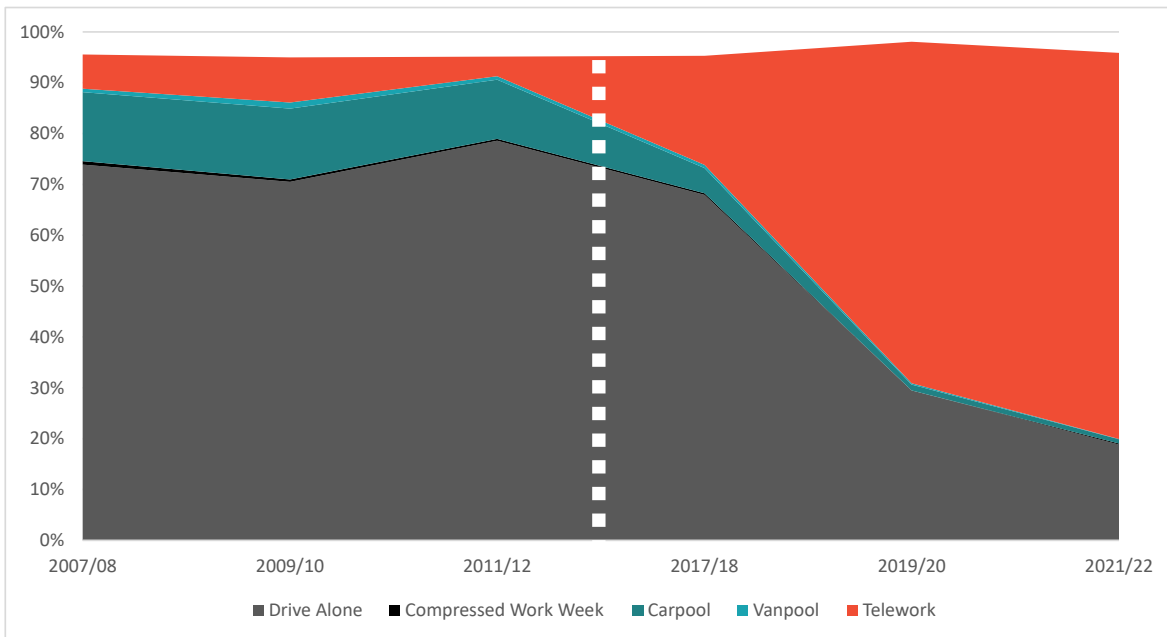
Years	Worksites	Total Employees	Response Rate
2007/2008	2	2,481	85.2%
2009/2010	2	2,560	43.7%
2011/2012	3	2,796	78.0%
2013/2014	0	-	-
2015/2016	0	-	-
2017/2018	2	2,699	53.5%
2019/2020	2	2,637	35.6%
2021/2022	2	2,214	71.0%

## Commute Mode Share in Mountlake Terrace

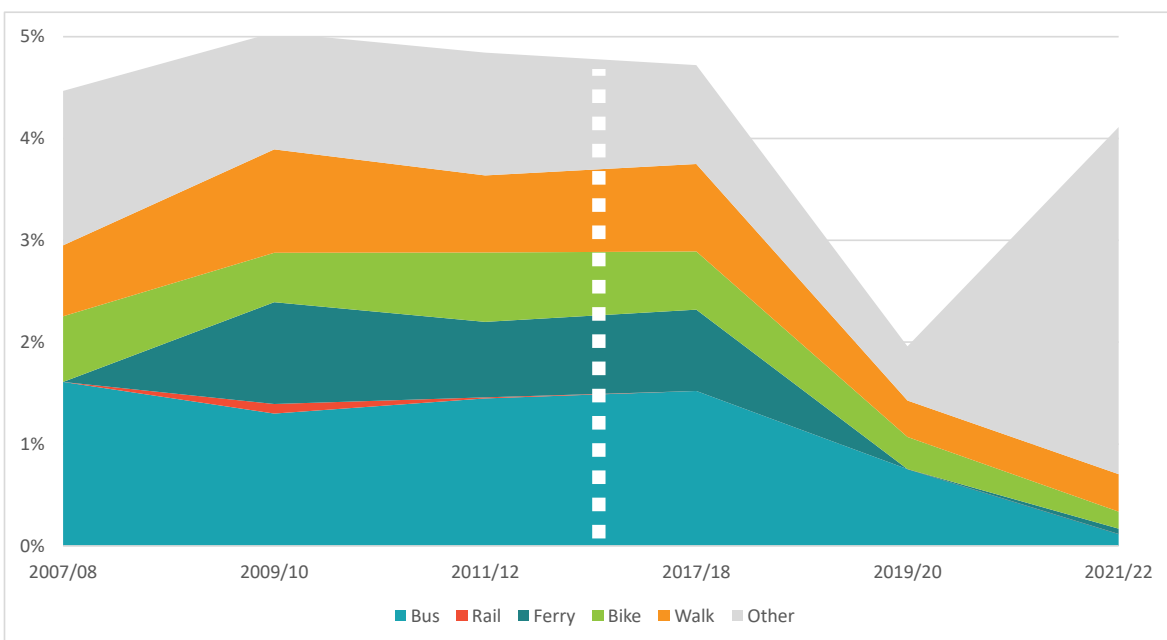
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Mountlake Terrace. The first chart looks at just driving and telecommuting relating trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 94.5% to 98% of all commute trips reported by the CTR surveys in Mountlake Terrace between 2007 and 2022.

Telecommuting has always been strong in Mountlake Terrace, ranging between 3.9% and 21.4% pre-pandemic. In 2019/2020, the rate increased 67.1% and then increased again to 76.0% in 2021/2022. Most of this rise in telecommuting came from drivers switching, but some of it is also from people who previously bussed, walked, or biked.



Prior to the pandemic, the reported commuting by walking, biking, and transit was consistently near 3% (excluding ferry travel). With the rise in telecommuting, these rates fell to 0.7% as of 2021/2022.

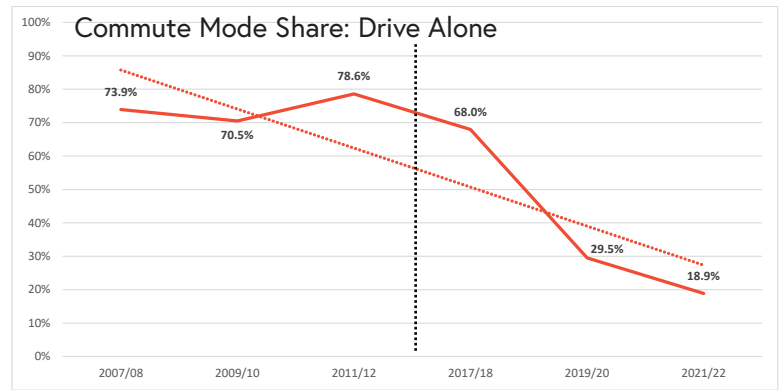


## Mountlake Terrace Trend Lines

During the 2013/2014 and 2015/2016 biennia, worksites in Mountlake Terrace reported through the RideShareOnline platform rather than the official CTR survey.

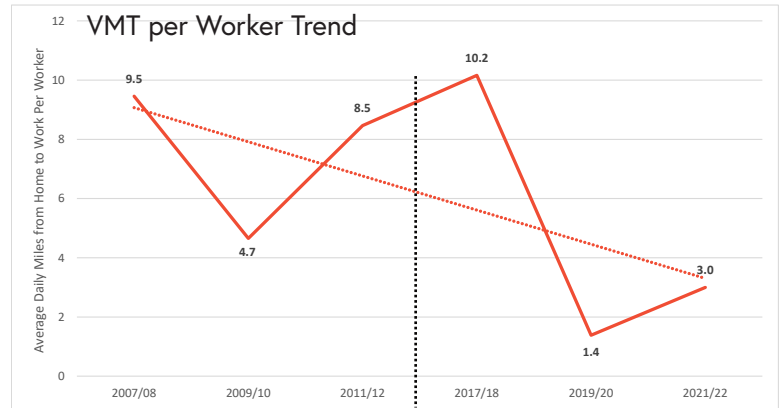
### Drive Alone Rate Trend

Mountlake Terrace's drive alone rate has trended downward from a high of 78.6% in 2011/2012 to 68.0% in 2017/2018. With the pandemic, the trend accelerated downhill to a low rate of 18.9% in 2021/2022.



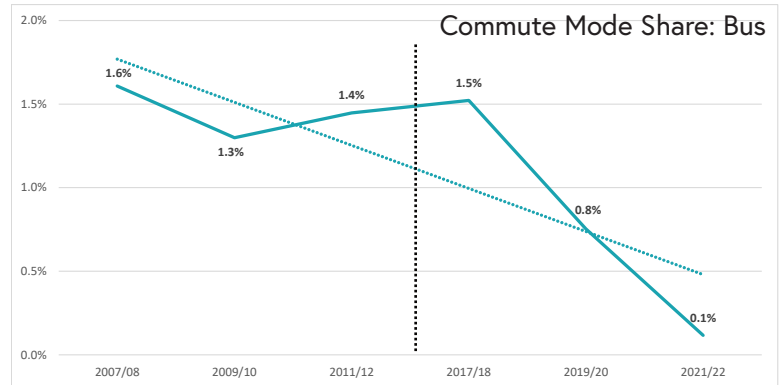
### VMT Trend

The average mileage by commuters driven from home to work has been inconsistent. With the substantial increase in telecommuting in the 2019/2020 and 2021/2022 biennia, it appears that more workers who have live farther out have chosen to work from home.



### Commute by Bus Trend

Prior to the pandemic, the percentage of workers who commuted by bus in Mountlake Terrace was consistently between 1.3% and 1.6%. The ridership has since dropped below 0.1%.

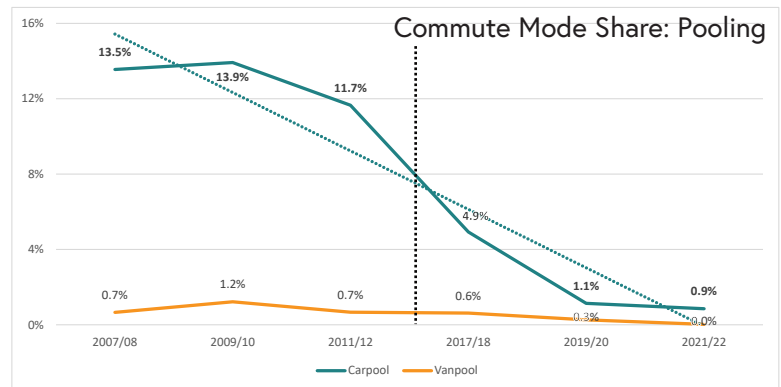


### Commute by Pooling Trend

When comparing all modes, carpool has been the second most used transportation option within Mountlake Terrace until telecommuting took over in 2019/2020.

From 2007 through 2012, more than 11% of workers at CTR-affected worksites reported carpooling.

However, reported carpooling dropped below 5% in 2017/2018.



