

# 16810 - Deviated Fixed Route from Darrington to Smokey Point

## Application Details

**Funding Opportunity:** 15642-2023-2025 Consolidated Grant Program - Operating  
**Funding Opportunity Due Date:** Oct 27, 2022 3:01 PM  
**Program Area:** Consolidated Grant Program  
**Status:** Editing  
**Stage:** Final Application

**Initial Submit Date:**  
**Initially Submitted By:**  
**Last Submit Date:**  
**Last Submitted By:**

## Contact Information

### Primary Contact Information

**Name:** Salutation **Stephanie M** **Vonnahme**  
First Name Middle Name Last Name  
**Title:** Grants Manager  
**Email\*:** [svonnahme@homage.org](mailto:svonnahme@homage.org)  
**Address\*:** 5026 196th St. SW  
  
Lynnwood Washington 98036-6102  
City State/Province Postal Code/Zip  
**Phone\*:** (425) 290-8372 Ext.  
Phone  
### ###-####  
**Fax:** ### ###-####

### Organization Information

**Legal Name\*:** Senior Services of Snohomish County  
**DBA Name\*:** Homage Senior Services  
**Organization Type\*:** Non Profit  
**DUNS #:** 085192730  
#####  
**Unique Entity Identifier (UEI):** FV3PNPMJB534  
**Organization Website:** (Please enter http://... for this field)  
**Physical Address\*:** 5026 196th St. SW  
  
Lynnwood Washington 98036-6102  
City State/Province Postal Code/Zip

**Mailing Address\*:** 5026 196th St. SW  
  
Lynnwood Washington 98036-6102  
City State/Province Postal Code/Zip

**Remit to Address\*:** 5026 196th St. SW  
  
Lynnwood Washington 98036-6102  
City State/Province Postal Code/Zip

**Phone\*:** (425) 583-9709 Ext.  
###-###-####

**Fax:** ###-###-####

**Fiscal Year End** December  
**Last day of\*:**

## Organization Contact Information

### Organization Contact Information

#### Organization Director

**Name\*:** Juli Rose  
First Name Last Name  
Director of Transportation [jrose@homage.org](mailto:jrose@homage.org)  
Title Email Address

#### Applicant Contact

**Name\*:** Stephanie Vonnahme  
First Name Last Name  
Grants Writer [svonnahme@homage.org](mailto:svonnahme@homage.org)  
Title Email Address

#### Project Contact

**Name\*:** Stephanie Vonnahme  
First Name Last Name  
Grants Writer [svonnahme@homage.org](mailto:svonnahme@homage.org)  
Title Email Address

## Summary of Project Information

### Summary of Project Information

#### PLEASE NOTE:

**OPERATING- General operating assistance ?** Select this option if you are a transit agency and are submitting only one operating project that includes all of the transportation services your organization provides (maximum grant request of \$ 1.5 million).

**OPERATING- Operating assistance for a specific service ?** Select this option if your organization is submitting an application for specific services you provide.

**Operating Type\*:** Operating assistance for a specific service

Refer to the glossary in the [Consolidated Grants Guidebook](#) for service-type definitions.

**Service Type\*:** Fixed-route

Select either ?Sustain Existing Service? or ?Expand Service.?

**Need for Service\*:** New service  
Select One

Checking yes to federal funds means that your organization is willing and able to comply with the associated federal requirements. For an example of last biennium's federal requirements see the [Consolidated Grants Program Guidebook](#).

**Willing to Accept FTA funds for the biennium\*:** Yes

Select all of the Congressional District(s), Legislative District(s) and County(ies) the project will serve.

**Congressional District(s)\*:** 1

**Legislative District(s)\*:** 39

**County(ies)\*:** Snohomish

**Duration of Project\*:** Two Years

**Dependency on Other Projects**

Dependent on other projects?	Project Title
No	

## Scope of Work

**Project Description**

Select the [Regional Transportation Planning Organization / Metropolitan Planning Organization \(RTPO/MPO\)](#) that will be ranking this project from the drop-down menu.

**RTPO/MPO\*:** Puget Sound Regional Council

**Is this project primarily serving a rural area?\*** Yes Any service that supports Public Transportation in rural areas with populations less than 50,000.

**Is this project primarily serving the Seattle, Tacoma, Everett urbanized area?\*** No

Provide a brief, high-level description of what your project proposes to do (address who, what and where).  
This description may be used to describe your project to the Legislature.


**Proposed scope/description of the work.\*:**

To offer a deviated, fixed-route transportation solution between Arlington and Darrington (which would be fully ADA accessible) to improve public transportation services and connect these communities. The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people.

Why is this project needed, and how does this proposal address the need?

Describe why you are pursuing the proposed project. Include a description of the transportation problem that needs to be addressed, how the problem was identified, and how the proposed project will address the problem.


**Need\*:**

The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people. Community Transit (CT) currently operates a M-F fixed-route leaving Darrington at 7AM, then leaving Smokey point 6PM. This span of time is not user friendly for riders who do not want to spend 10+ hours in Smokey Point. A provider shall provide non-emergency transportation services to operate a deviated fixed-route, open to the public, on Hwy 530 between Smokey Point and Darrington. Pick-up locations are located between Smokey Point and Darrington along Hwy 530. Riders with a deviated door-to-door or door-to-transfer need, must be located within  of a mile of Hwy 530 route and can be made by appointment. Between CT and the new route, riders will now have four trips between these cities at decent time intervals which open transportation opportunities up to these vulnerable populations in overburdened communities around Darrington. This route would also coordinate with the D.C. Direct Sauk-Suiattle route between Concrete and Darrington to serve the tribal nation. Riders between Concrete and the Sauk-Suiattle Reservation will now have two additional routes to gain access to larger cities like Arlington. Finally, riders will also have the opportunity to transfer in Smokey Point to reach other cities south of Marysville in Snohomish County.

Describe coordination efforts with your regional planning organization.

Include details such as inclusion in regional plans, what prioritized strategies are being addressed, who was involved in defining the problem, other alternatives that were/are being considered for solving the problem, and demonstrations of local/regional support for implementing the proposed project.

**Coordination Efforts\*:**

Darrington is located 35 miles from Smokey Point, presenting unique problems for transportation and social service access. Working closely with Snotrac, Snow Goose, Sauk-Suiattle Transportation, North Counties Community Collaborative, and WSDOT, the team identified a gap in service for the overburdened communities from Darrington to Arlington, along Hwy 530, and a solution to compliment the current limited, fixed-route offering from Community Transit. In March 2022, Snotrac coordinated the launch of mobility improvements in the North Stillaguamish Valley, including expanding Homage Senior Services' Transportation Assistance Program (TAP) and PayYourPal program and shifting Community Transit's schedule for its Route 230 bus. Both of the transportation programs offered from Homage are limited and the rider must apply and qualify to use them. CT's fixed-route schedule does not offer deviated route services for disabled people within  mile of Hwy530. This new route would

be open to the public without qualifications, would provide pickup at the homes of older adults and disabled people who need the assistance and call ahead, and compliment the CT fixed-route timing. Finally, Snotrac, the Sauk-Suiattle Tribe, and Homage (along with community partners) will advertise this new offering.

How does the project advance efficiencies in, accessibility to, or coordination of transportation services provided to persons with special transportation needs?

To be eligible for funding for special needs transportation, [RCW 47.01.450](#) requires that applicants address how their project advances the efficiency, accessibility, and/or coordination of special needs transportation.

Describe how your project advances these areas, and how you are going about developing these advancements. Additionally, identify the special needs population to be served by this project.

#### Special Needs Transportation:

The new deviated, fixed-route project will advance efficiencies by providing more flexible times to come/go from Darrington. Deviated home pickup for those who need the support, and live within ½ mile of Hwy 530, will give these riders accessibility to transportation. It will also coordinate transfers with the D.C. Direct offered by the Sauk-Suiattle Indian People and also with CT's Routes and Everett Transit's routes to transfer rider traveling south of Arlington. If a disabled rider needs to come back to Darrington outside the new route offering, the rider will be seamlessly transferred to Homage's Expanded TAP and dropped at home. In a recent survey of Darrington Mobility Solutions the following was identified: When asked to consider travel behavior (outside of COVID), respondents were most likely to frequently travel to the Town of Darrington 53%, Greater Darrington 37%, Arlington and Smokey Point 22%, and Marysville and Tulalip 19%. Respondents were most likely to say that they would visit Arlington and Smokey Point 31%, Everett 22%, and Marysville and Tulalip 18% more frequently, if they were more accessible. When asked to rank the appeal of transportation options, 46% of respondents found a door-to-door van or bus that runs from Darrington to Arlington; 43% of respondents found increasing the number of trips for Bus Route 230; 40% of respondents found a shuttle to Darrington! Respondents rated medical centers 62%, downtown businesses 58%, grocery stores, malls, shopping centers 54%, and senior centers 51%.

**For operating, mobility management and capital projects:** How will your organization measure whether the project is successful and improves the efficiency and effectiveness of public transportation?

Identify data sources and monitoring processes. Explain how the project provides more efficient and effective transportation services to the target population(s) within the community. Describe strategies or steps to be taken if the project does not meet its performance targets.

#### For Planning Projects: How will your organization measure the planning project's success?

Identify data sources used in the planning process.

#### Measurement of Efficiency and Effectiveness\*:

Each rider will be recorded and reported. Ridership must be measured at 20% growth from June 2023 to the end of June 2025.

