



TOOLE
DESIGN

DARRINGTON MOBILITY SOLUTIONS

June 30, 2021 | Final Report

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PURPOSE AND NEED



PURPOSE AND NEED

Toole Design Group was retained in March 2021 by the Snohomish County Transportation Coalition (Snotrac), a program of Workforce Snohomish, and in partnership with the North Counties Transportation Coalition (NCTC), a nascent effort of community and senior centers, tribes, transit agencies, and municipal governments focused on addressing mobility gaps in the North Snohomish County Area, to evaluate alternative mobility solutions to better meet the transportation needs of Darrington area residents. Expanded transit and potentially paratransit services are recognized as acute needs as higher levels of poverty and disability are recorded, along with un- and under-employment, and events such as the Oso Mudslide brought Darrington’s relative isolation and lack of services into focus.

CONTEXT

Darrington is a small, rural Washington community located 28 miles east of Arlington and 28 miles south of Concrete. State Route 230 provides the connection between these communities—the tenuousness of this connection was demonstrated during the 2014 Oso Mudslide, which severed the primary connection between Darrington and the region. The population of Darrington proper is about 1,400 and up to 3,500 live in the greater Darrington area. Twenty percent of households live in poverty. Just one percent rely on public transportation to commute to work.¹ 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. This section provides a brief overview of some of the mobility needs and gaps as indicated in prior studies and the survey conducted for this effort. In addition, existing service providers including Community Transit, Homage, Hopelink, Sauk-Suiattle Tribe, and Stillaguamish Tribe are profiled.

The Whitehorse Trail runs parallel to State Route 530 and provides a partial trail connection between Darrington and Arlington for those travelling by foot or bicycle. Although the trail spans 27 miles, the trail connections are incomplete on either end. The trail is open to the public, and was recently resurfaced with compacted gravel.² Even once the trail connections are complete, the distance is quite significant and bicycling this distance is not likely to be a viable option for those seeking to access services in Arlington. Class 1 and 2 e-bikes, which are allowed on the trail, could help reduce the travel time, but are more expensive than human-powered bicycles.

HIGH LEVEL TAKEAWAYS FROM TRAVEL DEMAND DATA

Community Transit conducted a travel demand analysis for trips to and from Darrington/northeast Snohomish. This analysis relied on pre-pandemic travel patterns, although the exact dates of data assessed were not indicated. Table 1, on the next page, includes the top four flow pairs for each day of week category assessed in the travel demand analysis. Arlington was consistently the top pair for Darrington trips, followed by intrazone trips (those that occurred within the Darrington/northeast Snohomish area). The second and third flow pairs varied based on the days of the week in question. The full travel demand data can be found in the Appendix.

¹ 2019 American Community Service Five Year estimates

² <https://www.snohomishcountywa.gov/3693/Whitehorse-Regional-Trail>

Table 1. Darrington Travel Demand Findings: Top Flow Pairs

Days of Week	Daily Person Trips (12am-12am)
All Days (Mon-Sun)	Arlington: 984 trips (26%) Intrazone: 625 trips (16%) Arlington Municipal Airport: 273 trips (7%) Skagit-Whatcom-San Juan – N Whidbey: 194 Trips (5%)
Weekday (Mon-Th)	Arlington: 2,682 trips (25%) Intrazone: 1,992 trips (18%) Arlington Municipal Airport: 755 trips (7%) Granite Falls: 552 trips (5%)
Weekend (Sat-Sun)	Arlington: 1,161 trips (22%) Intrazone: 1,068 trips (20%) Granite Falls: 311 trips (6%) Stimson Crossing: 300 trips (6%)

SNOTRAC 2019 NEEDS ASSESSMENT

Every four years, Snotrac surveys the community to understand countywide transportation needs and gaps, with a particular focus on those who rely on paratransit and other specialized door-to-door services. Most recently, Snotrac conducted a survey in 2018, which was published in March 2019. Key findings of that survey are synthesized below³:

- Over ninety percent of those who lack a driver’s license or car do not commute. Reasons for lack of access to a car vary, but disability due to age or physical condition is a major reason.
 - Respondents without a driver’s license or car were also less likely to have recently taken a non-commute related trip.
- Those who live in areas poorly served by transit were much more likely than others to miss work due to transportation issues.
- Almost one-third of people in areas with poor transit service would like to ride transit if it were more available, compared to one-quarter of those living in areas relatively well-served by transit.
- The general population expressed that service-related issues (e.g., travel time, walking distance to bus stop, lack of service to desired destinations, frequency of service, and transfers) are the primary reasons for not using transit. For those with disabilities, quality and cost were much bigger factors. Other important factors for those with disabilities included difficulty getting on/off the bus, lack of seating and shelters at stops, safety at stops, and cost.

³ <https://www.gosnotrac.org/needs-assessments>

RESULTS OF COMMUNITY SURVEY AND STAKEHOLDER INPUT

OVERVIEW

A convenience sample of 518 unique respondents participated during the fielding period from April 28 – May 18, 2021, including 488 digital responses through SurveyMonkey and 30 hard-copy responses administered through community partners. However, a review of the data revealed many unusable cases. Based on the consistency of non-sensical responses to open-ended questions and made-up names, we determined that 235 responses were generated by a computer program, and these were removed from the final dataset. Once unusable cases were scrubbed from the dataset, we began analysis of the remaining 282 respondents. Results of the survey follow.

DEMOGRAPHICS

While twice as many respondents were female than male, respondents were well-represented across age categories (see Figure 1).

More than one-quarter of respondents (28%) said they have a disability, a rate consistent with most recent Census estimates for the area (American Community Survey, 2019). Likelihood of respondents reporting a disability went up linearly with age, such that more than half of respondents in the oldest age cohort (54% of respondents 65 and older) reported a disability.

Respondents were more likely to report annual household income in higher income brackets than reflected in ACS estimates (see Figure 2). Household size of respondents closely matched ACS estimates: 14% of respondents live alone, 27% live with one other person, 36% live in households with 3-4 total people, 16% live in households with 5-6 total people, and 6% live in households with 7 or more total people.

Figure 1: Survey Respondent Age Breakdown

How old are you?

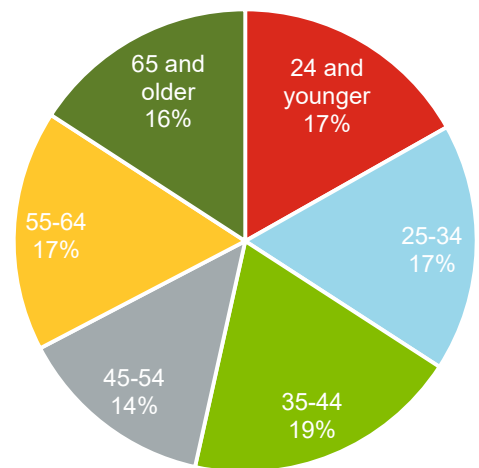
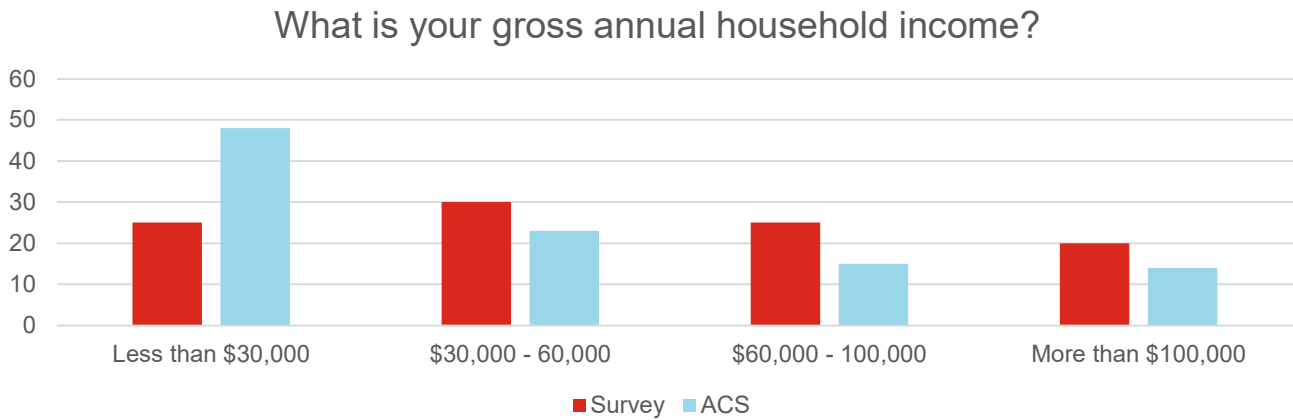