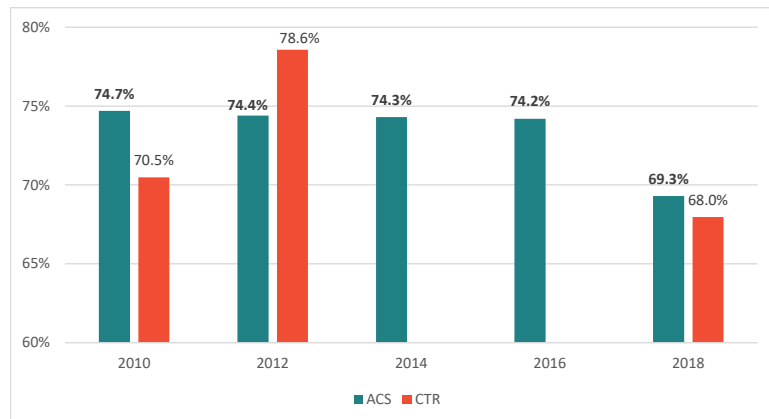


## Compared to ACS

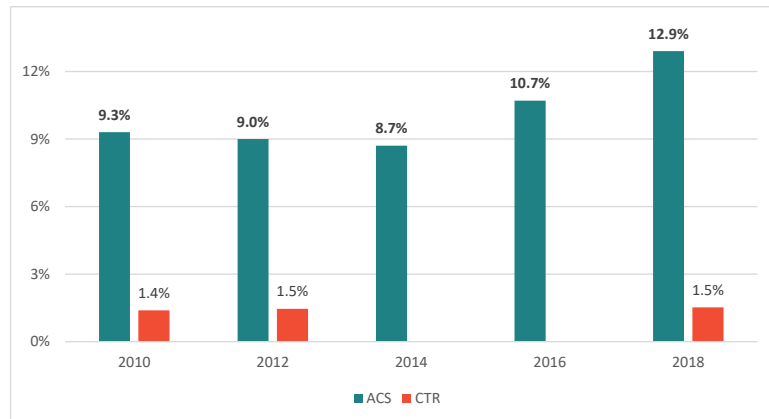
The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Mountlake Terrace as whole.

Due to the lack of data from CTR-affected worksites in the 2013/2014 and 2015/2016 biennia, any analysis of the compared data would be inconclusive.

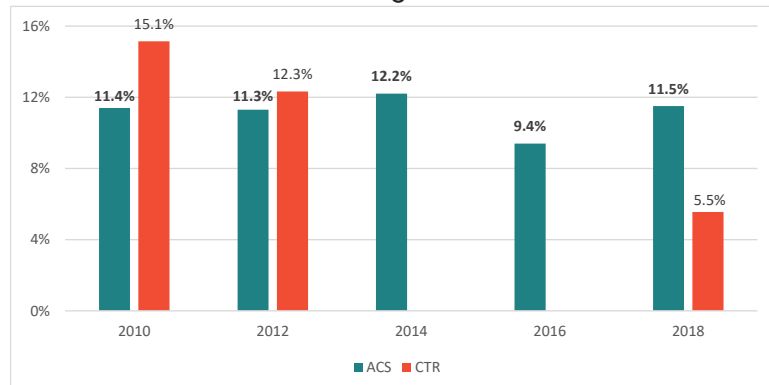
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



# Mukilteo

Mukilteo is located on Puget Sound, with South Everett to its east. The city is bisected by SR 525, also known as the Mukilteo Speedway, which connects the downtown ferry terminal to Harbour Pointe Blvd, SR 99, and I-5.

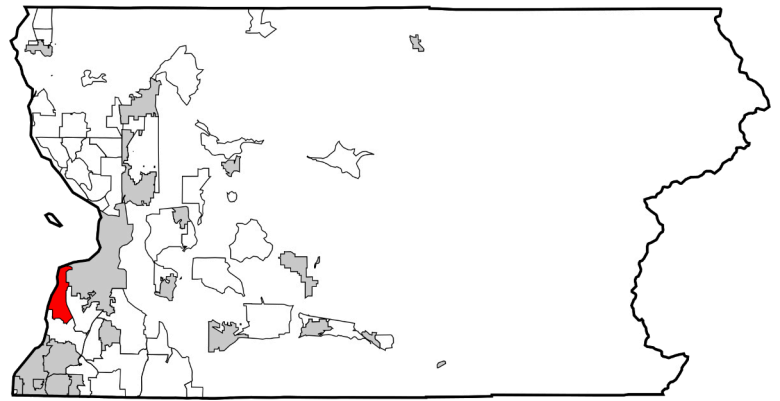
The city is served by four public transportation agencies. WSDOT operates ferry service between Mukilteo and Clinton on Whidbey Island. Sound Transit operates Sounder North, which connects Everett to Seattle commuters and has a stop in Mukilteo. Community Transit has six bus routes in Mukilteo and 15 bus stops. Everett Transit operates a single route within Mukilteo, offering a connection from the ferry terminal to Downtown Everett.

As of the 2020 Census, Mukilteo's population was 21,538 residents and 10,313 workers. Countywide policies target Mukilteo to grow to 24,616 residents and 12,671 workers by 2044.

Community Transit oversees CTR compliance of worksites in Mukilteo. From 2007 to 2020, five worksites in Mukilteo participated in the CTR program:

- City of Mukilteo
- HydraMaster
- Kaas Tailored, Inc.
- SYNRAD
- The Boeing Company (Harbour Pointe)
- Travis Industries, Inc.

Mukilteo's largest employer has been Boeing's Harbour Pointe facility, representing roughly half to two-thirds of all workers at CTR-affected worksites in the city. The Boeing facility used the RideShareOnline platform in 2015/2016 and did not administer the CTR survey 2019/2020 and 2021/2022.



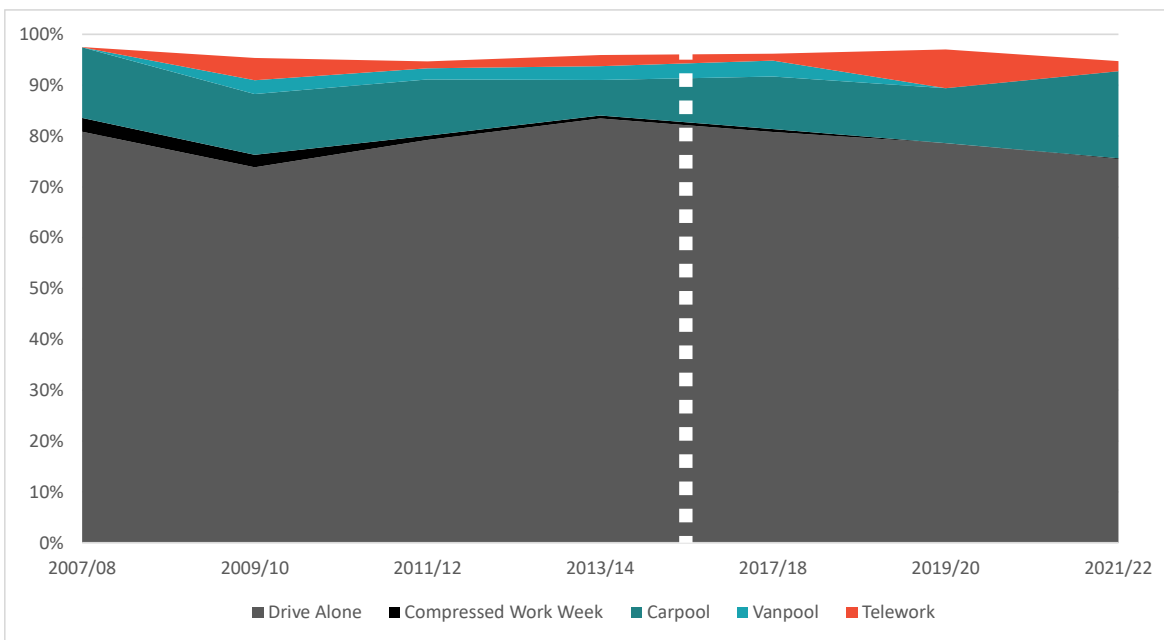
Years	Worksites	Total Employees	Response Rate
2007/2008	5	838	81.4%
2009/2010	5	1,210	67.3%
2011/2012	5	2,297	47.9%
2013/2014	1	1,494	57.5%
2015/2016	0	-	-
2017/2018	4	2,375	71.6%
2019/2020	3	761	31.0%
2021/2022	3	868	81.7%

## Commute Mode Share in Mukilteo

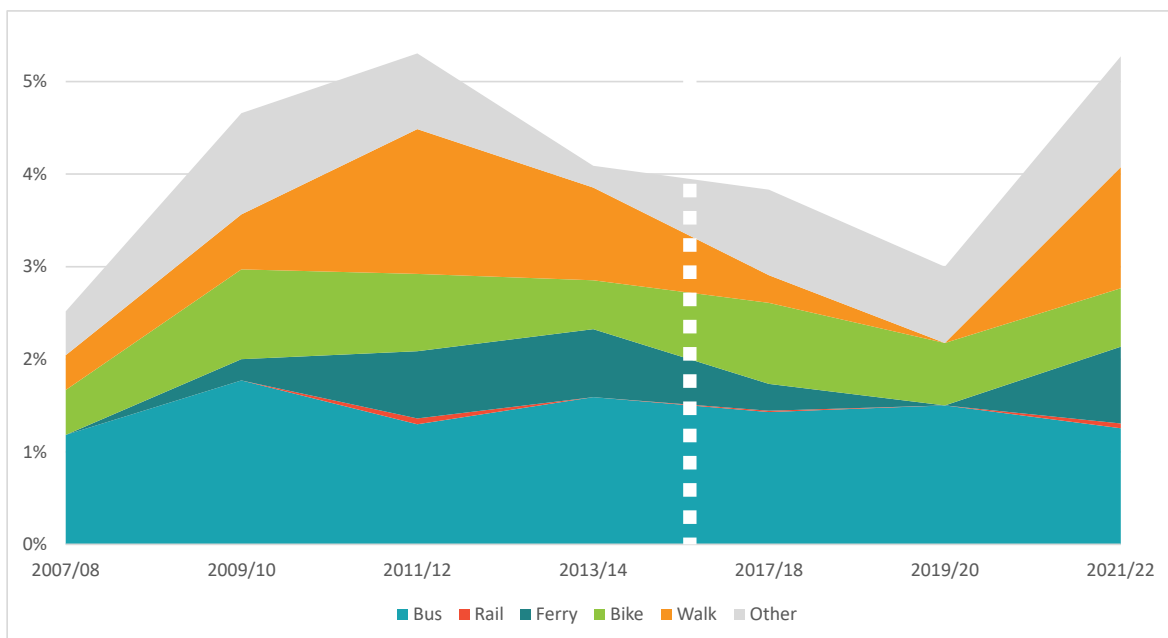
The following two charts illustrate the trends in commute mode share to CTR-affected sites in Mukilteo. The first chart looks at just driving and telecommuting relating trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 92.9% to 97.0% of all commute trips reported by the CTR surveys in Mukilteo between 2007 and 2022.

Compared to other cities, the telecommuting percentage did not substantially increase in 2019/2020, reaching only 7.6%. Mukilteo's largest employer did not report in 2019/2020 and 2021/2022, which may have been a factor.



In Mukilteo, commuting by transit (not including ferry trips), walking, and biking has been relatively flat, between 2.0% and 3.8% from 2009 to 2022.