How does your project connect to, coordinate with, leverage or enhance other modes of transportation in your service area (i.e., aviation, intercity bus or rail, park and rides, bicycle/pedestrian)?

Describe how this project supports and interacts with other modes of transportation in the project area. Does this project enhance other transportation or social services within your organization or among partners?

What efficiencies will be gained within the service area as a result this project?

#### Other Modes of Transportation\*:

CT's fixed-route does not offer deviated route services for disabled people within ½ mile of Hwy 530. This new route would be open to the public without qualifications, would provide pickup at the homes of older adults and disabled people who need the assistance and call ahead, and it will compliment the CT fixed-route timing.

Identify the project staff for this project. What type of experience do these individuals have with grant management?

Provide the names and experience of the key staff that will be working on this project, including their experience managing projects similar to the proposed project.

#### Project Staff\*:

Juli Rose, Dir. of Transportation. 26 years of building teams that perform at the highest level in efficiency and quality. Mona Steele, TAP Manager seven years as a driver and manager, Mona is well respected by her team and dedicated to the goal to bring accessible transportation to rural communities. Lloyd White, Fleet, Operations and Training Supervisor six years in transportation field, Lloyd ensures safety of both riders and drivers is number one. With scheduled and preventative maintenance his fleets are in great condition. Opportunities to train drivers is a main focus each month. Jami Currie, Dispatch With 30 years in transportation dispatch, Jami's goal is #1 customer service, communication with the drivers in the field, and designing the most efficient routes to keep rides on time and deadhead time to a minimum.

#### Coordinated Public Transit - Human Services Transportation Plans (CPT - HSTP)

Coordinated Public Transit- Human Services Transportation Plan	Page number(s) or TBD
Puget Sound Regional Council	4

# Budget

## Expenses

Expenses	If Other, Please List	** July 1, 2021 - June 30, 2022 (Actual)	** July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Variance Between Biennia	** July 1, 2025 - June 30, 2027 (Projected)	Variance Between Biennia
Labor & Benefits		\$0.00	\$0.00	\$0.00	\$382,200.00	0.00%	\$0.00	-100.00%
Fuel & Lubricants		\$0.00	\$0.00	\$0.00	\$66,885.00	0.00%	\$0.00	-100.00%
Rent & Utilities (if not included in overhead, above)		\$0.00	\$0.00	\$0.00	\$17,518.00	0.00%	\$0.00	-100.00%
Maintenance Parts & Supplies		\$0.00	\$0.00	\$0.00	\$46,182.00	0.00%	\$0.00	-100.00%
Depreciation		\$0.00	\$0.00	\$0.00	\$38,220.00	0.00%	\$0.00	-100.00%
Other	printing, postage, professional services, training	\$0.00	\$0.00	\$0.00	\$22,295.00	0.00%	\$0.00	-100.00%
Overhead		\$0.00	\$0.00	\$0.00	\$63,700.00	0.00%	\$0.00	-100.00%
		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$637,000.00</b>		<b>\$0.00</b>	

## Revenue and/or Match

Revenue and/or Match Sources	If Other, Please List	** July 1, 2021 - June 30, 2022 (Actual)	** July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	** July 1, 2025 - June 30, 2027 (Projected)
Local: Private Grant		\$0.00	\$0.00	\$0.00	\$32,000.00	\$0.00
		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$32,000.00</b>	<b>\$0.00</b>

## Summary of Awarded Amount for July 1, 2023 - June 30, 2025

Requested Amount: \$605,000.00

Revenue / Match Amount: \$32,000.00

## Summary of Awarded Amount for July 1, 2025 - June 30, 2027

Requested Amount: \$0.00

Revenue / Match: \$0.00

## Variances

Variance between 2021-2023 and 2023-2025: 0.00%

Variance between 2023-2025 and 2025-2027: -100.00%

## Variances:

This new route will be run as a pilot program. It's essential Homage build the ridership and ensure costs to run this route are reasonable. We fully plan to renew this funding if we find success and ridership.

## Other Sources

### Other Sources\*:

Transportation Assistance Program is fortunate to have an annual total budget of \$1.3 million. \$260k of this funding is from Snohomish County. This allows the program to staff full time drivers, dispatch, and trainers to work on all of our grants. A Corporate Giving Officer was hired by the agency that this program will get to use. The goal is \$90k per year in private donations.

## Comments

### Comments\*:

Using budget lines from our current TAP grants, we used the percentage of expense to the total expense to figure a \$637k budget. Salaries and fuel were adjusted for planned increases over the award period and overhead was reduced to 10%.

### DBE Goals

DBE Goals	Percentage	Efforts	No DBE
Yes	1.00%	Mr. Truck Wash (DBE, MMBE) for vehicle washing, FastSigns (WBE) for vehicle wraps or logos. July through August 2022, Homage spent \$2,230 with these DBE vendors - Q5	

## Summary

### July 1, 2023 - June 30, 2025

Expense Total:	\$637,000.00
Revenue Total:	\$32,000.00
Requested Amount	\$605,000.00
This is the amount of grant funds your organization is requesting from July 1, 2023 - June 30, 2025.	
:	
Percentage of Match:	5.02%

### July 1, 2025 - June 30, 2027

Expense Total:	\$0.00
Revenue Total:	\$0.00
Requested Amount	\$0.00
This is the amount of grant funds your organization is requesting from July 1, 2025 - June 30, 2027.	
:	
Percentage of Match:	0.00%

## Service Level

### Project Service Level Information

Project Specific Information	July 1, 2021 - June 30, 2022 (Actual)	July 1, 2022 - June 30, 2023 (Budgeted)	July 1, 2021 - June 30, 2023 (Total of Actual and Budgeted)	July 1, 2023 - June 30, 2025 (Projected)	Percent of Change	July 1, 2025 - June 30, 2027 (Projected)	Percent of Change
Revenue Vehicle Hours	0	0	0	1560	0.00%	0	-100.00%
Revenue Vehicle Miles	0	0	0	36400	0.00%	0	-100.00%
Passenger trips should be entered as whole numbers only.							
Passenger Trips	0	0	0	9072	0.00%	0	-100.00%
Volunteer Hours	0	0	0	0	0.00%	0	0.00%
					.00%		-300.00%

### Project Service Level Description

Describe the methodology used to develop these estimates, including any assumptions used in their development.

**How were service-level estimates developed?\***:

Service level are based off a percentage of current ridership with the DC direct route.

For demand response, or deviated fixed route projects, summarize the intended outputs of this project in both qualitative (narrative) and quantitative (statistical) formats. There may be some projects where traditional performance measures (e.g., revenue vehicle hours/miles, passenger trips) do not apply. In those cases, quantifiable objectives can be used instead by submitting the following information: number of trainings or outreach, or number of passengers served, or other measurable outcomes produced by this project. Ensure there is a quantitative output, as these will be the baseline measurement for the following biennium?s application. Qualitative measures are optional.

**Intended Outputs:**

Months 1-6 Riders per one way trip -approx. 53 per month Months 7-12 - approx. 75 per month Months 13-18 - approx. 80 per month Months 19-24 - approx. 170 per month


Milestones

*Milestones*

OPERATING ACTIVITIES	Date (mm/yy)
Service Start	07/23
Service Complete	06/25

Attachments

*Attachments*

Named Attachment	Required	Description	File Name	Type	Size	Upload Date
Copy of organization's most recent audit report	✓	2021 Audited Financials	<a href="#">2021-1231-Homage-Senior-Services-FS - from our website.pdf</a>	pdf	480 KB	10/18/2022 11:10 AM
501(c) IRS Letter of Determination (for new non-profit applicants only)						
WA Utilities & Transportation Commission (UTC) Certification (for new non-profit applicants who are direct service providers)						
Service area map	✓	The map of the proposed route between Darrington and Smokey Point, in ADDITION, deviated riders can call ahead to be picked up at their home if they live within  of this blue line route.	<a href="#">Map of Route.docx</a>	docx	369 KB	09/29/2022 02:56 PM
Population density map	✓	Please see PAGE 5 of this 20 page report that summaries facts and surveys for a Hwy 530 Route.	<a href="#">Support Documents and Facts ATTACH to GMS Application.docx</a>	docx	2 MB	10/24/2022 01:20 PM
Letters committing matching funds		Letter of match funds	<a href="#">Match Letter Homage.pdf</a>	pdf	192 KB	10/21/2022 07:43 AM
In-kind match valuation proposal (only operating and mobility management projects may use in-kind contributions as matching funds)						
Letters of support (combine into one file attachment)		Letters of Support	<a href="#">COMBINED Letters of Support Hwy 530 Rte.pdf</a>	pdf	463 KB	10/25/2022 12:52 PM
Letter of concurrence (for projects that operate in multiple planning regions)						
Federal Indirect Cost Rate Approval Letter						
Cost Allocation Plan		Homage's Cost Allocation Plan	<a href="#">Homage Cost Allocation Plan.pdf</a>	pdf	419 KB	10/18/2022 12:33 PM

## Supplemental Information

### Supplemental Information

#### Supplemental Information:

Homage has reached out to the Sauk-Suiattle Indian Tribe (SSIT) to see how we can help operate a Hwy 530 deviated fixed-route. The SSIT has funding that is earmarked and they qualify for consolidated grants. Homage offered to be the provider of their service and presented them with a contract proposal. The SSIT has not had adequate time to assess the proposal - a decision has not yet been made (10/25/2022). Also, they lost their General Manager just weeks ago. Homage has decided to move forward with this application in case our proposal with the Sauk-Suiattle People falls through. We are passionate about this underserved community.