Figure 2: Survey Respondent Income Breakdown

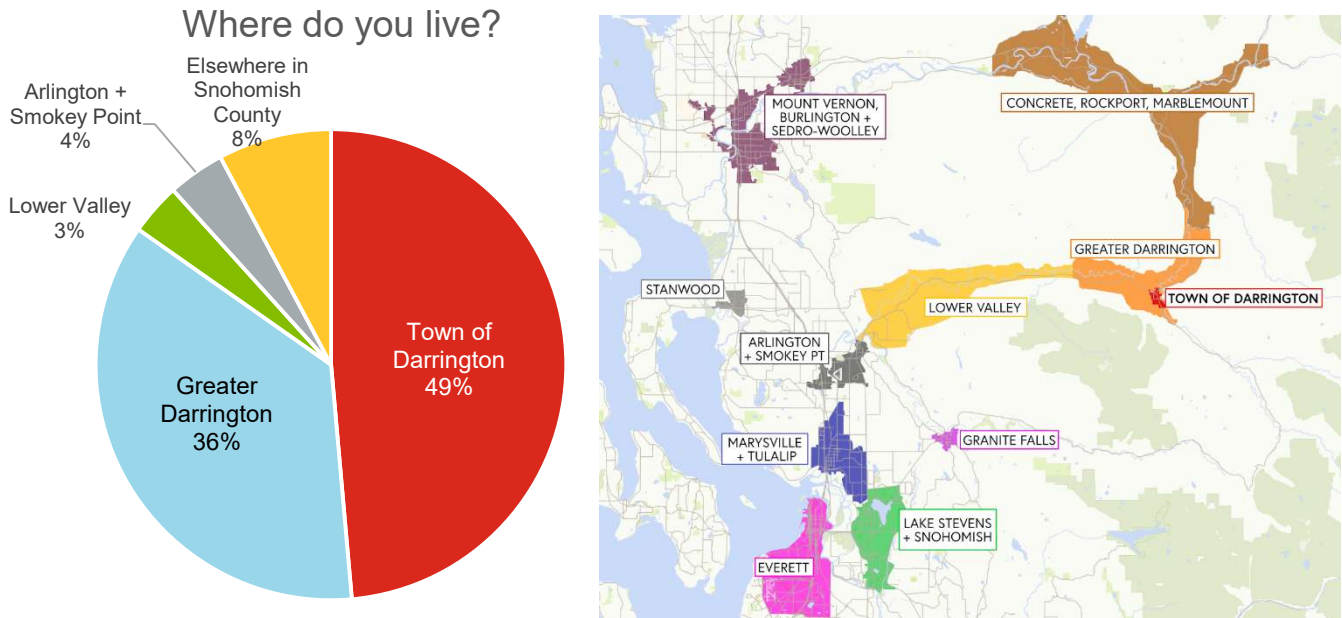


Half of respondents (51%) are employed full- or part-time for themselves or someone else. Another 15% are not employed and 19% are retired. Eight percent are students, and seven percent are at-home parents.

RESULTS

Most respondents live in and around Darrington (see Figure 3). Nearly half (49%) live in the Town of Darrington and more than one-third (36%) live in Greater Darrington. The remaining respondents live in Lower Valley (3%), Arlington + Smokey Point (4%), or elsewhere in Snohomish County (8%).

Figure 3: Respondent home location



When asked to consider typical travel behavior when pandemic and stay-at-home measures are not in effect, respondents were most likely to frequently travel (10 times/month or more) to the Town of Darrington (53%), Greater Darrington (37%), Arlington + Smokey Point (22%), and Marysville + Tulalip (19%).

More than half of respondents (54%) are satisfied that they can consistently get to where they need to go. The most common form of transportation is by driving personal vehicles alone or with others (53%), though approximately one in ten respondents use the Community Transit fixed-route bus, paratransit, and/or Sauk-Suiattle Tribe's DC Connect more than 10 times per month. People who reported disabilities were much more likely to use these services (particularly paratransit) than other respondents (45% versus 11%).

Several respondents mentioned that the survey was the first time they had heard of the Community Transit, paratransit, and DC Connect options, suggesting that more community education may increase demand for these services.

Respondents were most likely to say that they would visit Arlington + Smokey Point (31%), Everett (22%), Marysville + Tulalip (18%), and Seattle + Bellevue (16%) much more frequently if these locations were more readily accessible.

Most respondents (47%) said they had no barriers that keep them from getting where they want to go. One quarter of respondents (25%) said that the bus doesn't run often enough, takes too long, doesn't go where they need to go, or transfers don't connect. One in five respondents (20%) said biking was impractical, and another

19% said driving is too expensive. Meanwhile, 12% of respondents said they would use a door-to-door van or bus service but none is available, and 11% of respondents said they had no one to carpool with.

When asked to rank the appeal of different hypothetical transportation options, several were more favorable than unfavorable:

- 46% of respondents found a door-to-door van or bus that runs from Darrington to Arlington somewhat or very appealing;
- 43% of respondents found increasing the number of trips for Bus Route 230 to be somewhat or very appealing;
- 40% of respondents found a recreational shuttle to Darrington to be somewhat or very appealing; and
- 37% of respondents found a new door-to-door paratransit service to be somewhat or very appealing.
- All other hypothetical options were less favorable.

Respondents rated medical centers and hospitals (62%), downtowns and businesses (58%), grocery stores, malls, and other shopping centers (54%), and senior + community centers (51%) as somewhat or very important to connect.

Additionally, many respondents volunteered that connections to childcare centers, social services (particularly food banks), and agencies that provide family supports would improve their lives. Others suggested that the existing transportation services benefit older folks and people with disabilities; however, there is a dearth of available options for school-age children and their families to get to activities, recreation, and services.

While recreation access for people outside of Darrington was popular among many respondents, others expressed concern that it would be to the detriment of Darrington residents and urged local leaders to focus on local community development. Several respondents reported anxiety about the Wood Innovation Center and other economic development initiatives increasing traffic and creating mobility challenges in an area that is ill-equipped to deal with them.

CONCLUSION

The results of this community survey suggest there are many needs and opportunities to improve mobility in and around Darrington. Among them, we want to highlight the following:

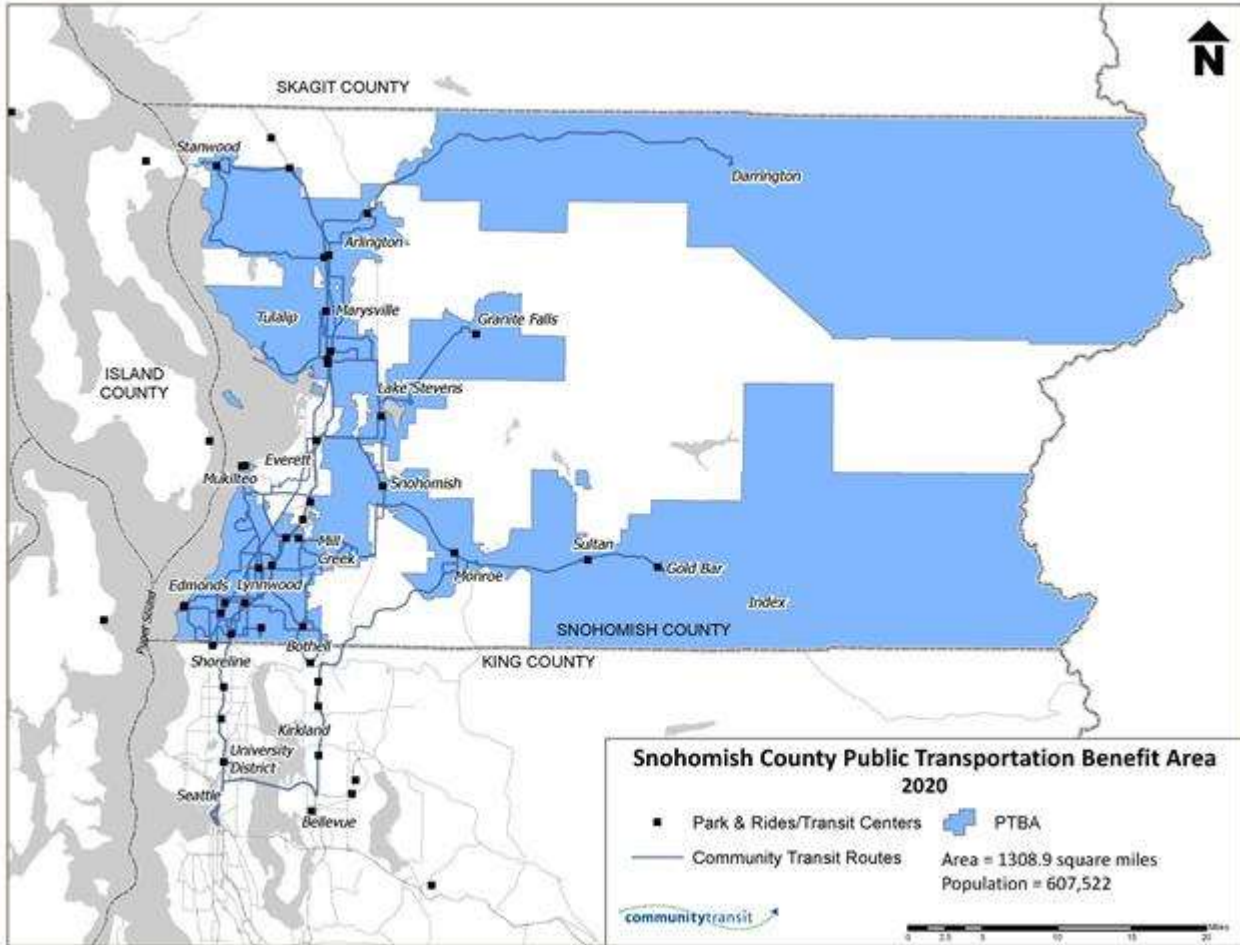
- Increasing awareness of the Community Transit fixed-route bus, paratransit, and Sauk-Suiattle Tribe's DC Direct options.
- Managing resident anxieties about future growth and development through transparent messaging and investments in transportation infrastructure and services to accommodate that growth.
- Targeting a broad swath of residents with mobility options, especially school-age kids and their families who don't appear to have many current options and would like to see more connections to childcare centers, social services, agencies that provide family supports, and recreational activities.