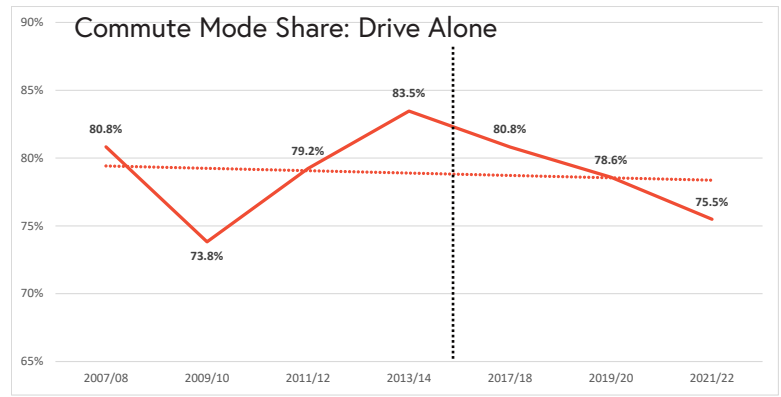


## Mukilteo Trend Lines

With the exception of one worksite in 2013/2014, worksites in Mountlake Terrace reported through the RideShareOnline platform rather than the official CTR survey for the 2013-2016 biennia. In addition, Mukilteo's largest employer, Boeing, did not administer the CTR survey 2019/2020 and 2021/2022.

### Drive Alone Rate Trend

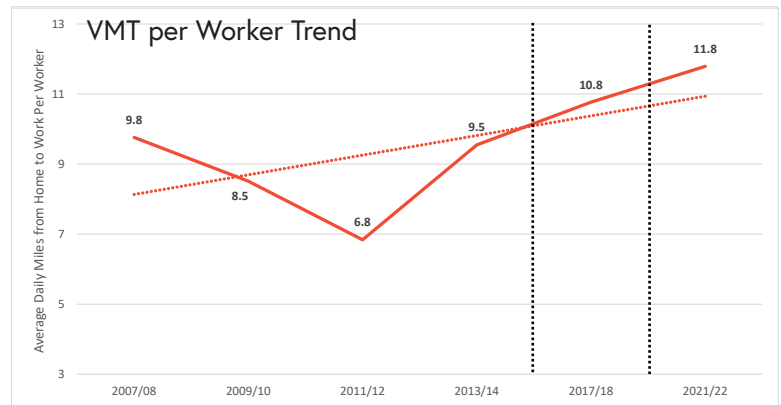
Mukilteo's drive alone rate has ranged between 73.8% and 83.5%.



### VMT Trend

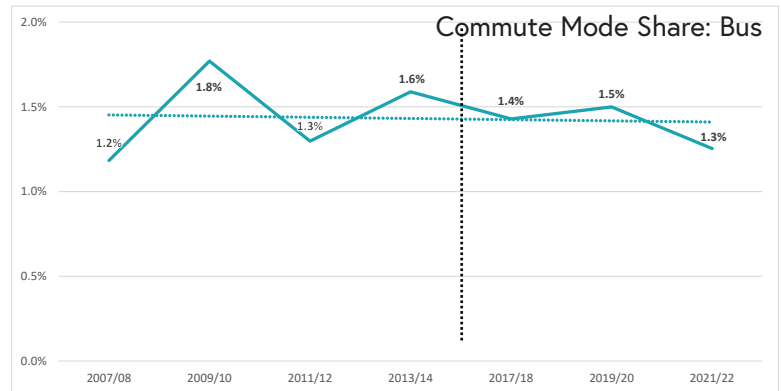
The average mileage by commuters driven from home to work has trended upward from 6.8 miles in 2011/2012 to 11.8 miles in 2021/2022.

Anomalous data from 2019/2020 is omitted from the chart.



### Commute by Bus Trend

The percentage of workers who commuted by bus in Mukilteo has hovered around 1.2 to 1.8%.

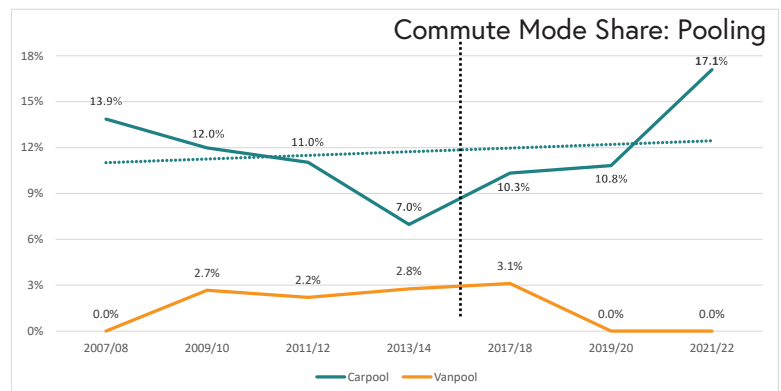


### Commute by Pooling Trend

When comparing all transportation modes, carpool has been the second most used transportation option within Mukilteo.

Carpooling steadily declined from a 13.9% in 2007/2008 to 7.0% in 2013/2014, and has since climbed to 17.1% in 2021/2023. However, without data from Mukilteo's largest employer for 2019/2020 and 2021/2022, it's difficult to know the veracity of this latest carpooling trend.

Relative to most other cities, Mukilteo has a higher vanpool rate, up to 3.1% in 2017/2018.



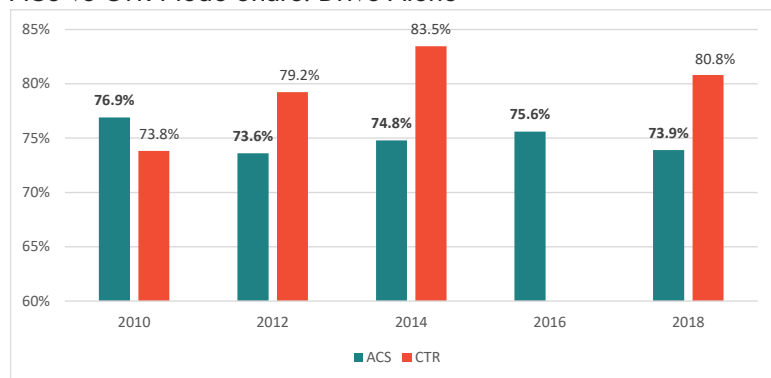
## Compared to ACS

The charts below compare the CTR survey results against the 5-year data from the ACS for the City of Mukilteo as whole.

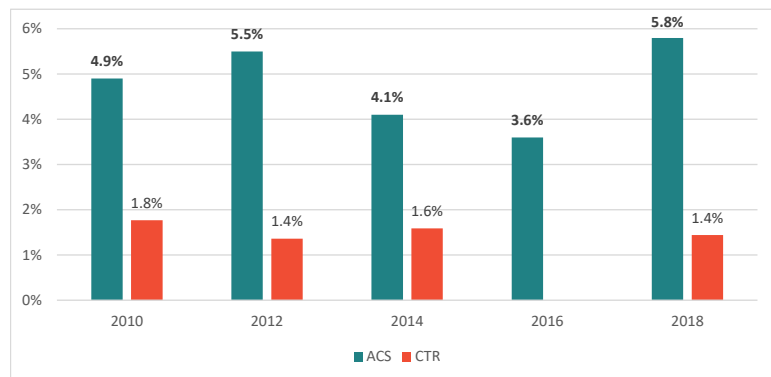
The drive alone rate at CTR-affected worksites has increased from 73.8% in 2007/2008 to over 80% in 2013/2014 and 2017/2018. Meanwhile, the ACS indicates that Mukilteo's drive alone rate for all workers has been between 74% and 77%.

The ACS also indicates that overall transit ridership has been higher among all Mukilteo workers than workers at CTR sites. Slightly more workers reported pooling within the CTR survey than the ACS.

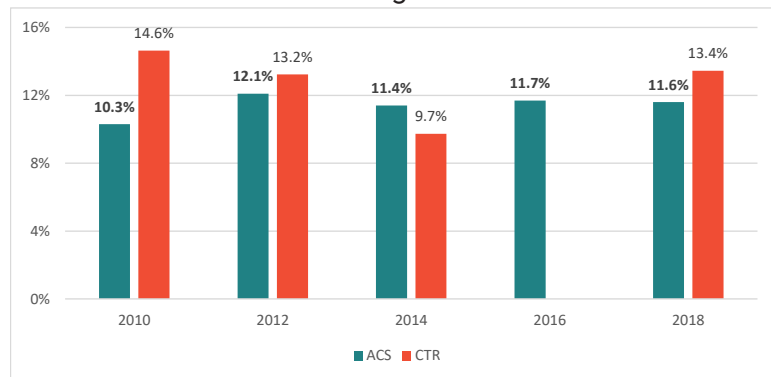
ACS vs CTR Mode Share: Drive Alone



ACS vs CTR Mode Share: Transit



ACS vs CTR Mode Share: Pooling



## Unincorporated Snohomish County

Several worksites are located in urbanized and industrial areas of unincorporated Snohomish County, areas that are outside of the 18 incorporated cities and 2 towns with their own local governments.

Because unincorporated areas are not centralized in one location in the county, many of the worksites surveyed in the CTR data are located in different parts of the county.

The following companies were surveyed:

- Alderwood Water & Wastewater District Admin. Building
- Alside Windows Company Northwest
- Aviation Technical Services
- B/E Aerospace
- BK Entertainment, Inc.
- Brightwater Treatment Plant
- Comcast Cable (multiple sites)
- Crane Aerospace & Electronics (formerly Eldec Corp.)
- Cypress Semiconductor / Infineon
- Honeywell / Alerton
- Korry Electronics
- Qualitel Corporation
- Partner Therapeutics (formerly Bayer Healthcare)
- Radia Imaging
- Reid Middleton, Inc.
- Snohomish County Cathcart Way Ops Center
- Swedish Medical Center - Mill Creek
- The Boeing Company: Everett Modification Center (45-344 Building)
- US Navy Family Support Complex

Not all sites completed surveys in all years. The following table shows the year-to-year total employees of the listed companies used within this report.

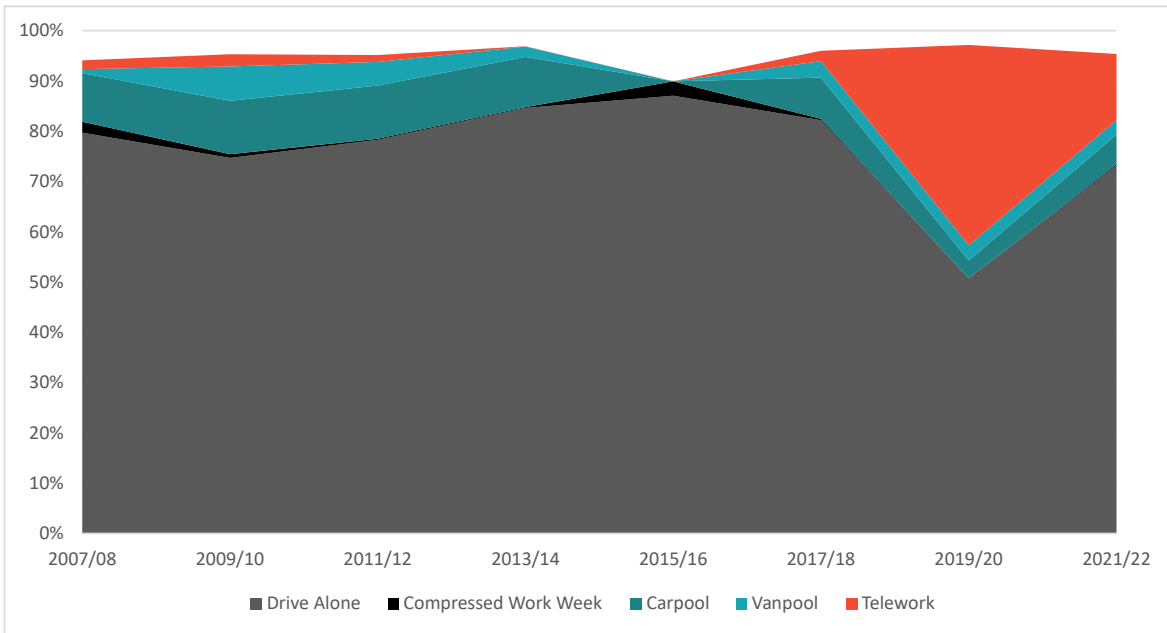
Years	Worksites	Total Employees	Response Rate
2007/2008	10	2,968	74.5%
2009/2010	13	4,352	70.6%
2011/2012	13	6,736	47.1%
2013/2014	3	1,577	55.6%
2015/2016	1	39	79.5%
2017/2018	13	6,211	56.8%
2019/2020	11	3,816	36.1%
2021/2022	8	2,305	85.5%