## Vulnerable Populations in Overburdened Communities & Tribes - May 2022

### Vulnerable Populations in Overburdened Communities

Identify the type of direct and meaningful benefits to vulnerable populations your project provides using the descriptions above, if any. Explain how your project provides these benefits. Your response may include suggestions about how WSDOT should evaluate project(s) against Climate Commitment Act requirements in the future.

#### Vulnerable Populations in Overburdened Communities\*:

Darrington has a vulnerable population. Data from the 2016-2020 ACS reported 16% disabled, 17% over age 65, people of color make up 21% of this community, and 20% live in poverty. Disparities in rural transportation persist with a population of 1,400 in city limits and up to 3,500 living in the greater Darrington area. In a survey by Tool Design Group (March 2021) respondents in the North Snohomish County Area, rated medical centers and hospitals (62%) as somewhat or very important to connect. The Sauk-Suiattle Indian Tribe website shared that they have lived under the gaze of Whitehorse Mountain for many generations: as Fishermen, Gatherers and Hunters in the region of Sauk Prairie and near the present-



day towns Darrington, Marblemount and Rockport, WA. In recent years, the timber industry has declined in Darrington, but the forthcoming Wood Innovation Center, opening in 2023, is expected to bring 150 new jobs to the town, a marked increase for a town the size of Darrington. Transportation connecting Darrington to cities all the way to Arlington will fuel the market for these new jobs.

***Tribal Support***

**Is this project directly operated by a tribe?\*** No

**Is your project serving and is it supported by a tribal nation in Washington? :** Yes

**Estimate the percentage of your project that serves the tribe:** 25.00%

**By checking this box, you are confirming your outreach to the tribe in pursuit of a resolution formally supporting your project :** Yes

***Attachments***

**Tribal support correspondence/resolution:**

## Certification

***Certification***

I certify, to the best of my knowledge, that the information in this application packet is true and accurate and that this organization has the necessary fiscal, data collection and managerial capabilities to implement and manage the project associated with this application:

**Certification\*:** Yes

**Application Authority\*:** Juli Rose  
First Name Last Name

**Title\*:** Director of Transportation

**Date\*:** 10/26/2022

10.20.22

Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

To Whom it May Concern:

I'm writing in regards to the Consolidated Grant to add a new deviated fixed-route between Darrington and Smokey Point along Hwy 530. Homage has committed to the \$32,000 matching fund requirement through a fundraising campaign. We are excited to support such an underserved community.

If you have any questions or concerns, please feel free to reach out.

Sincerely,

*Kathryn Massengale*

Kit Massengale  
Director, Philanthropy & Communications  
Homage  
5026 196<sup>th</sup> St SW  
Lynnwood, WA 98036  
425.290.1262



A COLLABORATIVE APPROACH OF

United Way  
of Snohomish County



Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

October 16, 2022

Dear PSRC,

On behalf of North Counties' Community Collaborative (NCCC), a United Way Snohomish County CORE funded coalition, I am writing this letter of support for our partner Homage Senior Services for a proposed community transportation project that will improve access for our Snohomish County seniors, low-income, ages 60 +, and disabled residents.

NCCC partners, support Homage Senior Services in applying for the 2023 Consolidated Transportation Grant or a Contract with Sauk-Suiattle tribe to provide a deviated, fixed route transportation option between Arlington and Darrington, that will improve public transportation services to connect these communities. The bus will be open to the public and fully ADA accessible.

In recent years, the timber industry has declined in Darrington, but the forthcoming Wood Innovation Center, opening in 2023, is expected to bring 150 new jobs to the town, a marked increase for a town of Darrington's size. Transportation connecting Darrington to cities all the way to Arlington will fuel the market for these new jobs.

Our NCCC partners include: Darrington School District, Darrington Sno-isle Library, Stilly Valley Health Connections, North Counties Family Services, Arc Snohomish County, Sherwood Community Services, Department Social and Health Services and United Way Snohomish County.

Thank you for your consideration.

Sincerely,

*Mary Wysocki*

Mary Wysocki - Coordinator  
North Counties' Community Collaborative



October 18, 2022

Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

Dear PSRC,

Please consider this letter of support for a new transportation route offered weekdays along Hwy 530 between Darrington and Smokey Point. This route will be a deviated fixed-route and allow riders in this rural area who live within a ¼ mile of Hwy 530 to call ahead and get picked up at their home if the rider cannot physically reach the bus stop. Vehicles used on this route would accommodate both wheelchairs and walkers to assist disabled riders and give them regular and reliable transportation alongside ambulatory riders.

Homage Senior Services Transportation Assistance Program (TAP), the Sauk-Suiattle Indian People, and Snotrac, along with the North County Snotrac Committee are working to design a route and fill the gap for this transportation for the underserved communities along highway 530 between Darrington and Smokey Point. The new route will complement the early morning and late evening Hwy 530 routes operated by CT. The bus will be open to the public.

For too long, this rural community has lacked cost-effective transportation choices. Low-income, vulnerable populations in this area deserve an affordable solution.

Snoqualmie Valley Transportation has been a member of the SNOTRAC mobility group for many years and has seen the need in this area as the coalition can attest to and the residents in this area need this option to become a reality. We applaud the TAP program for being willing to fulfill this vital need!

Sincerely,

A handwritten signature in black ink that reads "Amy C. Biggs".

Amy Biggs  
Director, Snoqualmie Valley Transportation

**Nate Nehring**  
County Councilmember

3000 Rockefeller Avenue, M/S #609  
Everett, WA 98201-4046  
425-388-3494  
[Nate.Nehring@snoco.org](mailto:Nate.Nehring@snoco.org)

October 14, 2022

Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

To Whom It May Concern,

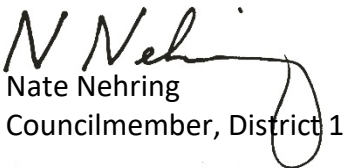
Today I am writing in support of a new transportation alternative along State Route 530 providing weekday service between Darrington and Smokey Point. Specifically, I am writing in support of the funding request made by Homage Senior Services to operate the program.

The route proposed by Homage will be a deviated fixed-route and will allow riders in this rural area of Snohomish County who live within  $\frac{3}{4}$  of a mile from SR 530 to call ahead and schedule a pick-up at their homes. This idea has been developed with input from Homage, the Sauk-Suiattle Tribe, and the North County Snotrac Committee.

This transportation alternative will help individuals who are low income as well as living with disabilities access important goods and services, healthcare, and employment. Many of my constituents in this area do not have readily available transit alternatives and this will be a cost-effective way to fill those gaps. The existing routes operated by Community Transit are limited and make it more difficult for many riders to get to the services they need.

I thank you for your consideration of this request and encourage you to support the funding request made by Homage Senior Services to provide a new transportation alternative along State Route 530.

Sincerely,



Nate Nehring  
Councilmember, District 1



Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

October 13, 2022

Dear PSRC Members,

Please consider this letter of support for a new transportation route offered weekdays along Hwy 530 between Darrington and Smokey Point. This route will be a deviated fixed-route and allow riders in this rural area who live within a ¾ mile of Hwy 530 to call ahead and get picked up at their home if the rider cannot physically reach the bus stop. Vehicles used on this route would accommodate both wheelchairs and walkers to assist disabled riders and give them regular and reliable transportation alongside ambulatory riders.

Homage Senior Services Transportation Assistance Program (TAP), the Sauk-Suiattle Indian People, and Snotrac, along with the North County Snotrac Committee are working to design a route and fill the gap for this transportation for the underserved communities along highway 530 between Darrington and Smokey Point. The new route will complement the early morning and late evening Hwy 530 routes operated by CT. The bus will be open to the public.

For too long, this rural community has lacked cost-effective transportation choices. Low-income, vulnerable populations in this area deserve an affordable solution.

Thank you for considering this request.

Sincerely,

State Representative  
39<sup>th</sup> Legislative District



**STILLAGUAMISH  
TRIBE OF INDIANS**

**stulag'ábš : People of the River**  
t: (360) 652-7362 f: (360) 659-3113

Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

October 20, 2022

Dear Puget Sound Regional Council,

Please consider this letter of support for a new transportation route offered weekdays along Hwy 530 between Darrington and Smokey Point. This route will be a deviated fixed-route and allow riders in this rural area who live within a ¾ mile of Hwy 530 to call ahead and get picked up at their home if the rider cannot physically reach the bus stop. Vehicles used on this route would accommodate both wheelchairs and walkers to assist disabled riders and give them regular and reliable transportation alongside ambulatory riders.

The Stillaguamish Tribe supports the work that Homage Senior Services Transportation Assistance Program (TAP), the Sauk-Suiattle Indian People, and SNOTRAC, along with the North County Snotrac Committee to design a route and fill the gap for this transportation for the underserved communities along highway 530 between Darrington and Smokey Point. The new route will complement the early morning and late evening Hwy 530 routes operated by CT. The bus will be open to the public.

For too long, this rural community has lacked cost-effective transportation choices. Low-income, vulnerable populations in this area deserve an affordable solution.

We support all efforts that Homage is making to maintain the cohesion of the many types of people who live in our valley. We encourage you to support this Homage grant application.