EXISTING TRANSPORTATION SERVICES

COMMUNITY TRANSIT

Community Transit offers bus, vanpool, and paratransit service throughout the Snohomish County Public Transportation Benefit Area (pictured in Figure 4). In addition, Community Transit offers commuter buses that provide access to downtown Seattle, the Boeing Everett Factory, and the University of Washington campus. Specifically, however, paratransit service is only provided within three quarters of a mile of all-day fixed-route transit routes. The sole route that serves Darrington, Route 230, only has two round-trips per day and is considered a commuter service, not an all-day fixed-route. As a result, paratransit services are not provided to or within Darrington.

Figure 4: Community Transit Service Area (Source: <https://www.communitytransit.org/about/about-us>)



SERVICE TYPES

Bus Service

Community Transit offers bus service throughout its service area. Service offerings include bus rapid transit, and frequent service corridors in addition to standard local service. Buses provide direct service to important destinations, countywide connections, and transit hubs throughout the Snohomish County area.

Service to Darrington – Route 230

Route 230 offers service from Darrington to the Smokey Point Transit Center in Arlington, with two round trips on weekdays with an approximate runtime of about one hour. No weekend service is available. The 230 is categorized by Community Transit as a rural route, providing important connections between outlying communities and the core service network.⁴

The 230 route map is included in Figure 5. The Smokey Point Transit Center route termini provides connections to other bus routes, including the 201/202 (offers 15 minute service to Lynnwood, via Everett), 209 (offers 60

⁴ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

minute service to Lake Stevens), 220 (offers 60 minute service to Arlington), 227 (offers connection to Arlington and Seaway Transit Center), and 240 (offers 60 minute service to Stanwood).

Route 230's scheduled trips are as follows:

From Smokey Point Transit Center to Arlington -

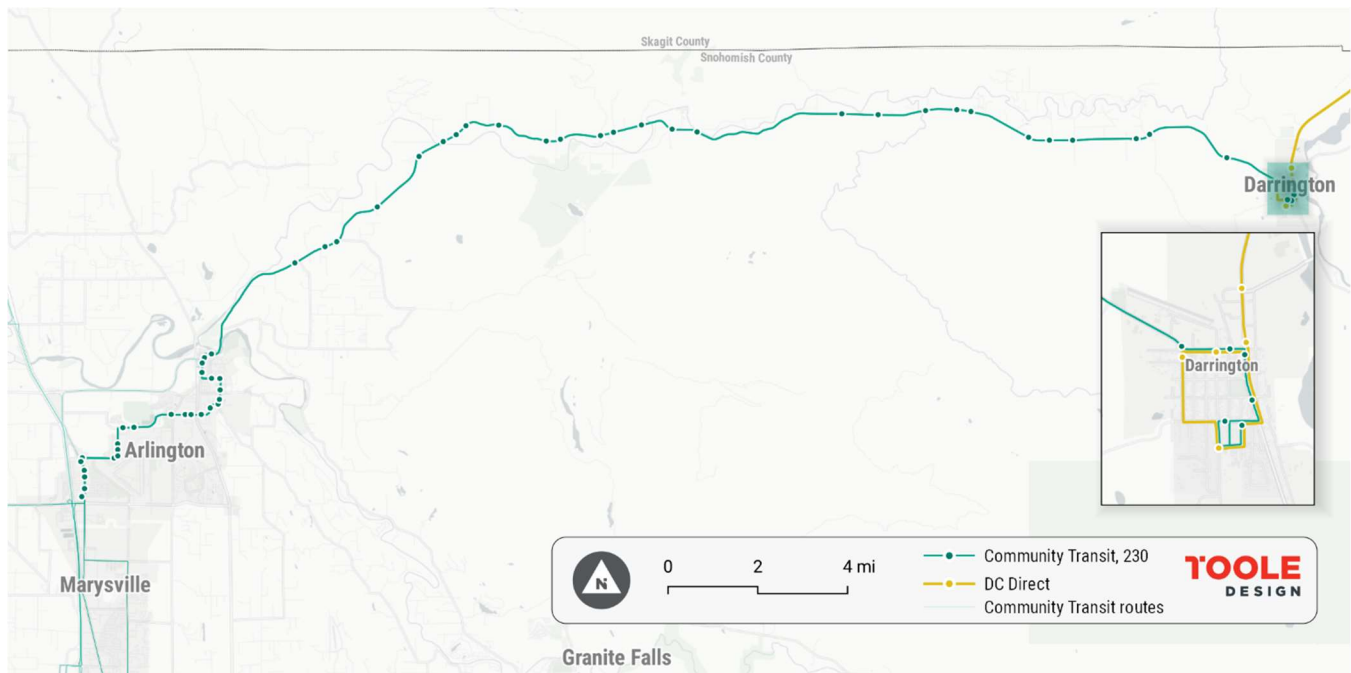
- Trip 1: Leaves Smokey Point at 6:11 am and arrives in Darrington at 7:11 am.
- Trip 2: Leaves Smokey Point at 5:02 pm and arrives in Darrington at 6:06 pm.

From Darrington to Smokey Point Transit Center -

- Trip 1: Leaves Darrington at 7:33 am and arrives at Smokey Point Transit Center at 8:37 am.
- Trip 2: Leaves Darrington at 6:45 pm and arrives at Smokey Point Transit Center at 7:49 pm.

On average, there were 22 daily boardings of route 230 in 2019, reflecting 5.5 boardings per trip. Route 230 falls below Community Transit's target for boardings per revenue hour for rural bus service, and is the lowest performing route based on this metric among the community-based service routes that feed into core services.⁵

Figure 5: Community Transit's route 230 operates two round trips each weekday between Darrington and Arlington.



Vanpool Service

Community Transit offers vanpool service for groups of commuters whose commutes start or end at a location within Snohomish County. Groups of 5-15 commuters ride together in one van, including two riders and a bookkeeper. A monthly fare covers expenses including gas, maintenance, and insurance. The exact fare depends on the route mileage and size of the van, and is split among the riders. Current monthly rates for vans range from \$283 to \$726.⁶ Emergency rides home via taxi are guaranteed up to two times per year for vanpool riders.⁷ The

⁵ Presentation from Community Transit staff during April 13, 2021 Darrington Transit Study Community Workshop

⁶ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

⁷ [https://www.communitytransit.org/docs/default-source/vanpol/vanpool-documents-\(pdf-word-etc.\)/vanpoolstarterkit877bb3de765c61308e57ff0000bb9e0c.pdf?sfvrsn=827d2e2_2](https://www.communitytransit.org/docs/default-source/vanpol/vanpool-documents-(pdf-word-etc.)/vanpoolstarterkit877bb3de765c61308e57ff0000bb9e0c.pdf?sfvrsn=827d2e2_2)

current vanpool fleet consists of 472 vehicles (including 34 spare vans), which includes a mix of 7, 12, and 15-passenger vans. Community Transit is currently piloting a new vanpool option focused on facilitating first and last mile connections to transit—three vanpool groups are currently participating in this pilot.⁸ Currently, there are no vanpools operating in Darrington.

Paratransit Service

Community Transit's Dial-A-Ride Transportation (DART) service is intended for those unable to ride the bus due to disability and provides comparable origin to destination service within $\frac{3}{4}$ mile of one of Community Transit's local, non-commute bus routes. To qualify for DART service, riders need to be six years or older and meet one of the following conditions⁹:

- Have a disability or condition prevents you from getting to or from a regular fixed-route bus stop
- Have a disability or condition prevents you from waiting at a regular fixed-route bus stop
- Have a disability or condition prevents you from getting on or off a regular bus
- Have a disability or condition prevents you from being able to ride a regular fixed-route bus or to understand and follow transit instructions

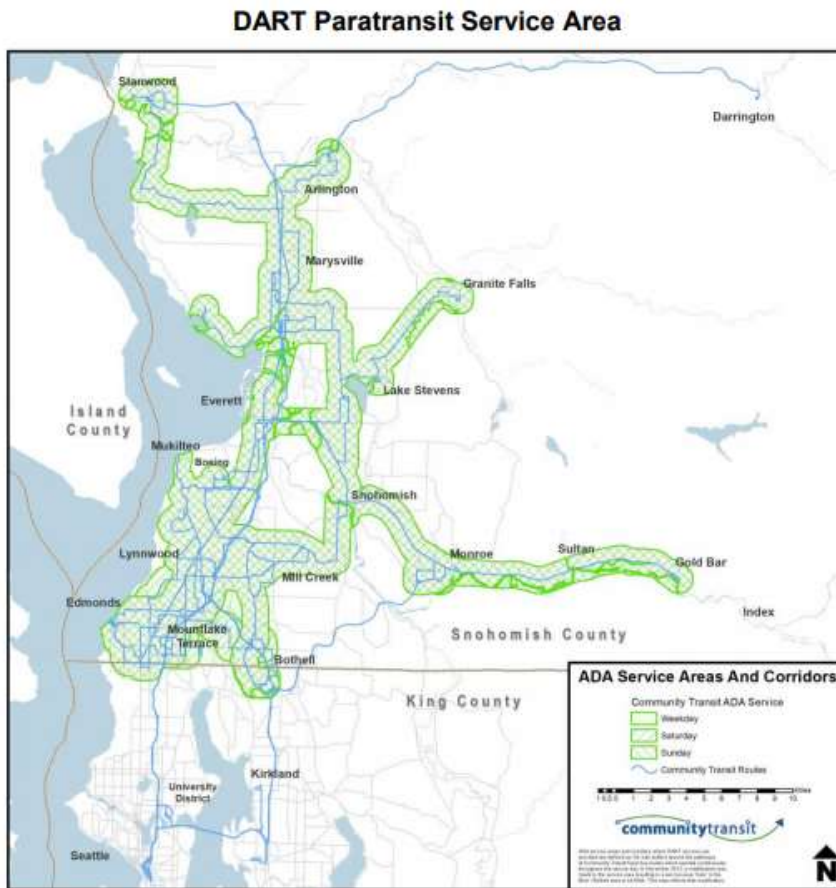
Paratransit service is tied to the operating hours of the fixed route service—DART vehicles can pick riders up and drop them off in the same locations and during the same operating hours that are offered by fixed route service. Trips need to be scheduled in advance, and there are no restrictions on trip purpose. As indicated in Figure 6, complementary paratransit service is not available for route 230, which offers service to Darrington. The fare for paratransit service is \$2.50.¹⁰