## Commute Mode Share in Unincorporated Snohomish County

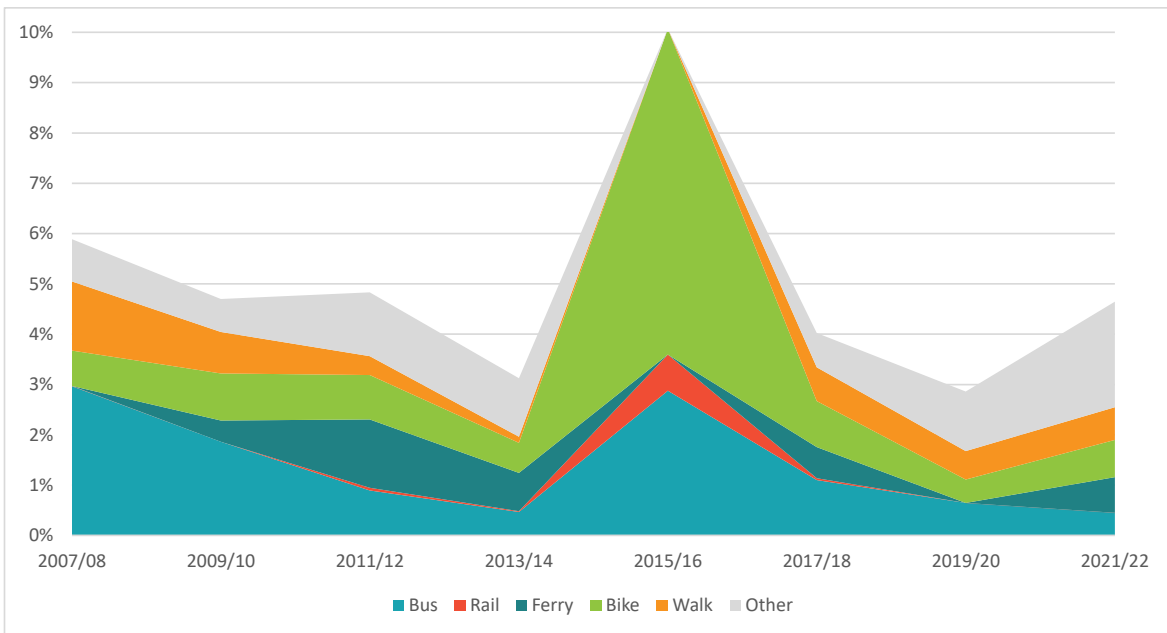
The following two charts illustrate the trends in commute mode share to CTR-affected sites in unincorporated Snohomish County. The first chart looks at just driving and telecommuting relating trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 91.6% to 96.9% of all commute trips reported by the CTR surveys between 2007 and 2022 in unincorporated areas.

Due to the pandemic, teleworking increased in 2019/2020 from 2.2% in the prior biennium to 39.8% within unincorporated Snohomish County.



Commuting by transit has decreased substantially while walking and biking have been relatively flat at worksites within unincorporated Snohomish County.

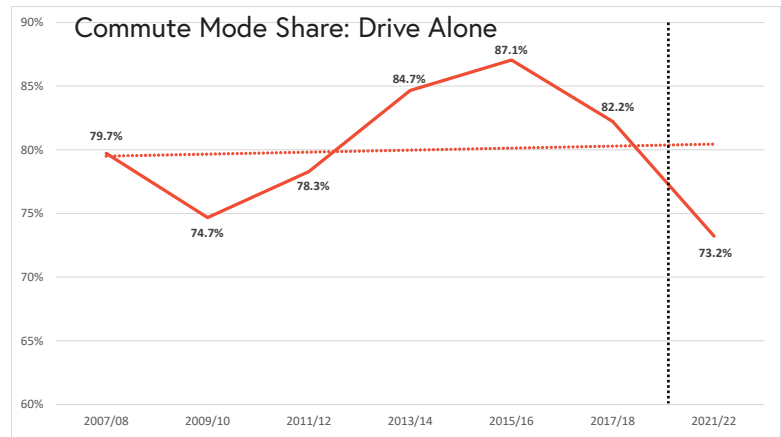


## Unincorporated Snohomish County Trend Lines

With the exception of a few worksites, worksites in unincorporated Snohomish County reported through the RideShareOnline platform rather than the official CTR survey for the 2013/2014 and 2015/2016 biennia. In addition, the largest worksite in unincorporated Snohomish County did not administer the CTR survey 2019/2020 and 2021/2022.

### Drive Alone Rate Trend

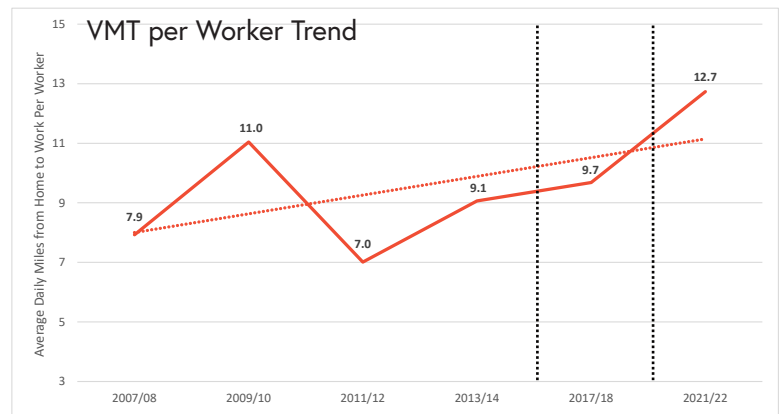
Prior to the pandemic, the drive alone rate at worksites within unincorporated Snohomish County increased from 74.7% in 2009/2010 to 82.2% in 2017/2018.



### VMT Trend

The average mileage by commuters driven from home to work has trended upward from 7.9% in 2007/2008 to 12.7% in 2021/2022.

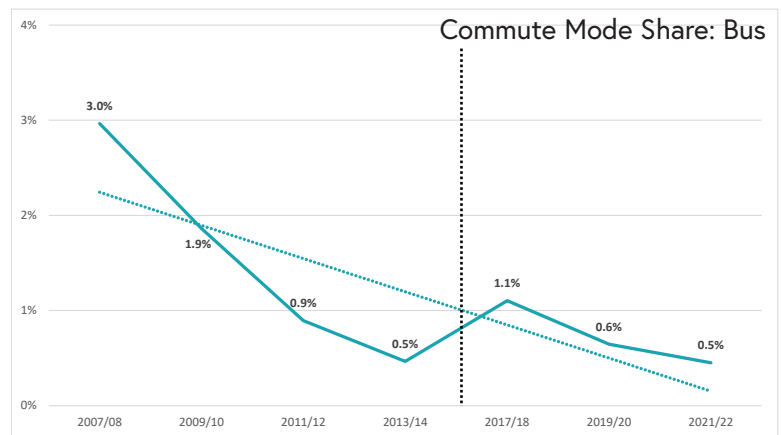
Anomalous data from 2015/2016 and 2019/2020 is omitted from the chart.



### Commute by Bus Trend

The percentage of workers who commuted by bus in unincorporated Snohomish County steadily decreased from 3.0% in 2007/2008 to 0.5% in 2015/2016. Although ridership ticked up in 2017/2018, the rate stands at 0.5% in 2021/2022.

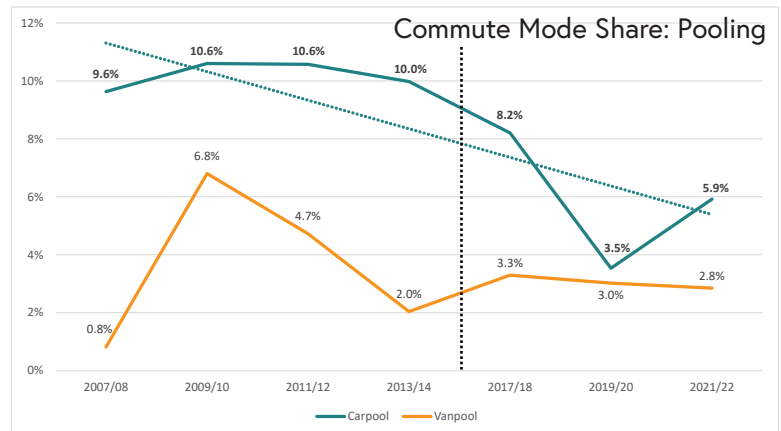
Anomalous data from 2015/2016 is omitted from the chart.



### Commute by Pooling Trend

Pre-pandemic, carpool had been the second most used transportation option at worksites within unincorporated Snohomish County, consistently representing 10% of trips. However, recent biennia indicate carpooling rates dropping off; it was 5.9% as of 2021/2022.

Vanpool reached a high of 6.8% in 2009/2010, but has since leveled off to be between 2.0% and 3.3% since 2013/2014.





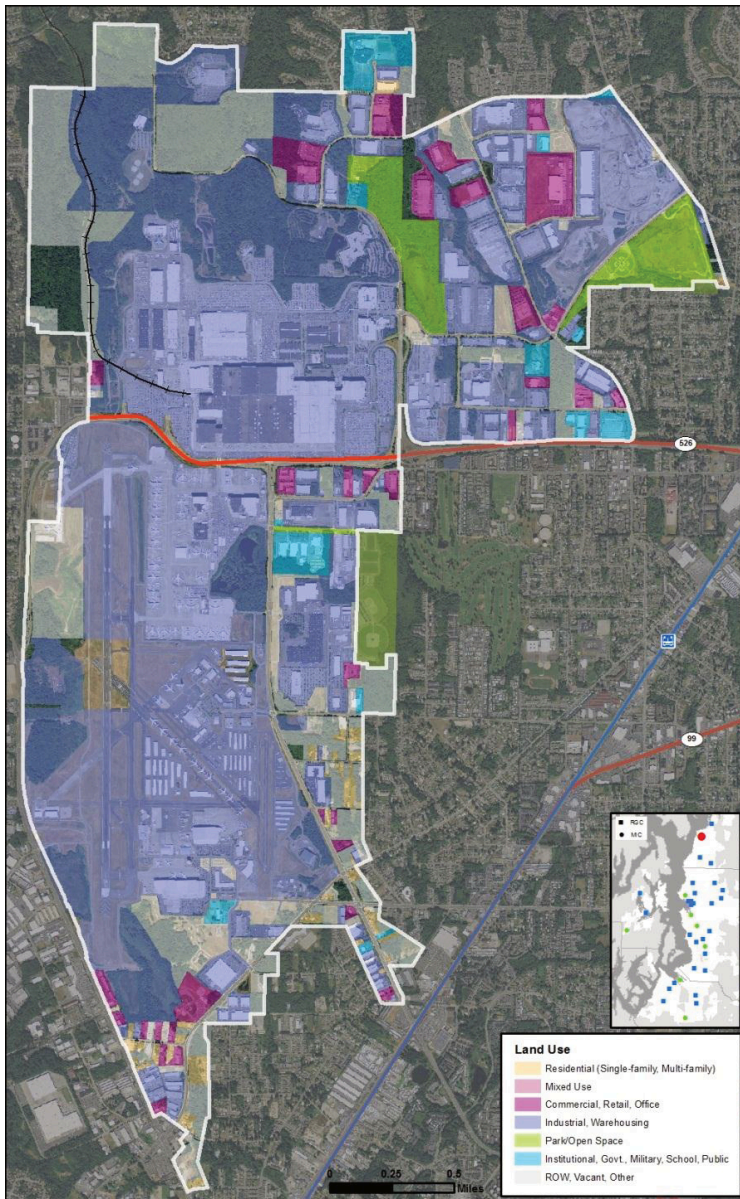


## Southwest Everett Industrial Center

The area of the Paine Field/Boeing Everett Manufacturing Industrial Center, as designated by the Puget Sound Regional Council, is roughly defined by Mukilteo Speedway (SR-525) to the west, Merrill Creek Parkway to the north, and Beverly Park Road to the south, and Kasch Park to the east.