Sincerely,

Eric White  
Chairman  
Stillaguamish Tribe of Indians

//



Town of Darrington  
1005 Cascade Ave P.O. Box 397  
Darrington, WA 98241  
ph. 360 436 1131  
fax 360-436-0221  
[www.townofdarrington.com](http://www.townofdarrington.com)

Puget Sound Regional Council  
1011 Western Ave Suite 500  
Seattle, WA 98104

October 27, 2022

Dear PSRC,

With great enthusiasm, I submit this letter of support for a new transportation route offered weekdays along State Highway 530 between the Town of Darrington and Smokey Point. This route will be a deviated fixed route that will allow riders in our rural community, who cannot physically reach the bus stop and who live within three quarters of a mile of the highway, to call ahead and get picked up at their homes. Vehicles used on this route would accommodate both wheelchairs and walkers to assist disabled riders and give them regular, reliable transportation alongside ambulatory riders.

Homage Senior Services Transportation Assistance Program (TAP), the Sauk-Suiattle Indian Tribe, and Snotrac, along with the North County Snotrac Committee, are working to design this route and fill the gap for transportation needs in these underserved communities along the 530 corridor. This new route will complement the early morning and late evening Highway 530 routes operated by CT. The bus will be open to the public.

For too long, our remote rural communities have lacked cost-effective transportation choices that are easily accessed by our urban counterparts. Low-income, vulnerable populations in these areas deserve an affordable solution.

Sincerely,

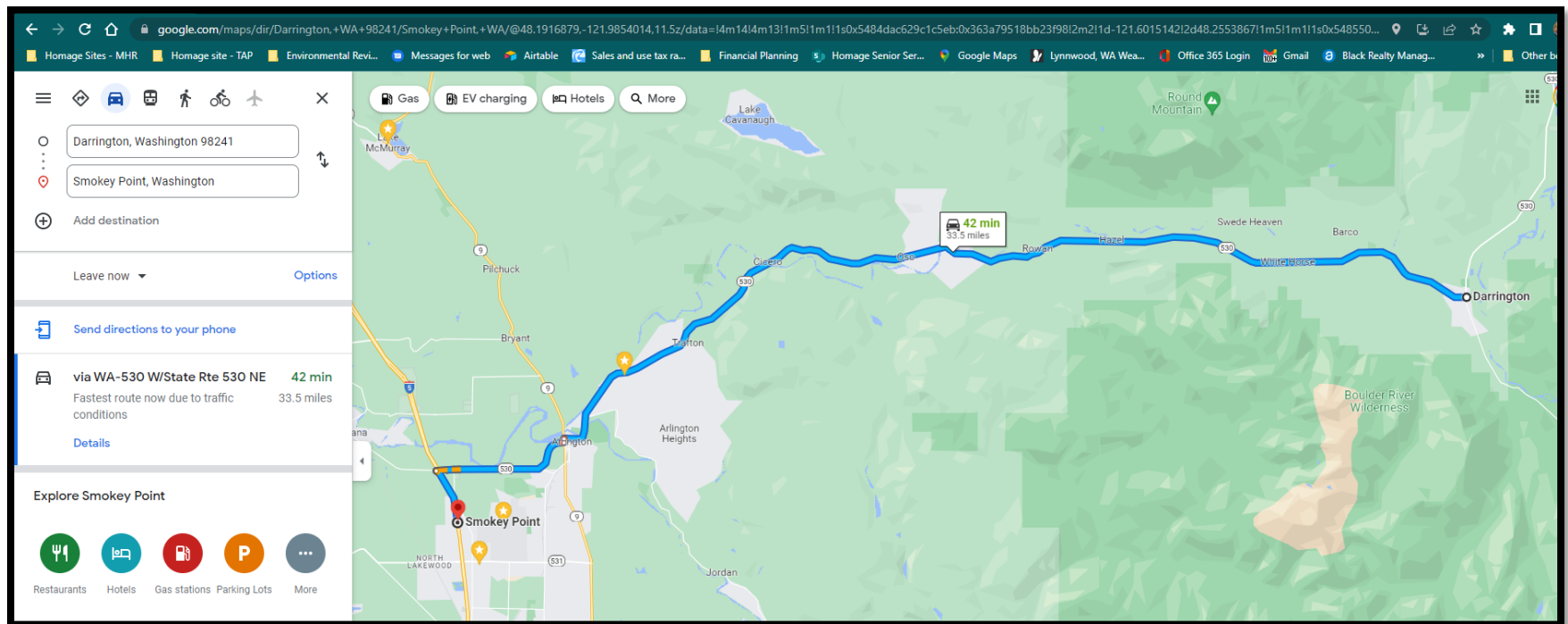
Dan O. Rankin

Mayor, Town of Darrington



## Map of Route

The map of the proposed route between Darrington and Smokey Point, in ADDITION, deviated riders can call ahead to be picked up at their home if they live within  $\frac{3}{4}$  of this blue line route.



### Supporting Documents – highlighted areas of support in yellow

Pg 2. Rome2Rio.com shows the expected cost of this route

Pg 3. Uber.com shows no car “Reserve unavailable for this trip”

Pg 4. Rome2Rio.com shows no cars available for this trip

Pg 5. Darrington Priority Populations pulled from Policy Map

Pg 6. Snotrac support link for rural transportation <https://www.gosnotrac.org/rural-freedom>

Pg 7. Snotrac Countywide Needs Assessment <https://www.gosnotrac.org/needs-assessments>

Pg 8. Snotrac Map showing where paratransit stops in Arlington

Pg 8. CT Route 230 between Darrington and Smokey Point

Pg 9. 2019 Growth Report (showing page 53 of that report) “Percentage living below 200% federal poverty...”

Pg 10. Toole Design Group – Mobility Solutions Darrington Final Report June 30, 2021

Pg 12. Letter of support from rural city worker

Pg 14 Snotrac support letter for safe, equitable and accessible transportation” to SCT Steering Committee

Pg 19. 22% of the population inside the Darrington city limits are over the age of 60.

Pg 20. Map of the proposed service area

## Rome2Rio

The map and cost from Rome2Rio.com shows \$90-110 to travel Darrington to Marysville.

The screenshot displays the Rome2Rio website interface. At the top, there are navigation links for Transport, Tickets, Hotels, Cars, and More. The search bar shows the origin as Darrington, WA, USA and the destination as 16616 Twin Lakes Ave, Marysville, WA. The search results show a route of 56.5 km, taking 47 minutes, with a cost of \$90-\$110. The journey overview section lists the starting point as Darrington, WA, USA and the ending point as 16616 Twin Lakes Ave, Marysville, WA. The pricing information section indicates an expected payment of \$90-\$110. A green banner at the bottom asks 'Need to rent a car?'. The map on the right shows the route passing through various towns including Pichuck, Bryant, Tullahoma, and Jordan.

## Uber.com

The map below shows Uber.com states, “Reserve unavailable for this trip”

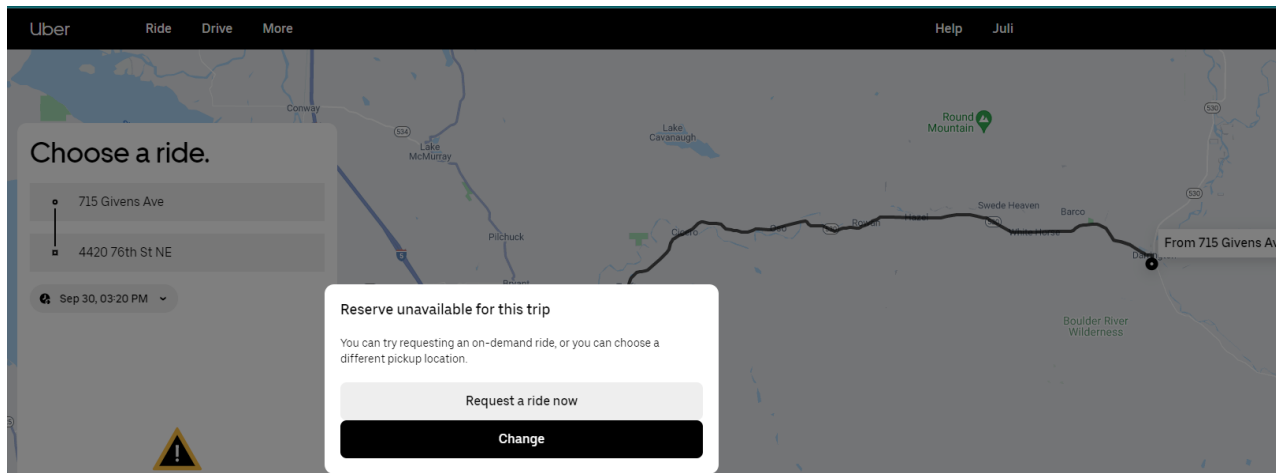
**From:**

Darrington Post office 715 Givens Ave, Darrington, WA 98241

**To:**


Everett Clinic in Marysville 4420 76th St NE, Marysville, WA 98270


**UNAVAILABLE FOR THIS TRIP**




## Rome2Rio

To hire a car from Darrington to Marysville – “Sorry, there are no cars available.”


Book now and get ready for your next adventure!