⁸ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

⁹ https://www.communitytransit.org/docs/default-source/dart-paratransit/dart-riders-guide-2019_accessible.pdf?sfvrsn=4815c6e9_2#:~:text=Some%20people%20may%20qualify%20for,trip%2Dby%2Dtrip%20basis.&text=You%20must%20be%20six%20years,be%20eligible%20for%20DART%20services.&text=You%20may%20request%20a%20DART,an%20application%20at%20dialaride.org

¹⁰ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

Figure 6: DART Paratransit Service Area¹¹



VanGO Program

This program grants surplus or retired vans to non-profit organizations in Snohomish County that provide transportation services. The program has been operating since 2000 and has so far resulted in 158 vehicle grants. All non-profits who primarily serve residents of the PBT A are eligible to apply.¹²

FARES

Community Transit's fares were last changed in 2019, and are reflected below:

Table 2: Community Transit Fares¹³

Route Type	Adult (19-64)	Youth (9-18)	Reduced Fares/ ORCA LIFT (low income)/ Regional Reduced Fare Permit ¹⁴
Swift BRT	\$2.50	\$1.75	\$1.25
Local (100 & 200 series routes)	\$2.50	\$1.75	\$1.25

¹¹ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

¹² <https://www.communitytransit.org/programs/van-go>

¹³ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

¹⁴ Regional Reduced Fare Permit is available for seniors 65+, disabled, and those on Medicare










Commuter (400 & 800 series routes) | \$4.25 \$3.00 \$2.00

Community Transit participates in the regional ORCA card program, which is an integrated smart card for transit agencies in the Puget Sound region. The ORCA card allows users to add passes or value online, and enables free transfers between buses and agencies within a two hour timeframe.¹⁵

VEHICLE TYPES

Figure 7, below, indicates the vehicle types currently used by Community Transit. Most buses have low floors and are equipped with a kneeling feature. All buses are equipped with a wheelchair lift or ramp.¹⁶ Buses also are equipped with bicycle racks that can accommodate two bicycles. The average vehicle age of the bus fleet is 7 years.

Figure 7: Community Transit Vehicle Type by Fleet¹⁷

Revenue Vehicle Fleet by Type, December 2019			
Type	Propulsion	Count	
30 Foot Bus	Diesel	13	
40 Foot Bus	Diesel	99	
40 Foot Bus	Hybrid	15	
60 Foot Bus	Diesel	74	
Double Tall Bus	Diesel	70	
Swift Bus	Hybrid	15	
Swift Bus	Diesel	18	
Bus Subtotal		304	
DART	Gasoline & Diesel	52	
Vanpool	Gasoline	472	
Total Fleet All Types		828	

¹⁵ <https://www.communitytransit.org/fares/smartcard>

¹⁶ <https://www.communitytransit.org/accessibility>

¹⁷ [https://www.communitytransit.org/docs/default-source/projects/projects-documents-\(pdf-word-etc.\)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2](https://www.communitytransit.org/docs/default-source/projects/projects-documents-(pdf-word-etc.)/2020-transit-development-plan_adopted_11-5-20-docx.pdf?sfvrsn=fe510771_2)

SAUK-SUIATTLE TRIBE (DC DIRECT)

The Sauk-Suiattle Indian Tribe of Washington is a federally recognized Native American tribe. The tribe historically lived within the entire drainage area of the Sauk, Suiattle, and Cascade Rivers. Today, the tribe lives in scattered groups close to their traditional homelands—the tribe maintains a tribal government, social structure, and identity.¹⁸ Tribe staff provide multiple services—among them is a bus service between Darrington, the Sauk-Suiattle reservation, and Concrete called DC Direct. There are two routes which service the three primary areas (Darrington, the Sauk-Suiattle reservation, and Concrete) in opposite directions via Highway 530, as indicated below and shown in Figure 8. Both routes start at the Sauk-Suiattle reservation at the same time, with Route 1 circulating ‘clockwise’, and the other circulating ‘counterclockwise’.

Route 1:

1. From Sauk-Suiattle to Darrington; back to Sauk-Suiattle
2. From Sauk-Suiattle to Concrete
3. From Concrete to Sauk-Suiattle

Route 2:

- A. From Sauk-Suiattle to Concrete
- B. From Concrete to Sauk-Suiattle
- C. From Sauk-Suiattle to Darrington; back to Sauk-Suiattle

Within each route, headways are approximately two hours, offered on weekdays from 6 am to 6 pm.¹⁹ DC Direct is free and open to the public – it is intended to provide connections to Community Transit’s route 230 and offer socioeconomic opportunities for low-income tribal residents—this is notable due to the high rate of tribal members in poverty. In 2014-2015 80.9% of tribal members lived in poverty.²⁰ The DC Direct has 200,000 riders annually.²¹

The service initially launched with one 14-seat bus that included a wheelchair lift and currently operates a 66-mile route.²² An additional bus was subsequently added. Most

Figure 8: The Sauk-Suiattle Indian Tribe operates the DC Direct bus, which runs every two hours in each direction (clockwise and counter-clockwise) from 6 AM to 6 PM every weekday.



¹⁸ <https://www.sauk-suiattle.com/>

¹⁹ <http://www.sauk-suiattle.com/>

²⁰ <https://wstc.wa.gov/wp-content/uploads/2020/01/2016-1116-BP8-SaukSuiattleIndianTribe.pdf>

²¹ Presentation from Sauk-Suiattle Tribe staff during April 13, 2021 Darrington Transit Study Community Workshop

²² <https://www.heralddnet.com/news/sauk-suiattle-tribes-new-bus-service-connects-rural-areas/>

recently, the service received funding \$402,137 as part of WSDOT's Consolidated Grant Program for the 2019-2021 period.²³ The Sauk-Suiattle Tribe has indicated they anticipate using funding for the July 2021-2023 period to purchase two additional buses and expand operating hours.²⁴

STILLAGUAMISH TRIBE

The Stillaguamish Tribe of Indians of Washington is a federally recognized tribe of Stillaguamish people. The tribe's indigenous population lived on the main branch, north, and south forks of the Stillaguamish River, near present day Stanwood, Washington.²⁵ The tribe has several facilities and businesses located on a 64-acre reservation granted in 2014, near the Stillaguamish River in Snohomish County.

Stillaguamish Tribal Transit Services (STTS) offers demand response service to support Tribal members, clients, and others in the community, which serves mostly north Snohomish County and the tribal urban area, and makes daily trips to both Skagit and Whatcom Counties.²⁶ Typically, the service is open to the public and operates weekdays from 6:30 am to 4:00 pm. However, the service is currently limited to tribal members only, due in part to the COVID-19 pandemic.²⁷ In fiscal year 2015, ridership of the demand-response service reached 16,668 riders. The service area does include Darrington, according to prior grant application materials, though the current restriction to tribal members indicates that this will not be a viable transportation option for the general public living in Darrington.²⁸

The Stillaguamish Tribe also offers a vanpool/rideshare program to provide a low-cost, shared ride system for commute purposes. In fiscal year 2015, vanpool/rideshare ridership reached approximately 12,000 riders.²⁹

HOMAGE

Homage provides services to older adults and people with disabilities in Snohomish County. Homage provides services to more than 25,000 individuals each year. Programs include food and nutrition, health and wellness, home repair, social services, and transportation.³⁰ In addition to the TAP and Pay Your Pal transportation services outlined below, Homage also offers Ethnic Senior Dining Transportation, which enables elders to participate in activities at the Multicultural Senior Center located at the Center for Healthy Living in Lynnwood and the Carl Gipson Senior Center in Everett.³¹ During the COVID-19 pandemic, this program transitioned to offer meal delivery. To further expand service offerings, Homage acquired two ADA minivans for one-off, door to door trips.³² Unfortunately, Homage does not currently have the resources available to operate its services in the Darrington area.