Aviation is the central focus of the development and activities taking place in this area. It encompasses a range of aviation-related endeavors such as aircraft production, maintenance, testing, flight training, as well as business and corporate aviation, and military aviation operations. Notably, the area includes Paine Field and the Boeing Company facilities.

Most of the MIC is within the City of Everett, with the southern portion in Mukilteo and unincorporated Snohomish County. Within the City of Everett, Everett Transit oversees the CTR compliance, and Community Transit oversees CTR compliance in the other areas.



The following worksites within this area completed CTR survey results; not all sites completed surveys in all years.

- Achilles USA
- Agilent Technologies
- Applied Technical Services Corp.
- Aramark Uniform Service
- Avtech-Tyee, Inc. (Aviation Technical Services)
- Collins Aerospace (formerly B/E Aerospace)
- Comcast Cable - Hardeson
- Community Transit - Merrill Creek
- Contour Aerospace
- Electric Mirror
- Fluke Mfg Co. - Main
- Honeywell / Alerton
- Intermec - Paine Field area
- Jamco America
- Korry Electronics
- Qualitel Corporation
- Randy's Ring & Pinion
- SNBL USA Inc.
- Snohomish Co. PUD #1 - Paine Field
- StockPot
- The Boeing Company (multiple sites)
- Zumiez Inc

The following table shows the year-to-year total employees of the listed companies used within this report.

Years	# of Worksites	Total Employees	Response Rate
2007/2008	18	28,382	70.3%
2009/2010	16	34,184	50.0%
2011/2012	17	45,929	30.8%
2013/2014	10	39,438	56.2%
2015/2016	8	34,621	60.4%
2017/2018	15	35,265	53.9%
2019/2020	4	1,753	38.0%
2021/2022	7	2,697	47.6%

Among this companies listed, 30 percent of the time they failed to conduct any survey. When a company does not conduct a survey, their employee total and response rate are not calculated. As a result, the total number of employees is under-counted and the response rate is significantly overstated.

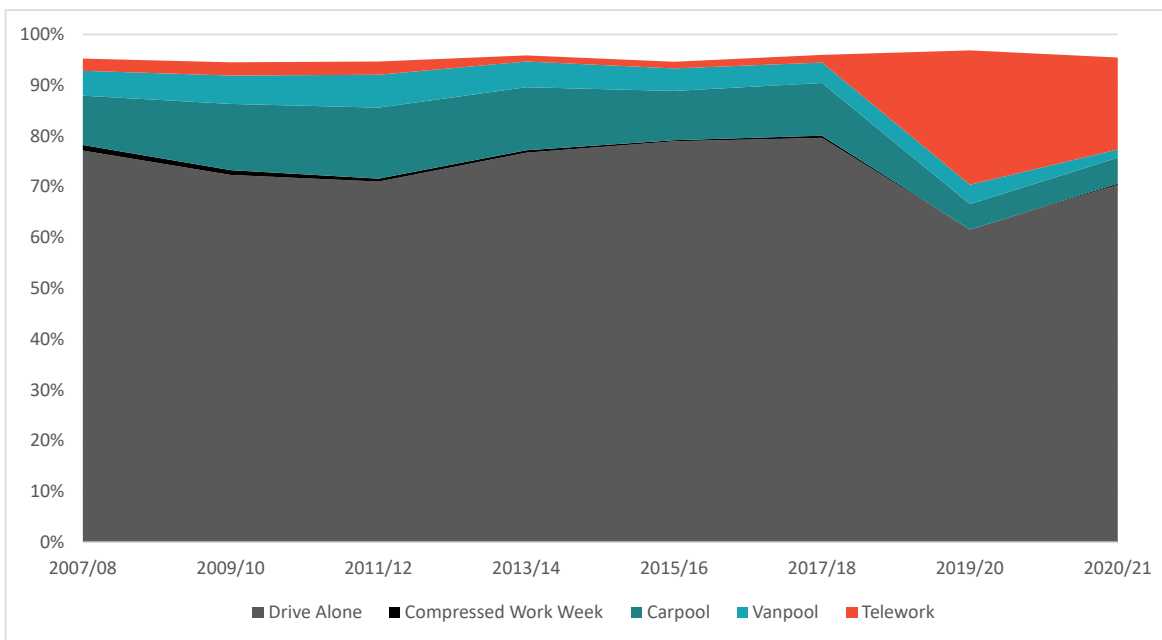
Boeing's CTR survey results have significant impact on the overall results. Boeing worksites represent 80 to 94 percent of total employees in the area, depending on the year. However, Boeing used the RideShareOnline platform for two of its four sites in 2015/2016 and it did not administer the CTR survey 2019/2020 and 2021/2022.

## Commute Mode Share in the SW Everett Industrial Center

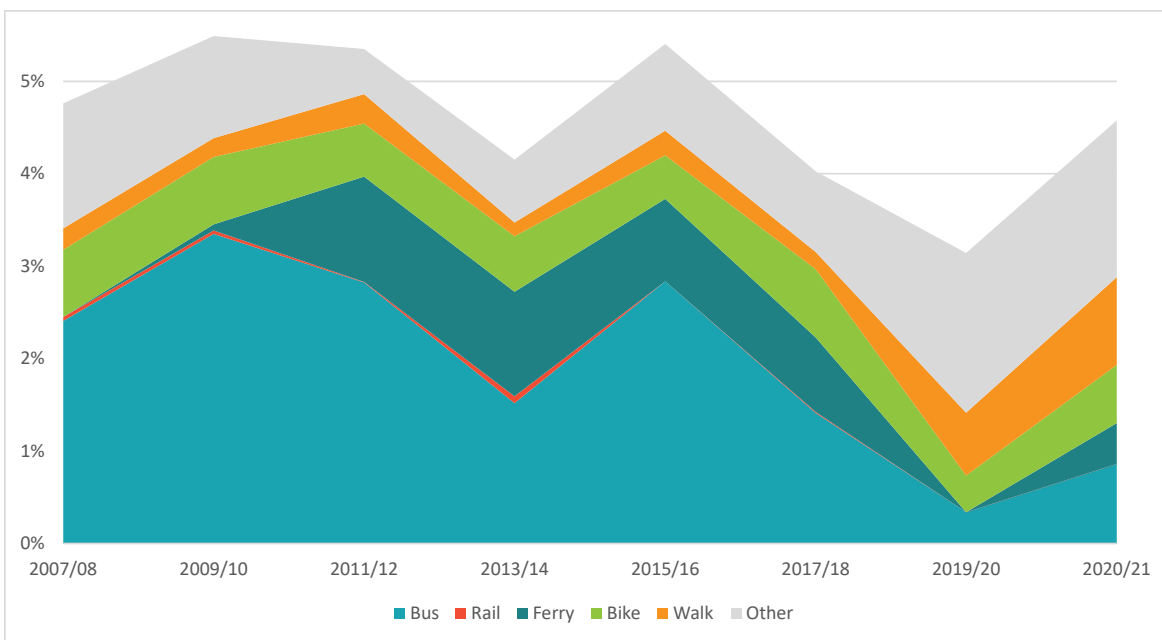
The following two charts illustrate the trends in commute mode share to the Southwest Everett Industrial Center. The first chart looks at just driving and telecommuting related trends, while the second chart looks at transit, bicycling, and walking trends.

As shown by the first chart, driving, pooling, and teleworking options account for 93.6% to 96.9% of all commute trips reported by the CTR surveys between 2007 and 2022 in the Southwest Everett Industrial Center.

Due to the pandemic, teleworking increased in 2019/2020 from 1.5% in the prior biennium to 26.5%.



Commuting by transit (not including ferry trips), walking, and biking has dropped significantly from 2011/2012 to 2019/2020 in the Southwest Everett Industrial Center from 3.4% to 0.3%, and partially rebounded to 0.9% in 2021/2022.



# Southwest Everett Industrial Center Trend Lines



## Drive Alone and VMT Trends

Within the Southwest Everett Industrial Center, the drive alone rate increased from a low of 71% in 2011-2012 to nearly 80% in 2017/2018. However, the average driving distance from home to work has been relatively flat at 15 to 16 miles.

## Commute by Bus Trend

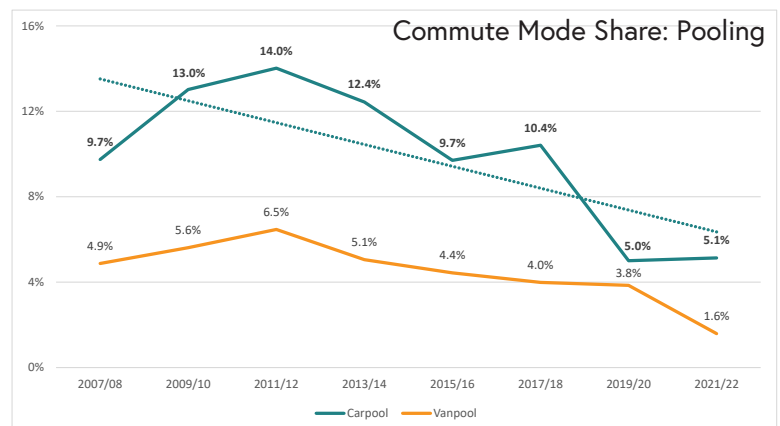
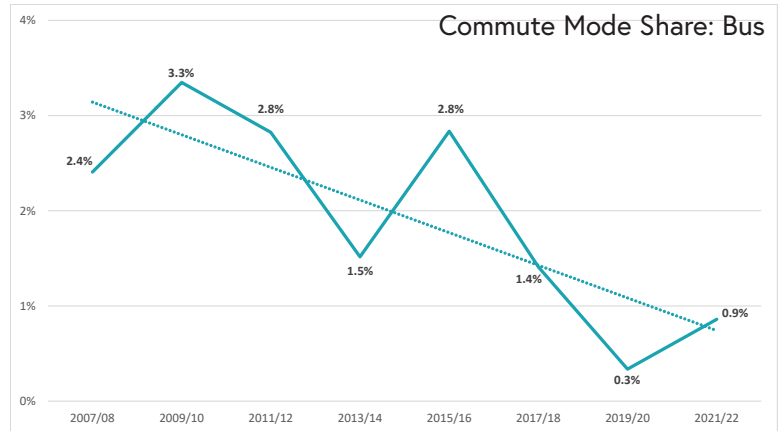
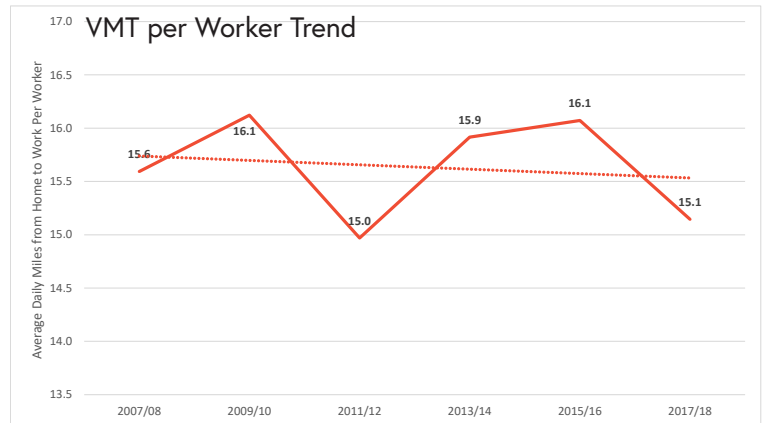
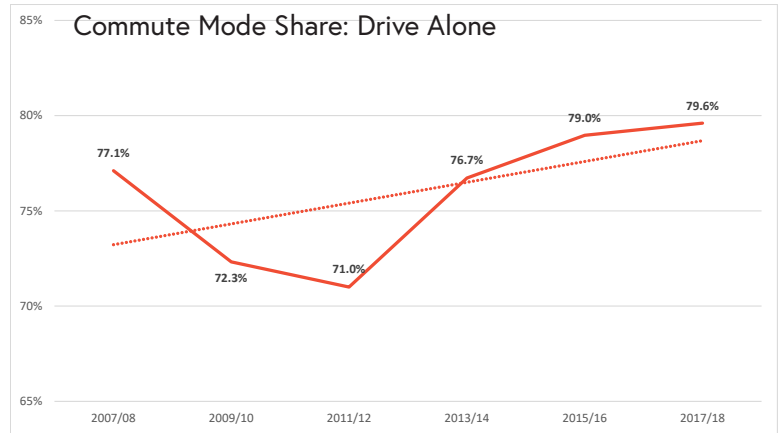
Both the percentage and number of workers who ride the bus to work within the Southwest Everett Industrial Center has declined since the 2009/2010 CTR survey.