More travel ▾


[Español](#) [简体中文](#) [List your property](#) [Support](#) [Trips](#) [Sign in](#)

Pick-up


715 Givens Ave, Darrington, WA 98241, USA

Pick-up date


Oct 4

Drop-off date

Oct 4

Pick-up time


10:30 ▾

Drop-off time


14:00 ▾

Search

☒ Add a different drop-off location

Drop-off

4420 76th St NE, Marysville, WA 98270, USA



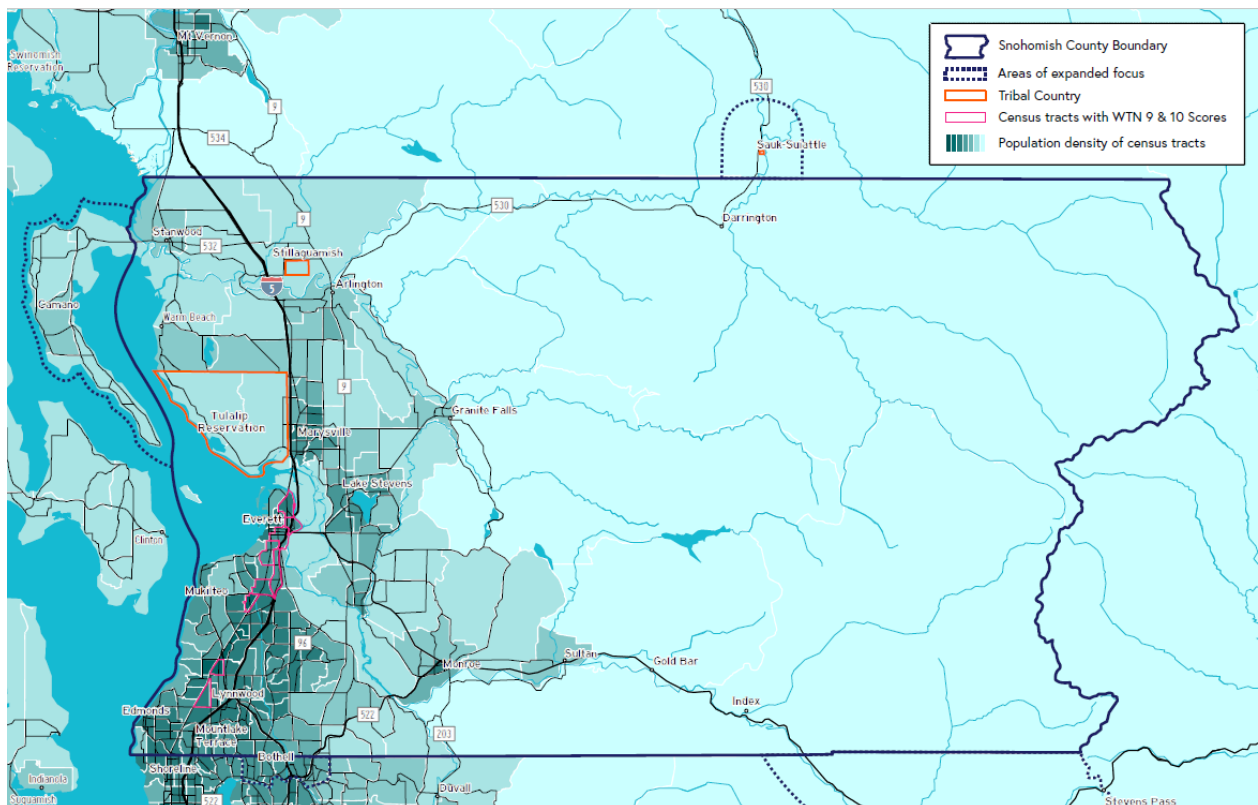
Sorry, there are no cars available

Please adjust your search and try again.

*Well-being as we age*

## Darrington Priority Populations (Policy Map)

Tract	Population	Disability %	Disability Pop.	ILD %	ILD Pop.	Age 65+ %	Age 65+ Pop.	Poverty %	Poverty Pop.	POC %	POC Pop.
53700	3,282	20.25%	665	10.52%	345	23.00%	755	11.29%	371	10.31%	338
53506	5,952	16.60%	988	14.03%	835	23.35%	1,390	5.26%	313	10.26%	611
53510	3,705	30.35%	1,124	12.77%	473	18.47%	684	3.03%	112	22.71%	841
53511	3,540	17.62%	624	7.78%	275	10.44%	370	5.26%	186	24.05%	851
53508	3,575	8.16%	292	2.83%	101	12.51%	447	2.58%	92	25.34%	906
53507	5,296	9.49%	503	4.42%	234	13.74%	728	5.49%	291	25.82%	1,367
53509	4,164	14.69%	612	7.37%	307	15.28%	636	7.06%	294	32.69%	1,361
	29,514	16.29%	4,807	8.71%	2,571	16.97%	5,010	5.62%	1,659	21.27%	6,276
ILD = Independent Living Difficulty. Poverty = 100% of federal poverty level POC = Non-White People of Color All data from 2016-2020 ACS											



Snotrac support

<https://www.gosnotrac.org/rural-freedom>

## Rural Freedom

While future growth needs to be prioritized for transit-strong communities, people in rural communities — especially older adults, people with disabilities, low income individuals, tribal members, and agricultural and resource industry workers in rural areas — must still have the ability to get to school, work, shops, and medical appointments.

Unfortunately, too often people in our rural communities cannot get to where they need to go, especially if they cannot drive, whether due to ability or lack of access to a vehicle.

One reason is that public transit agencies typically do not provide high levels of fixed route or paratransit service in rural areas. It makes sense: by prioritizing urban over rural areas for higher levels of transit service, more people can ride the bus for every dollar spent. This a win for the environment (getting more cars off the road), and often a win for equity as often more people of color live in urbanized areas.

Still, all people deserve a baseline level of mobility that enables them to live a dignified life, and it's unconscionable to leave our rural residents stranded without the ability to easily get to medical appointments, school, jobs, and other basic life necessities.

Fortunately, we know rural residents can enjoy the freedom of mobility, too. People and organizations in rural communities are exceptional at digging in and working together to find the innovative solutions that work for them.

Through our [North Snohomish County Transportation Committee](#), Snotrac has been working with the communities of Camano-Stanwood and Darrington to improve their mobility options.



## Snotrac Countywide Needs Assessment

<https://www.gosnotrac.org/needs-assessments>

“While the general population indicated that service-related issues were the primary reasons for why they don't use transit (e.g., travel time, walking distance to bus stop, bus doesn't go to the desired destination, frequency of service, and transfers), people with disabilities reported that quality and cost were bigger factors by wide margins. The important factors for people with disabilities included difficulty getting on/off the bus, lack of seating and shelters at stops, safety at stops, and cost.”

## Countywide Needs Assessment

Every four years, Snotrac administers a community survey to conduct a countywide transportation needs assessment to better understand the current transportation gaps, especially for people who rely on specialized transportation services such as paratransit and other door-to-door services. Our last needs assessment was published in March 2019, and was based on 524 survey responses.

### Notable findings from the 2019 survey were:

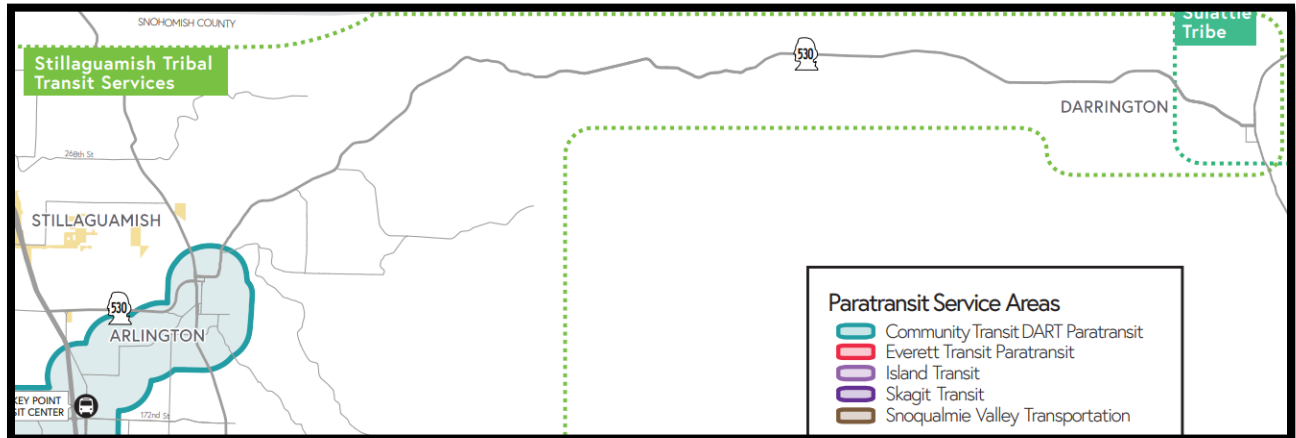
- 92% of people who lack access to a driver's license or car do not commute. People lack access to driving for many reasons, but a major reason is disability due to age or physical condition. This indicates that providing greater transportation options, such as transit, door-to-door van service, or better walking & biking conditions, are essential for increasing economic mobility and quality of life.
- People in areas poorly served by transit were 7x more likely to miss work in the last 30 days due to transportation issues.
- People who are lack access to a driver's license or car are 2.3x less likely to take a non-commute-related trip in the last week.
- 30% of people in areas with poor transit service say they would like to ride transit if it were more available, compared with 24% of people in areas relatively well-served by transit. Meanwhile 66% of people in areas well-served by transit say that they don't use transit but would consider it, compared with 44% in poorly served areas.
- While the general population indicated that service-related issues were the primary reasons for why they don't use transit (e.g., travel time, walking distance to bus stop, bus doesn't go to the desired destination, frequency of service, and transfers), people with disabilities reported that quality and cost were bigger factors by wide margins. The important factors for people with disabilities included difficulty getting on/off the bus, lack of seating and shelters at stops, safety at stops, and cost.