TRANSPORTATION ASSISTANCE PROGRAM (TAP)

The Transportation Assistance Program (TAP) operated by Homage provides transportation services to eligible riders that live outside of the DART service area. TAP picks riders up at their door and drops them off at their destination (or at another transportation provider). Wheelchair accessible minibuses and vans accommodating up

²³ <https://wsdot.wa.gov/sites/default/files/2021/02/08/2019-2021-consolidated-grants-pt-table.pdf>

²⁴ Presentation from Sauk-Suiattle Tribe staff during April 13, 2021 Darrington Transit Study Community Workshop

²⁵ <https://www.stillaguamish.com/about-us/>

²⁶ <https://www.wsdot.wa.gov/publications/manuals/fulltext/M3079/spt.pdf>

²⁷ Call with Stillaguamish Tribe Staff on 6/28/2021

²⁸ https://www.dol.gov/sites/dolgov/files/olms/regs/compliance/dsp/2019/8aug19/wa-2019-066-00_stillaguamish_tribe_of_indians_of_wa.pdf

²⁹ <https://wstc.wa.gov/wp-content/uploads/2020/01/2016-1116-BP8-StillaguamishTribe.pdf>

³⁰ <https://homage.org/about-us/>

³¹ Presentation from Homage staff during April 13, 2021 Darrington Transit Study Community Workshop

³² Presentation from Homage staff during April 13, 2021 Darrington Transit Study Community Workshop

to 13 people are used for service, and fares are \$1.75 per ride. To be eligible for TAP, riders need to meet one of the following criteria: be aged 55+, disabled, or low income. Riders do not need to have an ADA recognized disability in order to qualify for TAP—this eligibility is less restrictive than Community Transit’s DART program.³³ Although Darrington is within the TAP service area, there is no current TAP service offered in Darrington.³⁴ WSDOT grant funding supports the TAP program.³⁵

PAY YOUR PAL

The Pay Your Pal program operated by Homage reimburses friends or community members to provide rides for eligible riders. The Pay Your Pal program is available for eligible riders that live outside of the DART service area. The eligibility requirements are similar to the TAP eligibility requirements, however the trip purpose is limited to medical, work, or school trips. Once eligibility is determined, Homage works with riders to establish a Transportation plan, secure a licensed driver, and provide an allocation of miles. Riders are responsible for finding their driver, organizing and scheduling their rides, and are responsible for ensuring the driver and vehicle are appropriately insured. Rides are not restricted to certain hours or days. Enrollment is application-based.³⁶ Stakeholder input indicated that Pay Your Pal service is not currently available in Darrington.

HOPELINK

Hopelink is a non-profit focused on serving homeless and low-income families, children, seniors, and people with disabilities in King and Snohomish counties. Hopelink’s focus is on providing support to enable a permanent exit from poverty. Hopelink is a Medicaid Transportation Broker, and offers several transportation programs including DART Transit, Medicaid Transportation, Mobility Management, and Community Vans. Hopelink’s DART Transit, Mobility Management, and Community Van programs are not offered beyond King County, so those programs are not detailed in this report. In addition to the above transportation services, Hopelink also manages two online resources that support mobility. The first is [VetGO](#), which is a single service website that details travel options in King County and adjacent counties for Veterans and their families. The second resource, [Find a Ride](#), is an online gateway to transportation options in the Puget Sound Region.

MEDICAID TRANSPORTATION

Hopelink offers non-emergency medical transportation both in King and Snohomish counties for medical services that are covered by Medicaid. The service offers transportation to the closest appropriate medical provider between 8 am and 5 pm. Three service options are available through this program:

1. **Gas cards:** These are available if the client can drive themselves or knows someone who can drive them. The cards pay 35 cents per mile.
2. **Bus/public transportation:** These are available for clients able to take the bus to medical appointments. ORCA cards are provided and can be reloaded upon request
3. **Door-to-door service:** Hopelink offers shared ride service for those with disabilities that limit their use of the other service options. Doctor verification of medical status is required. Hopelink has a variety of vehicle options available through their service partners. Options include sedans, minibuses, passenger vans, or vehicles with lifts for wheelchairs and people. The client’s mobility determines the vehicle type sent for the trip.

³³ Presentation from Homage staff during April 13, 2021 Darrington Transit Study Community Workshop

³⁴ Presentation from Homage staff during April 13, 2021 Darrington Transit Study Community Workshop

³⁵ <https://irp-cdn.multiscreensite.com/2923a798/files/uploaded/Homage%20Powerpoint%20for%20conference%203-2-2020.pptx>

³⁶ homage.org/transportation/pay-your-pal/ and presentation

Hopelink arranges the lowest cost transportation service suitable for the client's medical condition and ability.³⁷

MOBILITY GAPS AND NEEDS

OVERALL

From a high level, existing transportation options and resources in the Darrington area provide opportunities to build from. Community Transit's existing fixed route service to Darrington offers a backbone service that can be complemented and enhanced by other services. There are a variety of existing services that could be enhanced to more fully serve the community's identified needs—in particular, during the Community Workshop for this study, Sauk-Suiattle Tribe noted that their riders had expressed interest in expanding DC Direct service to Arlington. In addition, Homage indicated they were open to considering expanding services to Darrington and were interested in learning from the findings of this study. Another opportunity to highlight is Community Transit's VanGO program which is a promising option for sourcing a vehicle at no cost, and is available to non-profit organizations. While the community survey indicated less interest in vanpool than more robust fixed route service to Arlington and beyond, the demand for vanpool may be increased once the Wood Innovation Center is open.

Overall, key gaps include the limited headways available for fixed route service—CT Route 230 trips are offered only twice a day, which makes the service inconvenient for errands or appointments that are shorter than the full day trip that the existing fixed route service best facilitates, and conversely the arrival and departure times in Arlington do not allow for a typical eight-hour workday. Although Medicaid Transportation is offered by Hopelink, this service is restricted to a very limited type of trip for those who meet the eligibility requirements.

COMMUNITY TRANSIT SERVICES

Community Transit's Route 230 offers a lifeline between Darrington and Arlington, and Community Transit representatives noted that they are committed to maintaining long-term service. In addition, Community Transit's VanGO program is a promising resource for sourcing vehicles which may be applicable depending on the recommendations of this study.

Limitations to note are that Community Transit's DART service is not currently available in Darrington—it is not clear what potential there is to expand this service to Darrington. There are no vanpools currently operating in Darrington, though demand for this type of service may increase once the Wood Innovation Center is opened. As stated above, there are limitations to Route 230 based on its limited operating schedule—it currently runs twice a day and does not offer weekend service.

SAUK-SUIATTLE TRIBE DC DIRECT SERVICE

DC Direct, operated by the Sauk-Suiattle Tribe, serves as an extension of Route 230 and a link between Darrington, the Sauk-Suiattle Reservation, and Concrete. DC Direct is free and open to the public, and provides 2-hour headways. Sauk-Suiattle Tribe staff noted additional funding was recently received, which they intend to use to purchase additional vehicles and extend operating hours. Staff also noted riders have expressed interest in an extension of the service to Arlington.

³⁷ <https://www.hopelink.org/sites/default/files/Travel%20Assistance%20Brochure%20Transportation.pdf>

Limitations to note are that no weekend service is offered, and DC Direct does not provide a direct connection to Arlington other than its capacity as a feeder to CT Route 230.

HOMAGE SERVICES

Although Homage's services are not currently available in Darrington, Homage staff expressed ongoing consideration of service to Darrington, and also noted a goal to expand awareness of their program offerings.

HOPELINK SERVICES

Hopelink's online educational tools can be leveraged to raise awareness of existing transportation resources in the community. Hopelink's Medicaid Transportation offers a variety of transportation options to best meet the needs of its clients as they access Medicaid appointments, which are critical trips. The service is available to Snohomish County residents.

Limitations to note include the narrow trip purpose that Medicaid Transportation is available for. In addition, transit trips are one of the mechanisms used to provide Medicaid Transportation, which would be subject to the limited service offered by Route 230. Other mechanisms would still be available to those eligible.



MOBILITY ALTERNATIVES AND RECOMMENDATIONS



MOBILITY ALTERNATIVES

Based on early information gathered the following mobility alternatives were identified and discussed by stakeholders at a regularly scheduled NCTC meeting on May 18, 2021. The goal was to identify the universe of possibilities, eliminate those with immediately recognizable “fatal flaws” and narrow the list.

Alternative	When?	Who Operates?	Who is Served?	Vehicle?	Est. Cost
Add trips to Route 230 to Smokey Point	Add midday trips	Community Transit	People wanting access to Arlington and points South.	40' bus or Shuttle bus	\$\$
Add a new fixed route between Darrington and another destination	Add a new destination	Community or Everett or Skagit or King County Metro Transit	People wanting access to Everett, Mt. Vernon, or Seattle.	40' bus or Shuttle bus	\$\$\$
Expand DC Direct service from Sauk-Suiattle Reservation	Extend hours / add trips	Sauk-Suiattle Tribe	People wanting better intra-area access, including up to Concrete.	Shuttle bus	\$\$
Expand TAP / DART programs.	Reservation-based	Homage, Sauk-Suiattle Tribe, or Glacial Peak Institute	Eligible people with point-to-point or point-to-transfer service. Reservation-based.	Van or Shuttle bus	\$\$
Expand Pay-Your-Pal	Reservation-based	Homage	Eligible people with point-to-point service. Scheduled service.	Personal vehicles	\$
Create and contract for new ride-share program.	On-demand	TNC or other private operator	Anyone, but most effective service intra-area trips.	Private / small fleet vehicles	\$\$\$
Bring more services to Darrington	Scheduled days	Social service agencies	People able to get to downtown.	n/a	\$\$

Stakeholders also discussed variations on the alternatives listed above, including alternative vehicles, supplementing fixed-route services on select days rather than every day, expanding service hours earlier and later in the day, adding a new recreation-based transit service similar to King County Metro’s Trailhead Direct, and exploring vanpool options.

These alternatives were narrowed and refined based on feedback received at this meeting as well as subsequent receipt of results from the community survey, which were made available in early June.