This decline may be surprising considering improvements to transit, such as the *Swift Blue* line that began service along Highway 99 from Shoreline to Everett in November 2019.

However, the CTR survey results do not fully capture the potential benefits of more recent transit improvements, such as the *Swift Green* line that opened in 2019. The Green line terminates at the new Seaway Transit Center, which acts as a hub for nine bus routes. Seaway Transit Center is directly across from Boeing Headquarters along Airport Road. Boeing provides an internal shuttle service that takes commuters to their worksites within the Boeing campus. However, Boeing has not administered the CTR survey in 2019/2020 or 2021/2022.

## Commute by Pooling Trend

Carpool and vanpool are the second most used options for employees within the Southwest Everett Industrial Center. However, the share of workers who carpool or vanpool has been declining from a combined percentage of 20.5% in 2011/2012 to 6.7% in 2021/2022.



## Southwest Everett Industrial Center Summary & Commentary

The drive alone rate reached its lowest points in 2011/2012, while carpooling, vanpooling, riding transit, and walking+biking reached their zenith.

Future CTR surveys will be instructive to understand whether the pre-pandemic trends will continue post-pandemic, especially once Boeing starts administering the survey. As the economy recovers, some workers who have telecommuted are likely to return to worksites. When they do, they may find the *Swift* Green line and Seaway Transit Center to be a marked improvement to their transit options and shift their travel behavior.

Community Transit also plans to open a new *Swift* Silver line that will connect Seaway Transit Center with Mill Creek via SR526 and then out to Cathcart. The Silver line will likely be completed in 2030 or later. The Silver line could help shift more workers towards transit, especially Boeing workers.

In addition, Sound Transit is currently planning the Everett Link light rail project, with a target opening date of 2037 to the Southwest Everett Industrial Center. Initial ST3 ridership analysis indicated that the new light rail station in the Southwest Everett Industrial Center, when the line is fully completed to Downtown Everett, will have 1,900 boardings per day.

On the other hand, the commute share by transit has never exceeded 3.4% (approx. 1,157 workers), and almost all of these workers were Boeing employees. Boeing operates a free shuttle for workers to get them from transit stops to their on-campus facilities and despite this, Boeing's transit ridership has never exceeded 3.7%.

By itself, the future Everett Link station in the Southwest Everett Industrial Center will not likely substantially change these numbers. Many of the projected 1,900 riders will likely be existing bus commuters, especially the Green line and future Silver line.

To reach state and local greenhouse gas reduction goals, substantial shifts in mode share will be necessary. As one of Snohomish County's largest employment centers, the Southwest Everett Industrial Center will need to play a key part in this shift. But a tripling of transit usage to 10% commute mode share feels like a herculean task, and yet the drive alone rate would likely still be above 60%.

The difficulty of this shift is compounded by the land use and roadway patterns of the Southwest Everett Industrial Center. The worksites are ensconced within large acreages, surrounded by seas of free-to-park parking lots. With many workers living more than 15 miles from their worksites in other suburban and rural communities, it's easy to understand why driving is the easiest and best option for many workers.

For most people living 15 miles out, riding transit would mean driving to a park & ride and possibly making multiple transfers. Carpooling and vanpooling could be a viable

option for some, and the area does have the highest pooling rates in the county. But pooling is likely hindered when workers live in more rural areas where there are fewer people and they live farther apart.

For those who live closer to work, walking and biking are simply impractical for many people due to the safety concerns of the arterial streets.

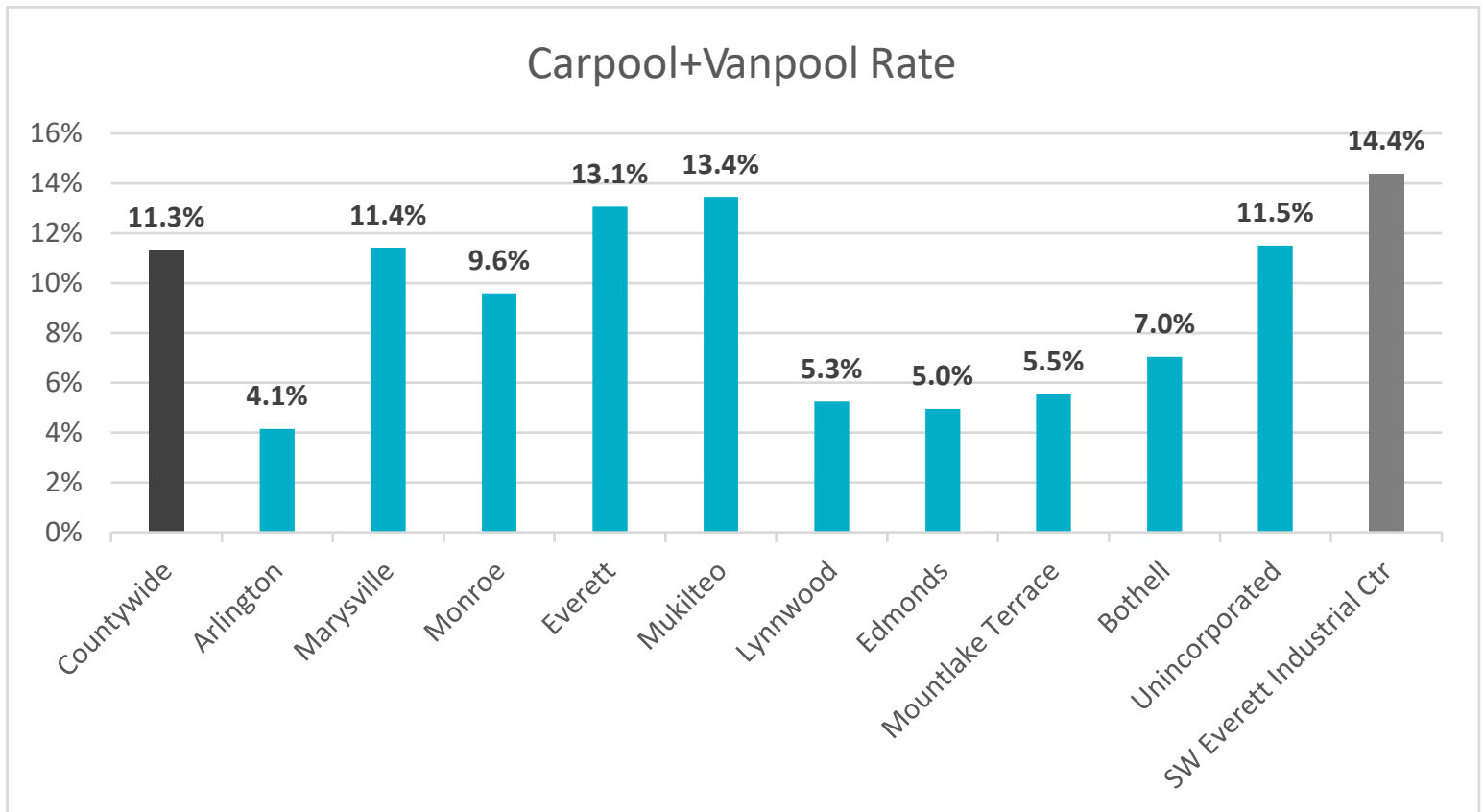
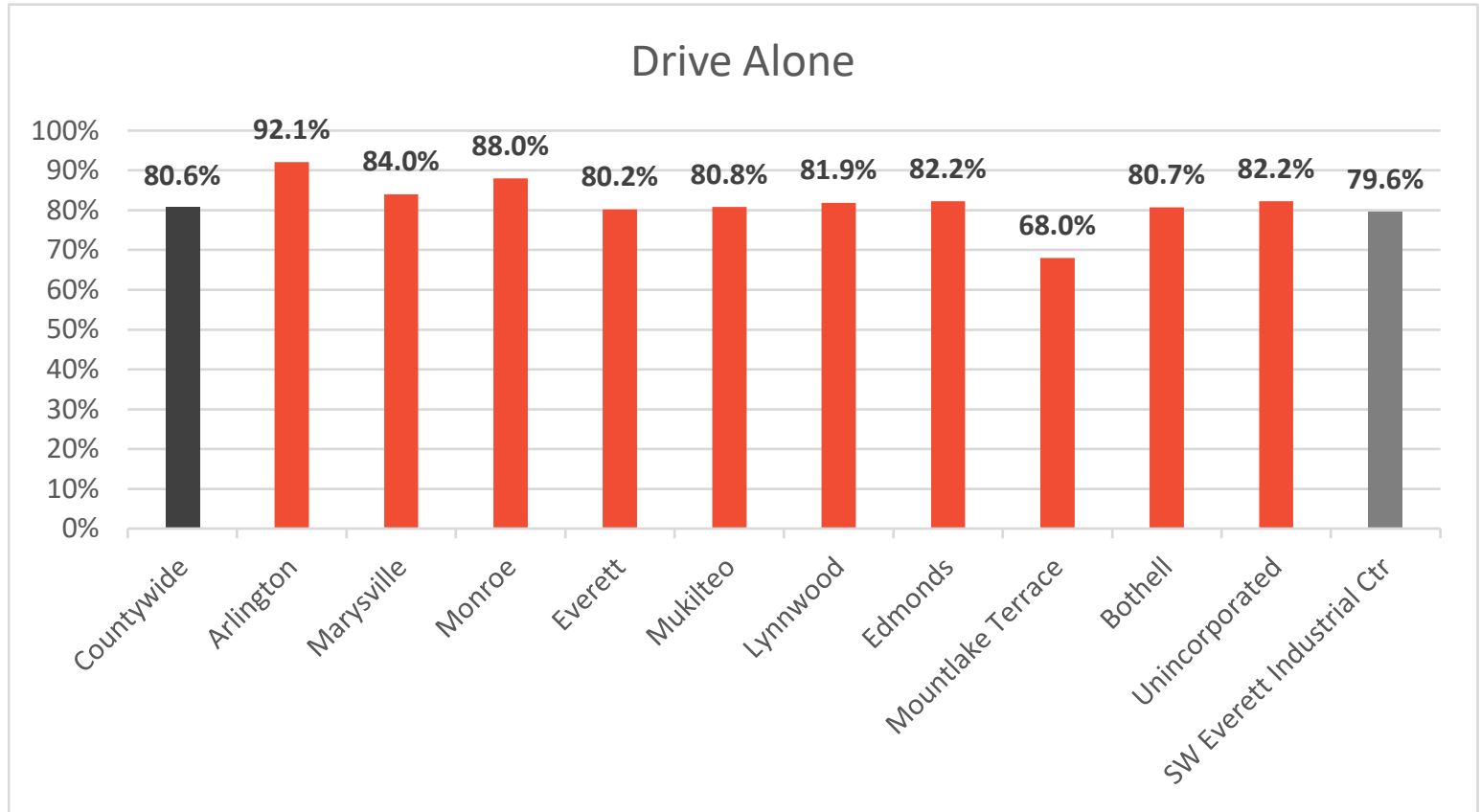
Given that the Southwest Everett Industrial Center's land use and roadway patterns significantly favor driving, investing billions in transit infrastructure may never cause major modal shifts.