Snotrac Map showing where paratransit stops in Arlington

[https://www.gosnotrac.org/files/ugd/0c51b9\\_b3ece0f710cf481dbb2c71b075967a5c.pdf](https://www.gosnotrac.org/files/ugd/0c51b9_b3ece0f710cf481dbb2c71b075967a5c.pdf)

Please note that CT's paratransit service, DART, does not serve people much farther east than Arlington, WA. The blue outlined area below stops **27 miles** before Darrington.



CT Route 230 between Darrington and Smokey Point

Community Transit offers infrequent service between Darrington and Smokey Point, taking Darrington riders toward Smokey Point just once per day, on weekdays.

<https://www.communitytransit.org/busservice/schedules/route/230>

To Smokey Point

To Darrington

Weekday

To Smokey Point

①	②	③	④	⑤	⑥
Darrington St & Givens Ave	Hwy 530 & Swede Heaven Rd	Hwy 530 & Oso	Broadway St & E Gilman Ave	204th St NE & 67th Ave NE	Smokey Point Transit Center
7:10 AM	7:19 AM	7:31 AM	7:47 AM	7:58 AM	8:13 AM
7:00 PM	7:09 PM	7:21 PM	7:35 PM	7:44 PM	7:59 PM

2019 Growth Report (page 53)

[https://www.gosnotrac.org/files/ugd/0c51b9\\_75c7f90fe06c40319b035b75cbd63baa.pdf](https://www.gosnotrac.org/files/ugd/0c51b9_75c7f90fe06c40319b035b75cbd63baa.pdf)

#### PERCENT OF POPULATION LIVING BELOW 200% OF THE FEDERAL POVERTY LEVEL

**Figure 39. Percentage living below 200% of the federal poverty level by census tract<sup>12</sup>**

Census Tract	Description	Percent below 200% FPL
419.04	Everett	58%
407	Everett	54%
402	Everett	53%
529.05	Marysville	52%
419.03	Everett (partially outside City)	51%
522.09	Monroe and unincorporated county	49%
522.08	Monroe	48%
529.03	Marysville	48%
418.09	Unincorporated county (South of Everett)	45%
412.02	Everett	43%
518.03	Unincorporated county (North of Lynnwood)	43%
414	Everett	42%
418.08	Everett and unincorporated county	40%
515	Lynnwood	40%
403	Everett	40%
418.12	Unincorporated county (South of Everett)	38%
537	Darrington and unincorporated county	38%
408	Everett (partially outside City)	38%
404	Everett (partially outside City)	38%
405	Everett	37%
514	Lynnwood	37%
411	Everett	36%
535.09	Arlington	36%
517.01	Lynnwood	34%
419.05	Everett	34%
418.06	Everett (partially outside City)	34%
417.01	Everett (partially outside City)	33%
516.01	Lynnwood (partially outside City)	33%
418.1	Unincorporated county (South of Everett)	32%

<sup>12</sup> American Community Survey 5-Year Estimate 2017. Note: table includes census tracts above the county average of 21% living below 200% of the federal poverty level.

## Toole Design Group – Mobility Solutions Darrington

Final Report June 30, 2021

### MOBILITY ALTERNATIVES AND RECOMMENDATIONS

RECOMMENDATIONS As a result of this analysis, stakeholder input, and public survey results, the consultant team makes the following recommendations to improve mobility and access for residents of Greater Darrington:

#### 1: PROVIDE TRANSIT IN DARRINGTON

Stakeholder input suggests there is a demand for transit service within the Greater Darrington area, particularly for people who do not have access to a vehicle, have a disability, or children desiring to access after-school care or activities.

#### 2: ADD MORE SERVICE TO ARLINGTON

Input suggests that current transit services connecting Darrington and Smokey Point/Arlington (and more broadly, the rest of the region) are not adequately meeting community needs because trips are not frequent enough and/or the times are inconvenient.

To better meet stated community needs and provide better access to employment, it is recommended that Community Transit explore adding a mid-day trip to Route 230 and modify the morning and evening times of the route (adjusting the schedule is addressed).

Add a third trip connecting Darrington and Arlington around mid-day would provide greater convenience and flexibility for non-employment related travel needs, such as shopping, medical appointments, and accessing other essential services.

#### 3: ADJUST SCHEDULE OF CT ROUTE 230

With two round daily trips between Smokey Point/Arlington and Darrington: one in the early morning, and one in the evening. There are approximately eight hours between arriving at Smokey Point/Arlington in the morning and leaving back for Darrington in the evening.

This is not enough time for a full day of work (assuming 8 hours at the place of employment) and is too much time for a medical appointment, visit to a social service agency, or shopping trip.

Adjusting the morning departure of CT Route 230 from Darrington from 7:33 a.m. to 7:00 a.m. would facilitate a passenger's arrival at Smokey Point just after 8 a.m. The passenger could then transfer to another route, walk or bike to their final destination, likely arriving between 8 and 9 a.m. Adjusting the evening departure from Smokey Point from 5:02 p.m. to 5:30 would allow for riders to use more

connecting routes, such as Route 220, which arrives at Smokey Point at 5:16 p.m. from Arlington Center, and Route 240 which arrives to Smokey Point from Stanwood at 5:15 p.m. Both these connecting routes serve likely employment corridors. By making both morning and evening adjustments, Darrington area residents can utilize Community Transit Route 230 to access multiple full-time employment opportunities and work an eight-hour day.

This adjustment would also likely serve similar needs of Arlington residents traveling to Darrington to work in the future Wood Innovation Center. This should be explored more as needs and opportunities become clearer.

#### 4: EDUCATION AND AWARENESS CAMPAIGN

Conversations with stakeholders and the community survey indicated that not everyone who resides in the Greater Darrington area is aware of the transit options currently available, or comfortable using transit due to lack of experience. This can be remedied by a collection of actions that may be undertaken as an education and awareness campaign, or individually as time and resources allow.

These actions will increase awareness in services available, destinations served, how to read transit maps and schedules, how to pay fares, and how to prepare for a trip. Increased awareness is likely to boost demand overall. Specific recommended actions include the following:

- Developing Darrington-specific transit marketing materials to educate residents on their available transportation options, including both CT Route 230 and DC Direct services.
- Working with Sauk-Suiattle to create bus stops (with bus stop signs) for the DC Direct.
- Developing YouTube or other web-access videos on how to recognize Community Transit and DC Direct vehicles, how to board, how to board if you are in a wheelchair, how to pay a fare, how to transfer, and how to ask for assistance.
- Including transit brochures or flyers in utility bills with a map, and information on schedules and how to ride.

#### 5: BUILD SUPPORT FOR PARATRANSIT

A letter of support signed by stakeholders would serve to demonstrate to service providers, elected officials, and grant funding programs the extent of the need for paratransit services in greater Darrington. There is currently no paratransit service available to people with disabilities or other conditions that prevent them from getting to, waiting for, boarding, or riding fixed-route service. This gap in service limits critical access to non-emergency healthcare, medication, and other essential goods and services. Key points to consider include:

- The paratransit gap means area seniors and individuals with disabilities do not have access to essential support services such as Meals on Wheels, Transportation Assistance Program (TAP) and Pay your Pal. Homage's current Snohomish County service area does not reach Darrington.
- In the 2021 Darrington Area Transportation Community Survey, many respondents wrote in the need for

access to social services such as the foodbank and family support services. In addition to support for paratransit service in greater Darrington, support for Recommendations 1-4 (above), and their benefit to all Darrington area residents, may be stated as

- Access to employment is a challenge to many Darrington area adults. The Amazon Fulfillment Center and other businesses opening in Arlington provide a much-needed opportunity for Darrington residents as the timber industry evolves. Reliable transportation is a stated barrier to gainful employment.
- Local agencies, community service organizations, and non-profits are united in recognizing the need and seeking opportunities to provide Greater Darrington with access to goods, services, and employment while supporting the economic growth and stability of the region.

North County Transit Coalition - Steering Committee:  
July 20, 2021

#### Meeting Next Steps:

1. Community Transit will explore shifting the times of the AM/PM round-trips of the #230 to allow for an 8 hour work day.
2. Community Transit is a willing partner for creating marketing/communications materials with the Sauk-Suiattle Tribe and others to improve understanding of the transit & other transportation options in/around Darrington.
3. Build support for county funding for Homage's Transportation Assistance Program to be extended to Darrington. We will (a) find out how much it'll cost, and (b) write a coalition letter to the Snohomish County Council.
4. Continue conversations with potential nonprofit & tribal transportation providers to work towards a "flex-route transit service" to be launched in 1-2 years. Our monthly meetings will be a forum to have these conversations between Lincoln Hill Retirement Community, Sauk-Suiattle Tribe, Stillaguamish Tribe, and Homage Senior Services. Community Transit will continue to evaluate, based on its performance metrics, the viability of providing its existing or increased fixed-route service while also continuing the conversation/exploration about shifting toward alternative service delivery models, similar to the contracted microtransit service being piloted in Lynnwood in 2022.
5. Explore a new idea of NCTC facilitating volunteer drivers who are reimbursed through Homage Senior Services through the Pay Your Pal program.

## Support Letter

Support Letter describing the need for access to transportation in rural parts of Snohomish County.

**From:** [Lisa Stowe](#)  
**To:** [Juli Rose](#)  
**Subject:** Letter of support  
**Date:** Thursday, April 7, 2022 4:19:51 PM

To Whom it May Concern:

Please let this email stand as a letter of support for the Transportation Assistance Program proposal to purchase a paratransit vehicle and support a driver.