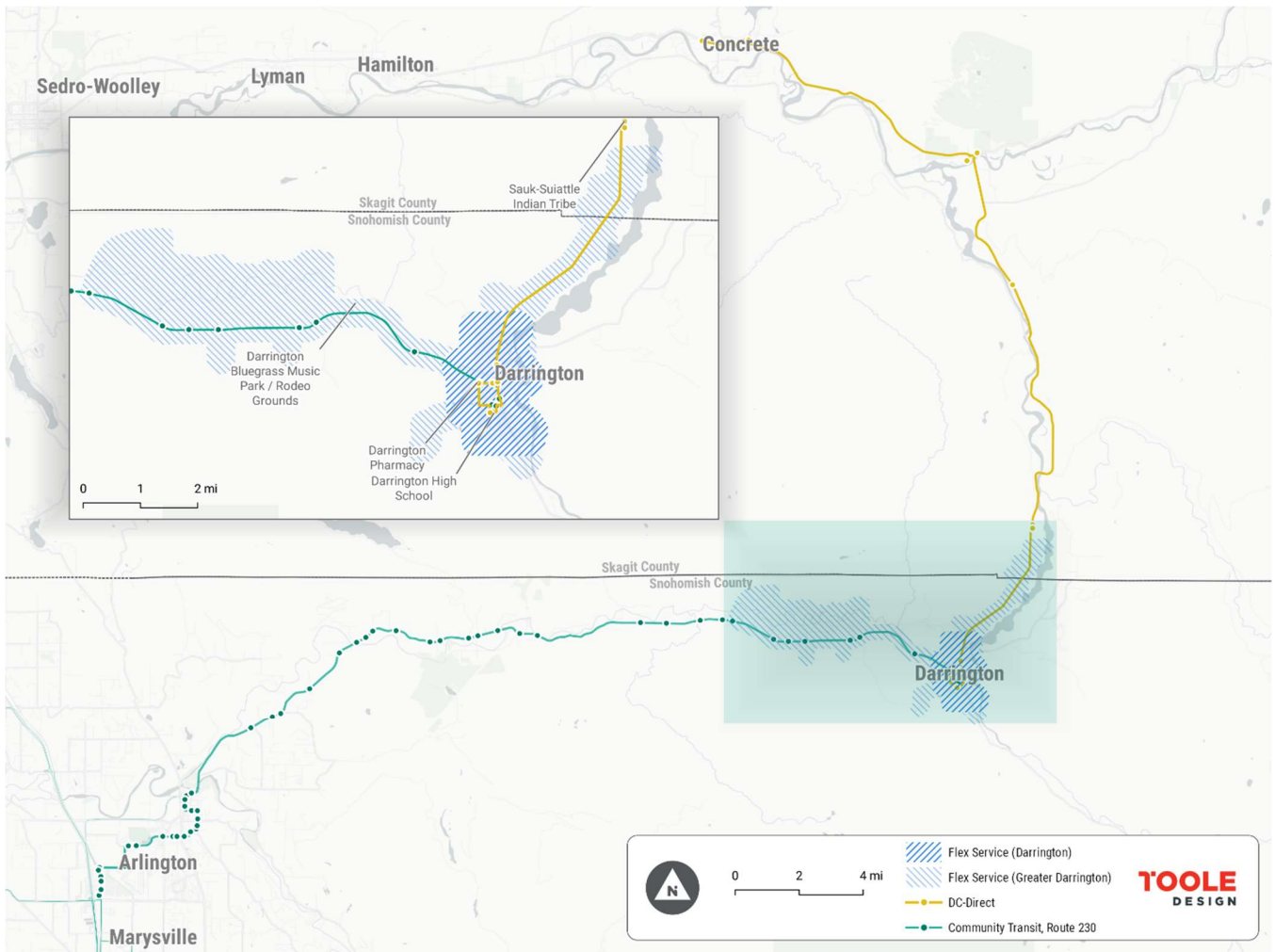
RECOMMENDATIONS

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

Survey results and stakeholder input suggest 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. While desired destinations will most likely be healthcare, pharmacy, grocery, and regional transit stops, a flexible, on-demand service type is recommended to respond most efficiently to varying needs. Scheduled stops coinciding with Community Transit's Route 230 and DC Direct's route should be planned to promote and reliably connect residents to regional transit service.

Figure 9: Access to existing fixed route services may be expanded by local flex route service in Darrington.



2: ADD MORE SERVICE TO ARLINGTON

Survey results and stakeholder input also suggested 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, provide better access to employment, and to tap into latent demand for regional service, 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 in Recommendation 3, below).

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. It is recommended that service depart Smokey Point for Darrington at approximately 11:30 a.m., and then depart Darrington at 12:50 p.m. to return to Smokey Point at approximately 1:55 p.m.

Potential operators could be Community Transit, Sauk-Suiattle Tribe/DC Direct, or a private provider.

3: ADJUST SCHEDULE OF CT ROUTE 230

Currently, there are two round 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 quite 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.

OPERATING ENTITIES

This section contemplates potential operating entities for the new and/or expanded transit services outlined in Recommendations 1 and 2. Public and private providers, including, but not limited to, Community Transit, Stillaguamish Tribe, Sauk-Suiattle Tribe, transportation network companies (TNCs), private providers, and not-for-profit organizations are potential operators. Given the distance and isolation of Darrington from the next nearest population centers, as well as the desire to seek grant funding to support initial services, TNCs and third-party private providers are eliminated from consideration.

The consultant team recommends a local community services agency or not-for-profit organization to oversee and operate a flexible, on-demand transportation service within Greater Darrington (Recommendation 1). This type of organization is recommended because staff are very familiar with needs of local residents as well as desired destinations; they typically already have some level of customer service infrastructure in place; are flexible in adapting services to meet client needs; and are both eligible for and familiar with grant funding processes and required reporting.

The consultant team recommends a local transit agency or tribal agency operate an additional mid-day roundtrip between Darrington and Smokey Point/Arlington on weekdays (Recommendation 2). For example, a mid-day DC Direct run could continue on to Arlington and then return, stopping in Darrington before heading resuming its regular alignment. Alternatively, Community Transit may consider adding a third roundtrip to Route 230 weekday operations.

VEHICLE CONSIDERATIONS

There are a range of transit vehicle types that may be appropriate to meet the various needs based on the transit service recommendations included in this study. This section offers an overview of the viable vehicle types for the service recommendations, and includes information on fuel efficiency, useful life, licenses required to operate, maintenance requirements, lifecycle cost, and availability. In addition, this section provides a summary of the options available for sourcing these vehicles, including purchasing, and leasing.

VEHICLE TYPES

Expected capacity, funding availability and accessibility accommodation should be considered when selecting vehicles. Different transit services and conditions necessitate different transit vehicles. A flex or on-demand service (identified in Recommendation 1) will require nimble vehicles with smaller capacity, while larger vehicles are typically appropriate for fixed route service (identified in Recommendation 2).

Prior to the pandemic, many transit agencies erred on the side of excess capacity to accommodate expected ridership—this consideration became even more critical during the pandemic and may be an ongoing consideration as public health guidance continues to evolve. That said, based on the existing ridership of Community Transit's Route 230, which averages only 5.5 weekday boardings per trip, a heavy duty vehicle is not likely to be needed for the additional fixed route trip between Arlington and Darrington as identified in Recommendation 2 at this time. These vehicles necessitate additional training and licensure for the drivers and are significantly more expensive than light duty vehicles, although they do offer a longer useful life. In the future, ridership should be monitored—as service enhancement recommendations are implemented, and as the forthcoming Wood Innovation Center draws new employees to the area, demand may increase enough to merit further consideration of a heavy duty transit vehicle for Recommendation 2.

For flex/on-demand service (Recommendation 3), vehicle selection should also consider the road quality within the service area—some roads in the Darrington area are narrow and unpaved and may present challenges for larger vehicles or vehicles with low floors. Light duty vehicles and ADA vans are most readily available with a two-wheel drive drivetrain, but larger light duty vehicles may struggle more in poor and uneven road conditions.

Vehicles used should be accessible to persons with disabilities. In Washington State, Commercial Driver Licenses are required for vehicles designed to transport 16 or more people.³⁸

CUT-AWAY CHASSIS

These vehicles are built with a bus body on top of a truck chassis, commonly made by Ford or Chevrolet, and are commonly used as feeder buses, for Americans with Disabilities Act (ADA) paratransit service, and for light volume fixed routes. These vehicles generally have a wheelchair lift and can seat up to 15 passengers, including the driver. In some cases, these vehicles can be configured into multiple seating layouts—layouts can vary to maximize wheelchair securement positions or maximize overall capacity. Typical configurations offer capacity for 12 ambulatory users and two wheelchair users. These vehicles are readily accessible for those with mobility limitations given they are easy to step up into, can come equipped with a walker storage rack and offer grab handles along the aisle. Fuel economy generally ranges between 8 mpg and 12 mpg.³⁹ Costs for new vehicles typically range from \$65,000 to \$78,000, although options are available that can cost up to \$130,000^{40,41}. To accommodate those with limited mobility, these vehicles provide wheelchair lifts or low floors with ramps. Newer versions offer low-floor cutaways to ensure riders with limited mobility can easily enter the vehicle, however these options are more expensive, and may be more difficult to operate on unpaved roads. These low-floor models also offer a kneeling feature to lower the vehicle when the door opens and typically utilize a wheelchair ramp in lieu of a wheelchair lift.⁴² The useful life of these vehicles generally ranges from 5 to 7 years. The minimum Useful Life Benchmark for light duty vehicles for FTA Grants is 4 years, or 100,000 miles.⁴³ Table 3 identifies the age and Life To Date mileage at which life-cycle costs for these vehicles reach their minimum.