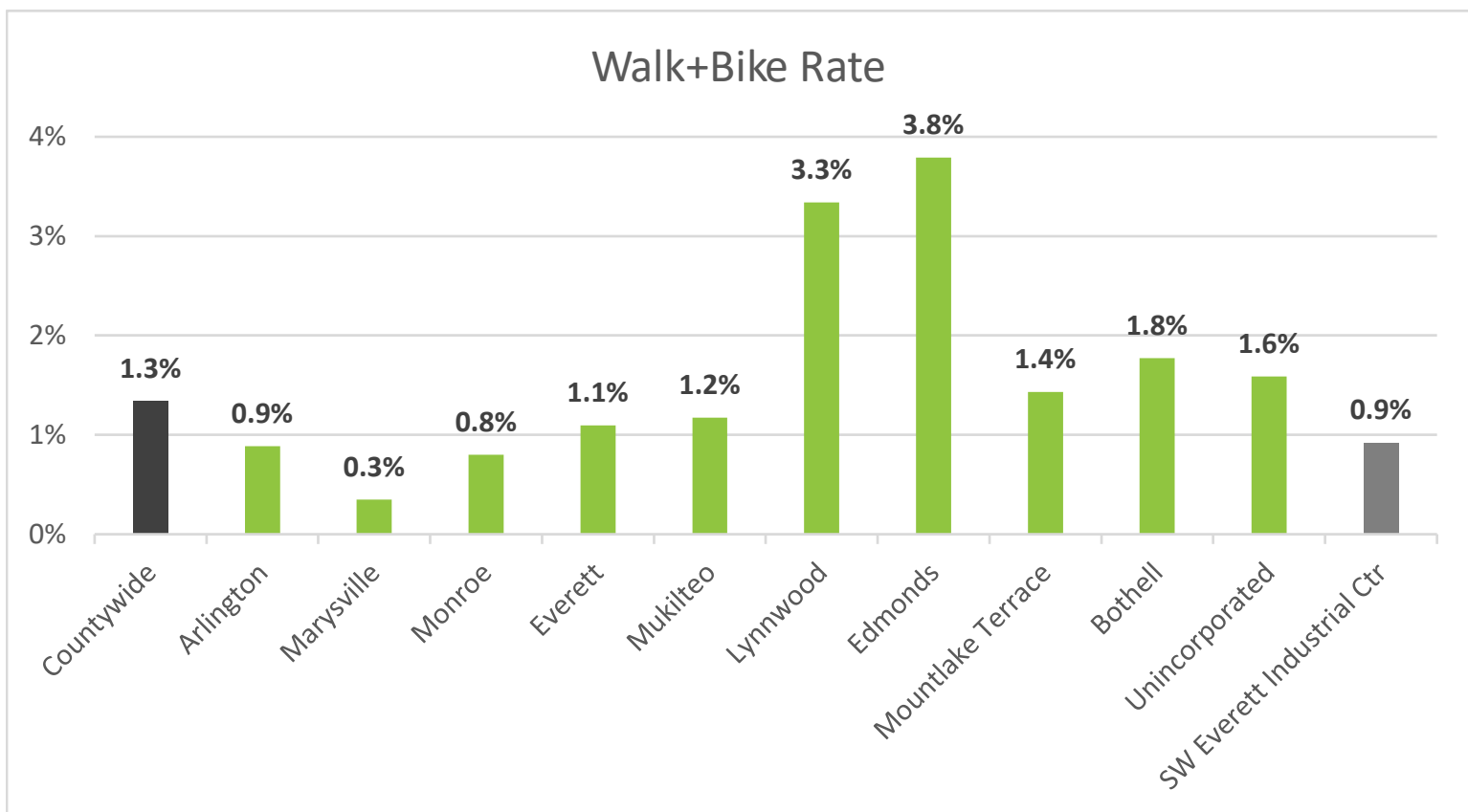
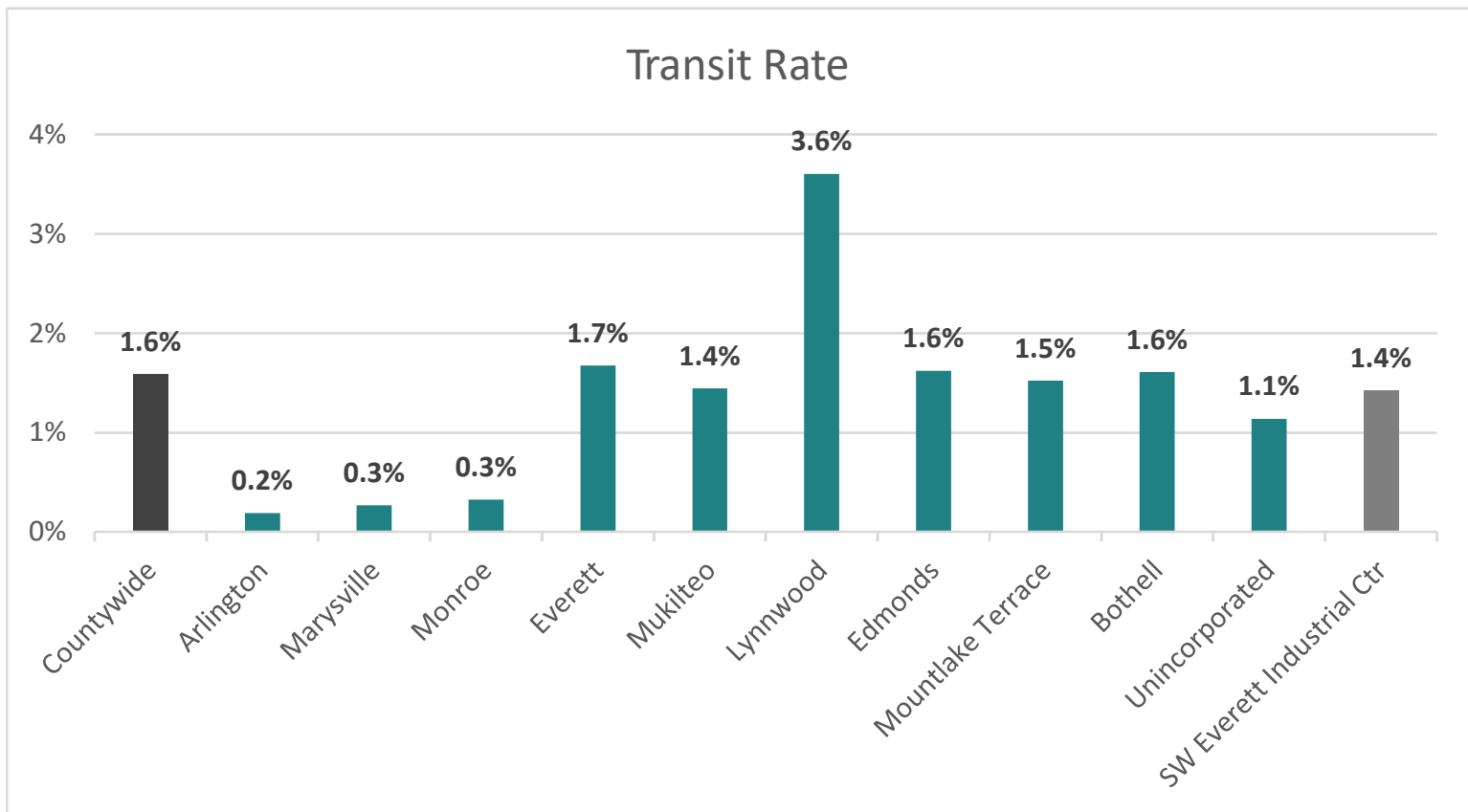
The focus should be on relatively low cost solutions. Beyond those recommendations listed at the end of this report, we offer the following recommendations specific to the Southwest Everett Industrial Center:

- Improving carsharing and vanpooling options, including better marketing of the programs.
- Improving the speed, frequency, and connections of the bus network such that transit becomes more time-competitive with driving.
- Expanding or adding new worker shuttle services across multiple worksites within the Southwest Everett Industrial Center.
- Implementing a "parking cash-out" whereby workers receive a payment for not driving and parking at work. Alternatively, workers could be required to pay for parking.
- Providing employees with free bus passes.
- Improving bikeways and sidewalks within the Southwest Everett Industrial Center and beyond so more people are safe and feel comfortable riding and walking to work.
- Providing employee benefits for workers to buy and maintain electric bicycles, making longer commute distances more attainable.
- Avoiding investments in new highway infrastructure that continue to make driving alone the most convenient commute option.
- Encouraging new workers to live closer to work, such as within the City of Everett and along the future light rail line.