I was the clerk/treasurer for the town of Index for twenty years. Currently I am the clerk/treasurer for the city of Gold Bar. In both jobs the issue of community transit for small, local communities came up repeatedly. Every time I tried to get transportation services I came up against the issue of not enough 'bang for the buck'. Meaning that the cost of providing community transportation to rural communities could not be supported by the small number of commuters that would use the service. It was a completely understandable issue - the cost for a bus and driver is the same whether one hundred people are served, or one. But the frustration was still there when I saw the rural areas underserved.

At one point, Community Transit suggested we purchase surplus shuttles and hire a driver ourselves. But for Index in particular, the cost was prohibitive.

So I have seen the need, and the frustration, in providing community transportation.

Coincidentally, today, the same day I found out about this proposal, I had left during my lunch break to drive from Gold Bar to Index to pick up an elderly person and drive her back to Gold Bar so she could catch the community transit bus.

I have seen, personally, in more ways than just this one person today, and over many years, the needs of our elderly, disabled, and vulnerable populations to have access to public transportation. I have also seen the need for public transportation in rural areas in general. In an ideal world, community transit would be available for all communities.

This, however, is not an ideal world. And so this proposal is an excellent beginning. A paratransit vehicle and driver will be an unbelievably huge first step in providing assistance to our local communities. I strongly support this proposal and strongly support this Homage Senior Services program as it strives to help this population, whether it will serve a hundred people or a single person.

If this proposal succeeds, I know for a certainty that at least one elderly lady would utilize this program, rather than having to rely on my availability!

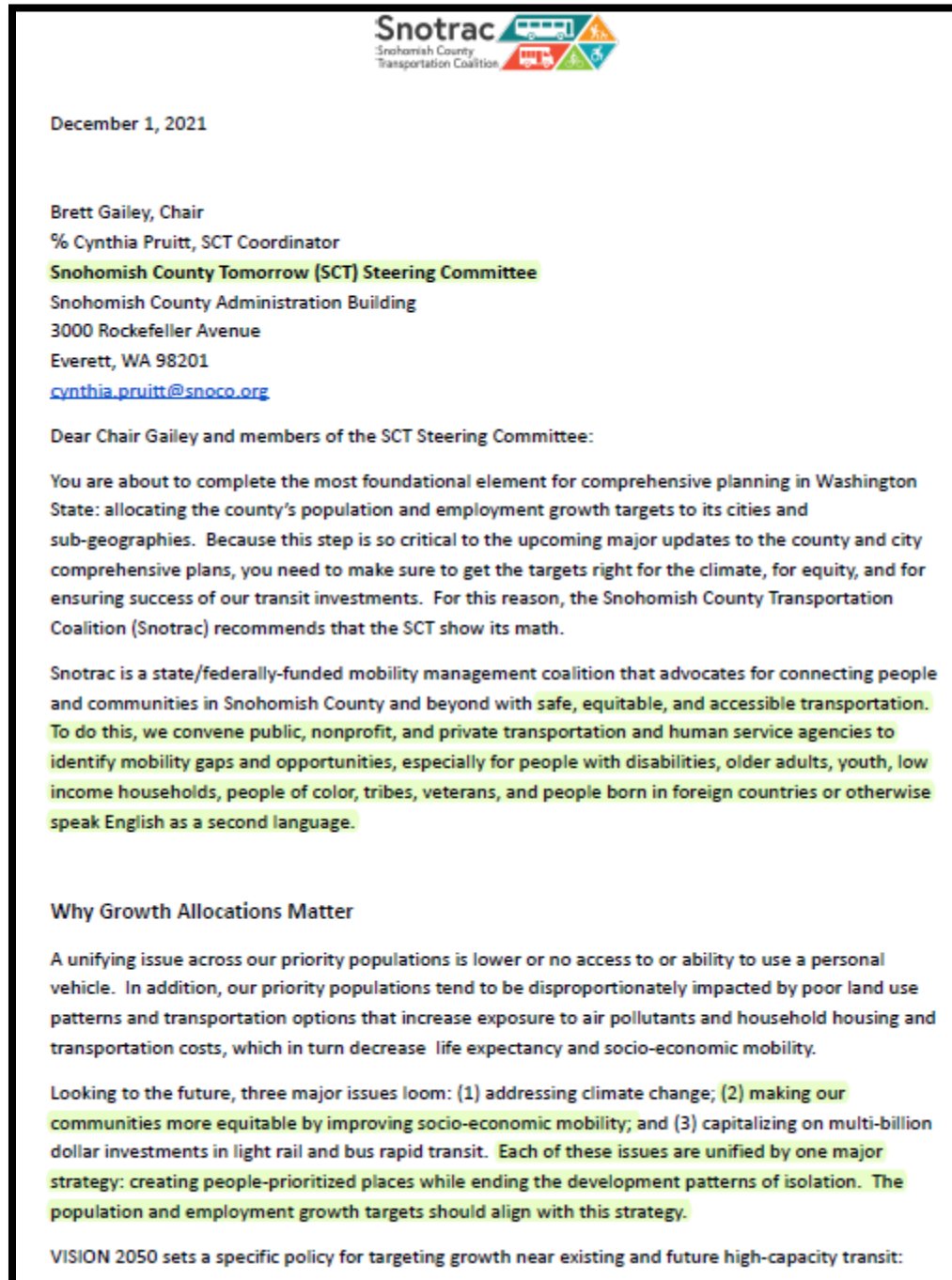
Please give serious consideration to also supporting this elderly lady, and all residents of these rural communities.

Sincerely,  
Lisa Stowe

Snotrac Letter to the Snohomish County Tomorrow Steering Committee



## Snotrac support letter to SCT Steering Committee



(The next page was removed for focus)

### *Climate Change*

Addressing climate change is called out the strongest in VISION as a reason for prioritizing growth near high-capacity transit, stating, “Climate change is an urgent environmental, economic, and equity threat being addressed at all levels ...” (page 5)

Both the region through the Puget Sound Clean Air Authority and the state legislature have set greenhouse gas reduction targets. In 2017, regional targets of 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050 were set. In 2020, statewide targets of 70% below 1990 levels by 2040 and 95% below 1990 levels by 2050 were set.

Reducing greenhouse gas emissions from passenger vehicles is the most important action that Snohomish County can take. Of the four counties in the Central Puget Sound, Snohomish County has the highest percentage of GHG emissions from the transportation sector.<sup>1</sup> Fifty-one percent of the county’s emissions are from transportation, which is 12 percentage points higher than any other county in the region. More than 90% of the county’s transportation emissions are from on-road vehicles, of which passenger vehicles are 84%.

Widespread conversion to electric passenger vehicles will not likely be a viable solution to reducing greenhouse gas emissions from transportation. Studies increasingly show that the embedded greenhouse gas emissions, i.e. the emissions related to mining and manufacturing batteries and electric motors, are much higher than previously known with no clear technological solution to reducing these emissions.<sup>2</sup> Moreover, the mining of cobalt and other precious metals have a serious adverse impact on the environment.

Instead of relying on a technological revolution for cleaner electric vehicles to solve our climate crisis, we need to create complete, compact communities where it is easier for people to walk, roll, and bike. In short, we need to create people-prioritized places.

Luckily, major expansions of high-capacity transit are planned for Snohomish County. That’s a major reason why the 65/75 Policy is the linchpin to VISION 2050’s climate strategy:

In response to the central challenge of climate change and reducing greenhouse gas emissions, VISION 2050 builds on the state Growth Management Act framework and the regional emphasis of focusing growth into centers and near high-capacity transit options to create more sustainable communities and reduce emissions.

(VISION 2050, page 25)

<sup>1</sup> All greenhouse gas statistics are from the [Puget Sound Clean Air Agency Greenhouse Gas Emissions Inventory](#) (June 2017); see page 11 of the inventory.

<sup>2</sup> See, “[The tough calculus of emissions and the future of EVs From materials and batteries to manufacturing, calculating the real carbon cost of EVs is just getting started](#),” Mark Mills, Tech Crunch (Aug. 22, 2021).



### Equity

Simply reducing household costs is an important strategy for lifting people up out of poverty. Housing and transportation are the two highest household costs for a family. By switching from driving to public transit, a household saves more than \$11,000 per year.<sup>3</sup> Enabling more people to live within walking distance to regional transit systems helps ensure more families can have more money for other investments, such as education and healthcare.

Even more important, however, is increasing the number of jobs that are accessible to people within a short distance and commute time. A Harvard Study has found that "commuting time has emerged as the single strongest factor in the odds of escaping poverty."<sup>4</sup> Put another way, it is the total number of available jobs within a given commute distance or time that is the most important factor.<sup>5</sup>

By building housing and jobs near high-capacity transit, people can both live closer to work and also have a fast, reliable transit option to work in another community in the county or region. With increased job opportunities (given a set commute time), there is greater ability for people to work-up the socio-economic ladder.

Beyond household affordability and socio-economic mobility, there are other important equitable outcomes of building complete, compact communities connected by high-capacity transit, including building age-friendly and ability-friendly communities.

According to Disability Rights Washington, approximately 25% of In Washington State residents cannot drive due to age, ability, vehicle access, or other reasons. In Snohomish County, 8.2% of people under age 65 have a disability. There is another 15% of county residents who are older than 65, and the state Office of Financial Management projects the county's 65+ population to increase to more than 22% by 2040. This increase in older adults is at a faster rate than the statewide average.