Source: <https://cz.pinterest.com/pin/758926974686571246/>

Table 3. Minimum Life-Cycle Cost Replacement Points⁴⁴

<i>Annual Vehicle Mileage</i>	<i>Agency Performs: Continuous Vehicle Rehabilitation</i>		
	<i>Minimum Cost Age</i>	<i>Minimum Cost Mileage</i>	<i>Full Drive Train Replacement?*</i>
<i>20,000</i>	7	140,000	No
<i>30,000</i>	6	180,000	No
<i>40,000</i>	5	200,000	No

*This analysis selects the minimum cost age and mileage for the drive train replacement option (i.e., replace or do not replace) that provides the lowest minimum total life-cycle cost.

³⁸ Washington State Department of Licensing. "Who Needs a CDL?" <https://www.dol.wa.gov/driverslicense/cdlrequired.html>. Accessed: 09/17/2020.

³⁹ Call with Schetky Sales Representative.

⁴⁰ Based on currently available vehicles available through WSDOT contract 04115 for light to medium duty transit buses, accessed 09/17/2020. <https://apps.des.wa.gov/DESContracts/Home/ContractSummary/04115>

⁴¹ Call with Schetky Sales Representative.

⁴² Transit Wiki. "Paratransit Vehicles." https://www.transitwiki.org/TransitWiki/index.php/Paratransit_Vehicles. Accessed 09/13/2020.

⁴³FTA. "Useful Life of Transit Buses and Vans." April 2007. https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf. These vehicles have an FTA minimum service-life category of 4- or 5-years and an average retirement age of 5.9 years.

⁴⁴ Reproduced from FTA's Useful Life of Transit Buses and Vans Report (2007), Table 7-5 (5-Year, Light-Duty, Mid-Size Buses and Vans)

ACCESSIBLE VANS

Accessible vans, including mini-vans and full-size vans, can be fully accessible with wheelchair ramps, and offer more maneuverability compared to cut-away chassis vehicles. These vehicles are commonly used for micro transit services. Mini-van capacity typically allows for three ambulatory passengers and one wheelchair passenger, not including the driver. Mini vans can offer rear entry or side entry for wheelchairs. Although full-size vans can accommodate up to two wheelchair users, these vehicles present more limitations for accessibility, as the step to enter the vehicle is high and those with limited mobility may require a foot stool. Entry into the rear seats of full-size vans can also be difficult for ambulatory users. Another option is the Ford Transit Connect, which has the same seating capacity as mini-vans but sliding doors on either side and rear wheelchair entry, providing easier accessibility compared to mini-vans. Costs for mini-vans range from \$40,000⁴⁵ to \$54,000⁴⁶, while most full size vans are priced between \$50,000 and \$65,000⁴⁷, excluding hybrid or electric options, which are more expensive. The useful life of these vehicles typically ranges from 4 to 6 years.⁴⁸ Table 4 identifies the age and Life To Date mileage at which life-cycle costs for these vehicles reach their minimum. Fuel efficiency may range from 12 mpg⁴⁹ to 25 mpg.⁵⁰



Source: <https://www.driverge.com/vehicles/mobility-vans/>

Table 4. Minimum Life-Cycle Cost Replacement Points⁵¹

Annual Vehicle Mileage	Agency Performs: Continuous Vehicle Rehabilitation		
	Minimum Cost Age	Minimum Cost Mileage	Full Drive Train Replacement?*
20,000	6	120,000	No
30,000	5	150,000	No
40,000	4	160,000	No

*This analysis selects the minimum cost age and mileage for the drive train replacement option (i.e., replace or do not replace) that provides the lowest minimum total life-cycle cost

PURCHASING

In addition to private vehicle sales available at companies such as Kersey Mobility and MobilityWorks, WSDOT offers a process to purchase transit vehicles sourced from Washington State’s Statewide Contracts.⁵² Washington State agencies, colleges, universities, political subdivisions, and non-profits are eligible to purchase vehicles by submitting a Master Contract Use Agreement (MCUA) to establish eligibility to use state contracts.⁵³ As of June

⁴⁵ Based on currently available models shown in WSDOT Contract Automobile Request System, Accessed 06/18/2021. <https://apps.des.wa.gov/CARS/>

⁴⁶ Call with Schetky Sales Representative.

⁴⁷ Based on currently available models shown in WSDOT Contract Automobile Request System, Accessed 06/18/2021. <https://apps.des.wa.gov/CARS/>

⁴⁸ FTA. “Useful Life of Transit Buses and Vans.” April 2007. https://www.transitwiki.org/TransitWiki/images/6/64/Useful_Life_of_Buses.pdf. These vehicles have an FTA minimum service-life category of 4-years and an average retirement age of 5.6 years.

⁴⁹ Ford Transit T150 Wagon estimate from <https://www.fueleconomy.gov/feg/findacar.shtml>. Accessed 09/17/2020.

⁵⁰ Ford Transit Connect Wagon estimate from <https://www.fueleconomy.gov/feg/findacar.shtml>. Accessed 09/17/2020.

⁵¹ Reproduced from FTA’s Useful Life of Transit Buses and Vans Report (2007), Table 7-6 (4-Year, Light-Duty, Small Buses and Vans).

⁵² Washington State Department of Enterprise Services. “Purchasing Transit Vehicles from Washington State’s Statewide Contracts.” <https://wsdot.wa.gov/sites/default/files/2019/09/24/PT-Guide-TransitAssetProcurement-DES-VehiclePurchaseRequestInstructions.pdf>. Accessed 09/11/2020.

⁵³ Washington State Department of Enterprise Services. “Vehicle Frequently Asked Questions.” <https://www.des.wa.gov/services/travel-cars-parking/vehicle-purchasing/vehicle-frequently-asked-questions>. Accessed 09/11/2020.

2021, several options for ADA mini-vans, full-size vans, and light duty chassis vehicles for transit service are available for purchase through WSDOT.^{54,55} Vehicles purchased through WSDOT typically take 120 days to be received, from the date of order.⁵⁶ If purchased through private vendors outside of WSDOT's contract, vehicles are typically available with a 4-6 week delivery time, however delivery time is likely extended during the pandemic. Wait times may be longer if custom specifications are needed.⁵⁷ In addition to options to purchase vehicles through WSDOT, King County Metro sells retired commuter vans at relatively inexpensive prices, including passenger vans, minivans, and Nissan Leaf vehicles.⁵⁸

LEASING

Although WSDOT offers long term fleet rentals to eligible agencies, agencies utilizing MCUA's are not eligible for this opportunity. Private companies offer leasing options, though these are more similar to financing options than a typical passenger car lease. For instance, Schetky Bus and Van Sales offers a leasing option available for 4- or 5-year terms—Schetky will guarantee the residual and buy the vehicle back at the end of the lease. For these leases, annual mileage needs to stay below 10,000 or 12,000 miles, depending on the lease specifics. This leasing option does not include any ongoing maintenance, however other companies such as Enterprise Fleet Management offers more robust leases that can include these options.⁵⁹

OTHER OPPORTUNITIES

In addition to purchasing or leasing vehicles, there may be other potential avenues available to procure vehicles. Community Transit periodically auctions surplus transit vehicles.⁶⁰ Community Transit also offers Van GO: Surplus Vehicle Grant program which donates vehicles earmarked for surplus auctions to non-profit agencies. The application dates for 2021 are still being determined by Community Transit, and are expected to be announced later this year.⁶¹ Through this program, up to one vehicle is awarded to eligible organizations which includes non-profit organizations who primarily serve residents of the Snohomish County Public Transportation Benefit Area. Although wheelchair accessible mini-vans have been donated in years past, available vehicles are not always wheelchair accessible and, in those cases, may need to be repurposed in order to be accessible for those with limited mobility.⁶²

Once service details and operators are finalized, further verification is needed to determine eligibility for the opportunities identified above.

⁵⁴ Washington State Department of Enterprise Services. "Contract Automobile Request System (CARS)." <https://apps.des.wa.gov/CARS/>. Accessed 6/18/2021.

⁵⁵ Washington State Department of Enterprise Services. "Contract Summary – Light to Medium Duty Transit Buses." <https://apps.des.wa.gov/DESContracts/Home/ContractSummary/04115>. Accessed 6/18/2021.

⁵⁶ <https://www.des.wa.gov/services/travel-cars-parking/vehicle-purchasing/vehicle-purchasing-frequently-asked-questions>

⁵⁷ Call with Schetky Sales Representative.

⁵⁸ <https://metrovan-sales.com/>

⁵⁹ Call with Schetky Sales Representative.

⁶⁰ Community Transit. "Surplus Vehicle Auctions." <https://www.communitytransit.org/about/procurement/surplus-vehicle-auctions>. Accessed 9/16/2020.

⁶¹ <https://www.communitytransit.org/programs/van-go>, accessed June 16, 2020.

⁶² Community Transit. "VAN GO: Surplus Vehicle Grant Program." <https://www.communitytransit.org/programs/van-go>. Accessed 9/16/2020.

COST

While this report recommends several possible courses of action to improve transit mobility and access in Darrington, this section provides information about estimating costs for two of the recommendations:

- Extending the reach of existing fixed-route services with on-demand/flex-route service around Greater Darrington.
- Supplementing existing transit with new and/or expanded fixed-route service options.

For the other recommendations in this report, costs are highly variable dependent upon specific actions taken. For instance, developing outreach and marketing materials may be completed through existing capacity within NCTC partner organizations, or via market-rate consulting services.