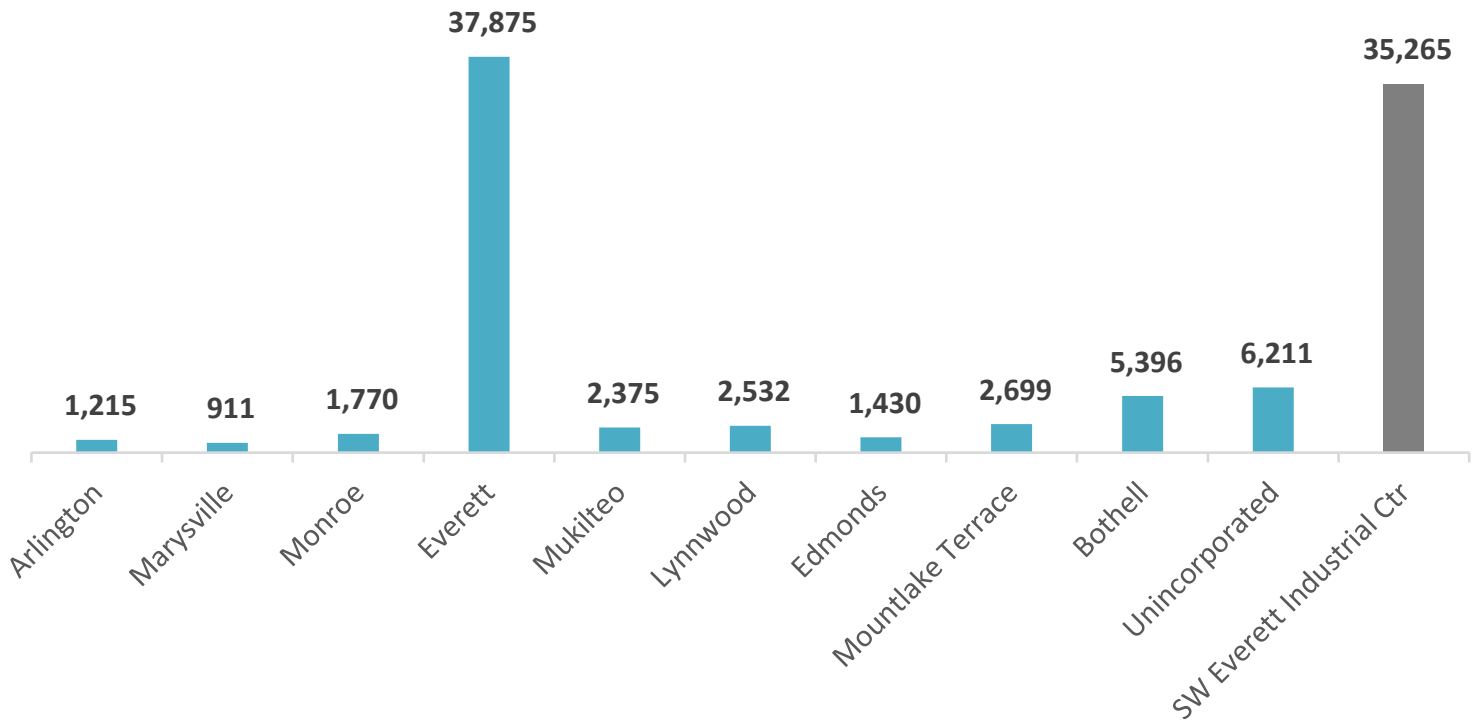
## 2017/2018 Comparison Charts

The following charts are provided as a comparison of CTR results among cities for the 2017/2018 biennium.

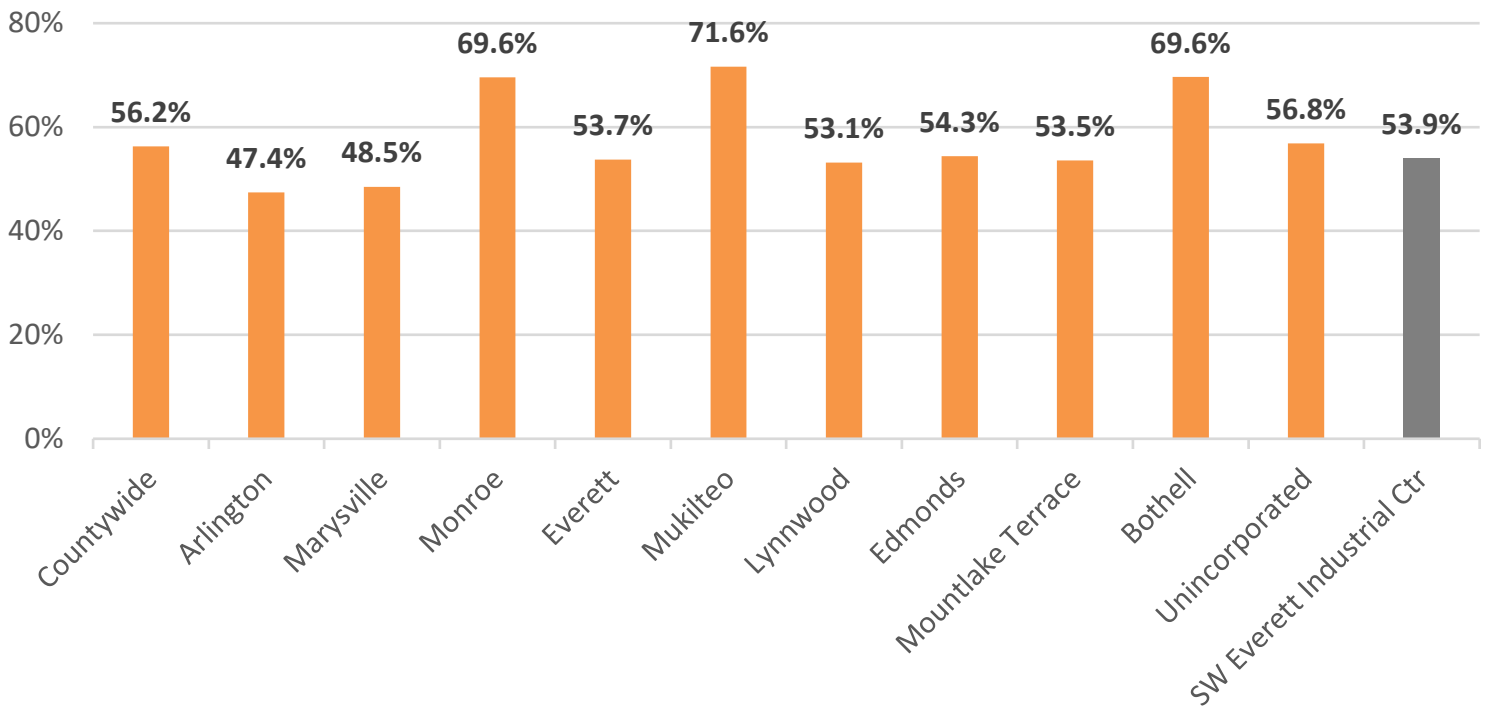




## Employees

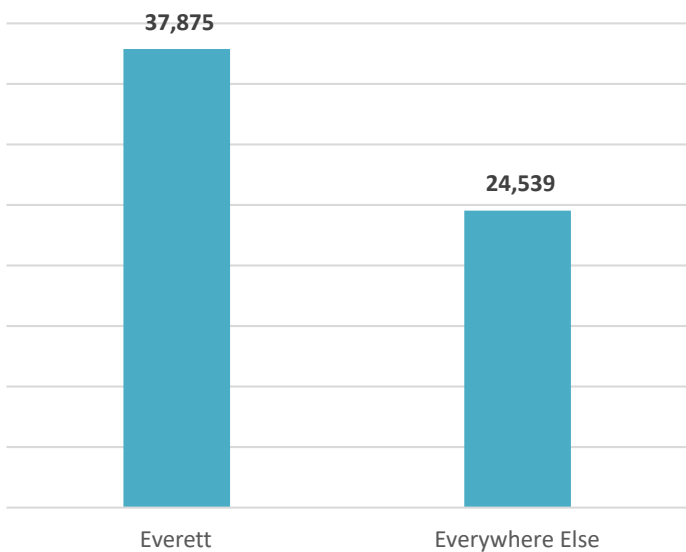


## Response Rate



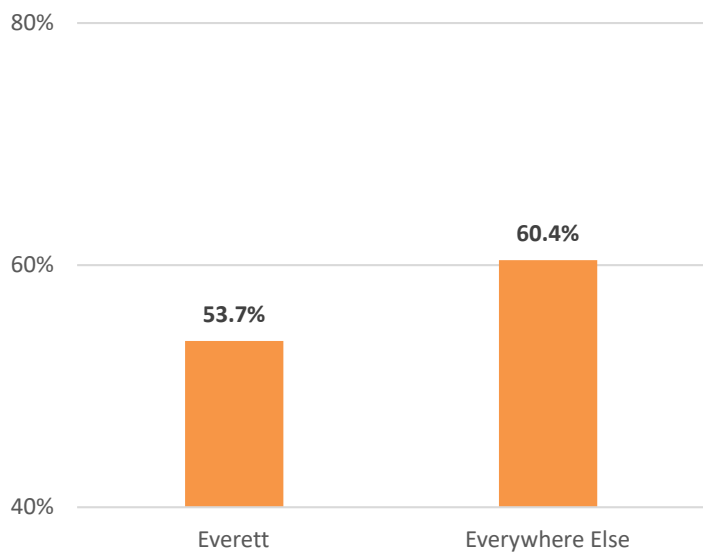


### Employees



All graphs in this section are based on data for the 2017/2018 biennium, as reported in the CTR survey results

### Response Rate



## Final Recommendations

In many Snohomish County cities, it appears that performance to reduce single-occupancy vehicle driving at major employers is lagging behind the overall mode share trends for all commuters.

While the CTR and ACS surveys have different methodologies, it is reasonable to expect that the countywide results would be similar, and that the trend lines would be headed in the same direction. It would also be reasonable to expect that the good faith efforts of CTR program administrators and major employers would result in better results at CTR-affected sites. However, that is generally not the case.

Reasons for why CTR-affected worksites might lag behind the broader commute patterns reflected in the ACS might include:

- **Insufficient staffing.** The transit agencies that oversee CTR programs may lack enough personnel to support worksites in implementing CTR programs.
- **Insufficient resources.** The transit agencies and worksites may need to dedicate more resources to programming and incentives that will encourage workers to not drive.
- **Insufficient accountability.** Without any fear that jurisdictions will penalize employers for failure to comply with the CTR law, the employers may be insufficiently motivated to conduct surveys, create CTR plans, and provide CTR programs and services to their employees.
- **Size discrepancy.** CTR worksites are by their nature larger than non-CTR sites. As a result, their facilities are more likely to be located on larger lots farther away from dense urban centers, surrounded by free parking. In addition, larger companies have yielded more political power to shape transportation infrastructure to their benefit, increasing roadway capacity to their facilities. As a result, it's only natural that workers at large companies would tend to drive more than workers at small companies.
- **Suburban built environment.** The land use patterns and transportation systems of Snohomish County may be designed to favor driving to such a strong degree that CTR strategies are ineffective.

## Overall Recommendations

- Focus on renewing worksites and identifying new worksites to participate in the CTR program.
- Work with human resource departments to prioritize new hires for trip planning and choosing to live near work and along high-capacity transit routes.
- Implement a "parking cash-out" to pay workers for not driving to work. Alternatively, require workers to pay for parking.
- Provide employee benefits for workers to buy and maintain electric bicycles, making longer commute by bike distances more attainable for more people.
- Avoid investments in new highway infrastructure that continue to make driving alone the most convenient commute option.
- Continue to improve transit services with a grid-based network of frequent, fast buses.
- Improve coordination between King County Metro and Community Transit to ensure adequate coverage, especially in Bothell.
- Explore microtransit options where fixed route service is impracticable.
- Expand or add new worker shuttle services across multiple worksites within the Southwest Everett Industrial Center and Bothell's Canyon Park district.
- Capitalize on the opening of Lynnwood Link in 2024 by improving transit services with a grid-based network of frequent, fast buses.
- Avoid investments in new highway infrastructure that continue to make driving alone the most convenient commute option.
- Focus on reducing drive alone rates within the Southwest Everett Industrial Center, especially at Boeing, where there is the most workers.
- Improve marketing of carpool and vanshare options. Encourage employers to cover the complete cost of vanshare.
- Provide employees with free bus passes.
- Provide employee benefits for workers to buy and maintain electric bicycles, making longer commute by bike distances more attainable for more people.
- Ensure all worksites are easy and comfortable to get to by bike.
- Ensure worksites have sufficient amenities to keep bikes parked, dry, and safe, and for riders to change clothes and shower.