AARP has identified the shift away from suburban single-family home development toward complete, compact communities as a key strategy for supporting aging populations. As older adults find driving more difficult, single-family homes can result in social isolation within places that are unwalkable due to distance to destinations or lack of adequate sidewalks and curb ramps. Social isolation is considered one of the social determinants of health, posing the same risk to one's health as smoking up to 15 cigarettes per day.<sup>6</sup>

By focusing new development in regional growth centers and near high-capacity transit, we can ensure more people with disabilities and older adults will have shorter walks and rolls to their destinations without having to rely on driving, paratransit, or community vans. This will empower people with greater freedom in their lives, giving them greater dignity.

<sup>3</sup> The American Public Transportation Association publishes a monthly "Transit Savings Report" that calculates annualized savings in the 20 most populous regions of the country based on the latest gas prices.

<sup>4</sup> "Transportation Emerges as Crucial to Escaping Poverty," Mikayla Bouchard, New York Times (May 7, 2015).

<sup>5</sup> For more information about this research, learn more at [Opportunity Insights](#) at Harvard University.

<sup>6</sup> Learn more at [AARP's Livable Communities program webpage](#).

(The next 3 pages were removed for focus)

King County's growth will be in its RGCs/HCTAs. If it's expected that 90% of King County's population growth would occur within its RGCs/HCTAs, then there would be 157,108 people that would need to be accommodated within the RGCs/HCTAs of Kitsap, Pierce, and Snohomish Counties. Using an acreage approach to proportionately reallocate King County's excess growth to the three counties, Snohomish County would need to ensure 58% of its population growth will live in its RGCs/HCTAs.

However, making the acreage approach work for employment growth is nearly impossible. Even if King County's employment growth within RGCs/HCTAs was capped at 100% of their overall growth target, a proportionate reallocation (based on RGC/HCTA acreage) of King County's RGC/HCTA growth to the other three counties would result in Pierce County in excess of its overall employment growth target. In addition, Snohomish County's employment growth target for its RGCs/HCTAs would be nearly identical to the region-wide 65/75 Policy: 74%.

Based on this analysis, it's clear that **SCT should be planning for 60-65% of its population growth and 70-75% of its employment growth to occur within its RGCs/HCTAs.** If Snohomish County jurisdictions do this, then the county will be doing its part to achieve the regional 65/75 Policy.

#### *Meeting the RGC/HCTA targets within cities*

Whatever approach is used, we are concerned that the burden of reaching the targets may be exceptionally high for communities with the highest levels of high-capacity transit. This perverse outcome is primarily due to a possible underallocation of overall population growth to transit-strong communities relative to transit-light communities.

For example, while Arlington is an HCT Community, it's only station will be the *Swift* Gold line at Smokey Point. The development opportunities within a quarter-mile of the Smokey Point Transit Center are limited, especially relative to the total geographic size of the city — the Smokey Point HCTA is approximately 2% of the city's total geographic area. As a result, it's highly unlikely that Arlington will be able to put 46.4% of its population growth and 61.5% of its employment growth within its HCTA, let alone the higher targets of 77.1% and 86.3%.

Cities like Bothell, Edmonds, Everett, Mountlake Terrace, and Lynnwood will be forced to make up the difference in their communities. It would be more reasonable to allocate more growth to the Metropolitan and Core Cities so that they can have a more reasonable balance between growth within and outside of their RGCs/HCTAs.

#### *Accounting for MICs in light of the 65/75 Policy*

Another challenge is how to allocate employment growth in light of the 65/75 Policy. The 65/75 Policy does not include regional manufacturing/industrial centers. Unless the future growth is within a half-mile of the future SW Everett Industrial Center light rail station or within a quarter-mile of the future *Swift* Gold Line terminus at Smokey Point, then the future jobs in those areas will not count toward achieving the 65/75 Policy. This makes sense as the point of the 65/75 Policy is to encourage commuting patterns where people can walk, bike, and take transit from home to work; unless jobs within a MIC are walkable and have good transit access, increasing the number of jobs in these areas are unlikely to help address climate change.

These challenges — how to ensure the 65/75 Policy is met between the cities and how to account for MIC employment growth in light of the 65/75 Policy — are why it is so important for the SCT to show its math in allocating the growth targets.

As already highlighted, the importance isn't just achieving mathematical precision. This is about how many people will and how many people will not live in a complete, compact community. Communities where someone can grow old and not feel socially isolated. Communities where people with disabilities can easily get around. Communities that foster upward socio-economic mobility. Communities that help address climate change. Communities that help cover the costs of our transportation infrastructure investments.

Even if 60-65% of future county residents live within RGCs/HCTAs, that'll mean that 35-40% of residents will not live within places that have great transit, where walking and rolling to destinations is easy, where homes are close to jobs. These people will live in expensive places that are less affordable and do more damage to the climate. They will pay less into making sure our transit systems are financially strong.

Snotrac encourages SCT to do even more than show its math. More should be done to improve the lives of all residents by continuing to reform development regulations and transportation investments in order to support even more housing and jobs within the RGCs/HCTAs. SCT can play a leading role in encouraging its jurisdictions to do this hard work.

Thank you for the opportunity to comment on the 2044 population growth target allocations.

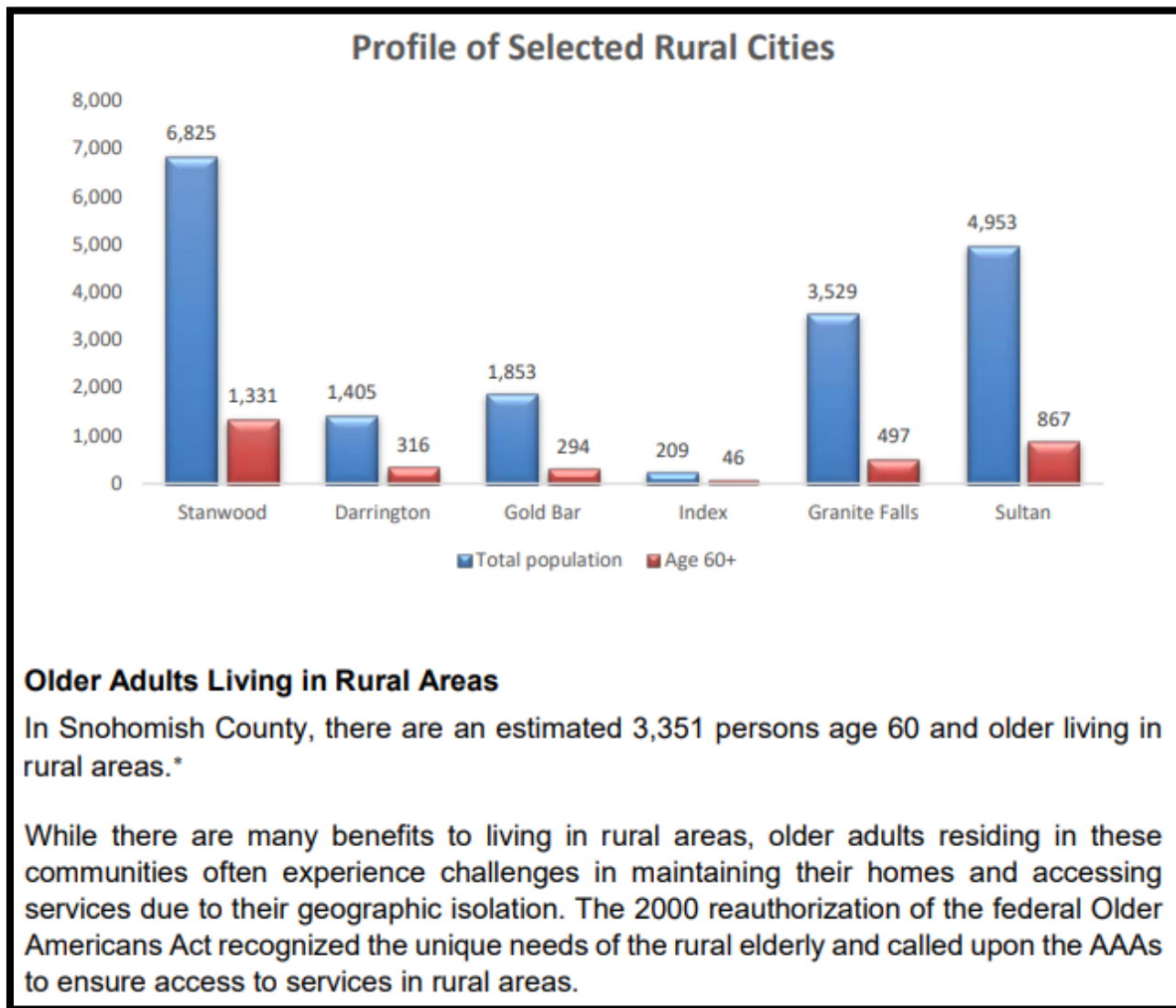
Sincerely,

A handwritten signature in blue ink that reads 'Brock'.

Brock Howell, Director  
Snohomish County Transportation Coalition  
[brock@gosnotrac.org](mailto:brock@gosnotrac.org)  
206-856-4788

22% of the population inside the Darrington city limits are over the age of 60.

[https://www.gosnotrac.org/files/ugd/0c51b9\\_cfa7003dccb349ed9c6bf30987cf5ded.pdf](https://www.gosnotrac.org/files/ugd/0c51b9_cfa7003dccb349ed9c6bf30987cf5ded.pdf)





Map of the proposed service area (**PLUS**  $\frac{3}{4}$  of a mile outside the blue line for deviated pickup):