While the guidance in this section represents broad estimates and approaches to inform decision-making, it should be noted that costs should be expected to rise in the near-term for most items discussed due to macroeconomic conditions—rising fuel, raw material, and production costs have impacted most industries, and should be expected to impact the recommendations in this report too.

EXPANDING FIXED-ROUTE SERVICE TO ARLINGTON

Approximate cost estimates reflect a system that is owned, maintained, and operated by a Public Transit Operator (“Transit Agency”) as well as a Tribe-operated service are included below. Both the Transit Agency-operated and Tribe-operated cost estimates are based on the operator-reported hourly operational costs multiplied by the service hours that would be needed to accommodate an additional round trip.

TRANSIT AGENCY-OPERATED SERVICE

The first option for increasing regional transit access is to add a single round-trip of the existing fixed-route service (such as the 230 bus route operated by Community Transit).

The cost estimates for the Transit Agency-operated system are based on an hourly operational cost of \$226.13 per hour for commuter buses.⁶³ This estimate is based off reported 2019 agency operating expenses per vehicle revenue hour costs from Community Transit, as listed on the National Transit Database.⁶⁴ The reported operating expenses include vehicle operating and maintenance expenses, as well as facility maintenance and general administration expenses to operate a 40-foot bus (as is currently being operated on the route). It should be noted that this hourly operational cost is a systemwide average. The actual hourly operational cost of Route 230 may be higher than the systemwide average when distance, deadhead, and long layover times for staff are considered.

Assuming the route operates with 58 stops over 28 miles in each direction, with a travel time of 1 hours and 5 minutes (based on the current GTFS runtime), and a 15% layover time at the terminal (15 minutes), the total cycle

⁶³ While the 230 is classified not as a Commuter Bus but as a local service, given its long route mileage the decision was made to estimate using the Commuter Bus operating costs, which operate on a more similar service pattern. Local fixed route bus service cost Community Transit \$186.17 per revenue service hour to operate in 2019.

⁶⁴ The similar service providers included in this analysis include Klickitat County Senior Services, Mt Si Senior Center, Skamania County Senior Services, Rural Resources Community Action, and Whatcom Transportation Authority.

time is estimated to be approximately 2 hours and 25 minutes. To add one full round-trip each day on weekdays (of which there are 255 per year, as weekends and six annual observed holidays will not have scheduled service on Route 230) at \$226.13 per revenue service hour would cost approximately \$140,000 per year in operating costs.

	<i>Service Hours per Trip</i>	<i>Additional Service Days</i>	<i>Cost per Revenue Service Hour</i>	<i>Annual Cost (Additional Service Hours x Cost per Service Hour)</i>
Adding one round-trip on Route 230	2.42 hrs	255 days	\$226.13	\$139,545

Fare Revenue

The expansion of fixed-route can also be supported through the collection of fares, and potential for increased ridership coinciding with the increased service frequency. Currently, the cost of a one-way trip on the 230 bus is \$2.50 for Adult riders, \$1.70 for Youth riders (age 6 – 18), and \$1.25 for riders qualifying for the ORCA LIFT reduced fare program. Systemwide, Community Transit collects \$1.28 per passenger trip on average (another reason many passengers pay less than the local single fare due to use of a monthly pass). Given the route’s average of one boarding per mile⁶⁵ over 28 miles per direction, at unchanged ridership fares might be expected to contribute an additional \$15 – 20,000 in revenue per year. This estimate can be potentially be refined with an onboard survey or observational survey.

TRIBE-OPERATED SERVICE

The Sauk-Suiattle Tribe currently operates the DC Direct fixed-route service between the Sauk-Suiattle Tribe Reservation and the Towns of Darrington and Concrete between the hours of 6 AM and 6 PM. Making six trips in each direction (clockwise and counter-clockwise), at a cycle length of two hours, the Sauk-Suiattle Tribe is operating 24 hours of service each day on weekdays, at an estimated cost per service hour between \$45 and \$105.⁶⁶ This range assumes using a similar vehicle to what the operator is utilizing on the DC Direct (a cut-away shuttle). To operate an additional fixed-route run between Darrington and Arlington could cost between \$30,000 and \$70,000 per year, though based on the statewide average for similar agencies might be expected to cost closer to \$60,000.

To expand the service to Arlington would require procuring at least one more vehicle, whether a similar cut-away shuttle or a smaller accessible van. The Sauk-Suiattle Tribe received an FTA grant in 2018 of \$126,087 to purchase two vehicles and improve stops.

CREATING AN ON-DEMAND SERVICE FOR GREATER DARRINGTON

Because Darrington is not currently served by existing demand response services that serve other parts of the region, developing a new flex-route transit service requires both up-front capital investments and continued operations costs. Some of the considerations for up-front capital investments are discussed in the Vehicles section and the previous paragraph. Additionally, this section assumes a non-profit entity would operate the service, as discussed in the section on Operating Entities. Approximate costs were estimated to reflect both a

⁶⁵ Community Transit, “Travel Markets Demand Evaluation.” February 2020.

⁶⁶ Based on a review of tribal transit operators across Washington State operating comparable numbers of vehicles in maximum service, whose operating costs per Vehicle Revenue Hour ranged from \$43.04 and \$105.17 in 2019.

system that is owned, maintained, and operated by a non-profit transportation provider. Cost estimates for a non-profit owned-and-operated system are based on hourly operational costs informed by reported 2019 operating expenses per vehicle revenue hour costs from similar service non-profit and tribal transit providers across Washington State. (Due to the pandemic, transit statistics attributed to 2020 are considered an anomaly and not reasonably indicative of future trends). Additional costs, such as installation and maintenance of signs and stop amenities, as well as logo development and marketing materials are not factored into these cost assumptions. A variety of scheduling software is available to provide dispatching, routing, scheduling, GPS tracking, and other features. Revenue collection can be supported using grants, community-level partnerships and sponsorships, and fares.

OPERATIONS COST ESTIMATES

Assuming that the service operates to both serve in-town trips and connect to regional fixed-route services, this report assumes that a shuttle or van service might operate during weekdays from 6:00 AM to 7:00 PM each day. These suggested operating hours connect first mile access to the morning trip on Community Transit's 230 bus to Smokey Point (both in its current schedule departing Darrington at 7:33 AM, and with the recommended schedule changes detailed on page 24, circulate around Darrington for reservation-based rides throughout the day, and finally deliver riders returning to Smokey Point to the 230 bus's final evening trip (departing Darrington at 6:45 PM). For riders connecting to the DC Direct, the first stop in Darrington at 6:32 AM and last stop at 5:46 PM would both be served by these hours of operation. The flex route service would be available throughout the day for local trips within the service area. The cost estimate below assumes 260 days throughout the year where Weekday service is offered.

This report has also estimated an option to provide limited weekend service, from 9:00 AM to 9:00 PM on Saturdays, and 7:00 AM to 4:00 PM on Sundays and federal holidays.

Table 5: Annual Total Cost Comparison of On-Demand Service for Weekday-only vs. Weekday & Weekend

<i>Estimated Operations Cost per Service Hour</i>	<i>Flex Route Service (Weekday only) ^a</i>	<i>Flex Route Service (Weekday + Weekend) ^b</i>
<i>WA State Average (\$77) ^c</i>	\$290,500	\$385,000
<i>WA State Estimated Range (\$45 – 105) ^c</i>	\$169,000 - \$355,000 ^e	\$224,000 - \$470,500
^c Demand Response Services operated by Non-Profit and Tribal Transit Agencies, National Transit Database, 2019	^a 3,400 hours of service annually	^b 4,500 hours of service annually

In general, a Non-Profit transportation system is anticipated to cost between \$45 and \$105 per service hour, with the statewide average of \$77 per hour among similar communities' demand response services.

REVENUE COLLECTION

An on-demand transit service can be supported through any combination of grants, community-level partnerships and sponsorships, and fare collection. These funding options are described in greater detail in the next section on page 34.

Fare Revenue

A flex service may be supported through fare collection or by suggested donations. Local transportation agencies' costing strategies for similar shuttle and demand responses services vary. For example, Community Transit charges a flat fare of \$2.50 for its DART paratransit service, and on a calculated monthly membership fee for its Vanpool program. By comparison, the Snoqualmie Valley Transportation's Valley Shuttle operates their service

on a volunteer donation basis, with a suggested donation for the Valley Shuttle of one dollar.⁶⁷ Fares or suggested donations can be collected either on-board by the driver or via fare machine, or through pre-boarding methods. However, fare collection equipment (both on-board and curbside) can be expected to be costly to procure and install. Additional delays will likely be generated at stops if the driver is responsible for managing the collection of fares or donations, and in particular if the driver needs to create change or handle a physical ticket.

⁶⁷ Snoqualmie Valley Transportation, "Valley Shuttle." <https://svtbus.org/valley-shuttle/>.

FUNDING OPPORTUNITIES

This report suggests several alternatives to close mobility gaps in Darrington and between Darrington and the greater region—because the recommendations vary in scale and scope, each of these alternatives will have varying funding applicability. The NCTC and its partner agencies can leverage local, regional, state, and federal funding opportunities to market existing transit options and expand mobility alternatives through the short- and intermediate-terms. Over time, long-term financial planning will be required to support permanent service changes and develop a more sustainable transit market.

Unless otherwise noted, these funding opportunities are primarily applicable to the recommendations that involve expanding transit service, either as fixed-route or flexible operations.

COVID-19 OUTBREAK RESPONSE

In response to the novel COVID-19 pandemic, local, regional, state, and federal governments were forced to triage and re-organize their budgets to address critical public health needs. As public health and travel restrictions are lifted and travel patterns evolve, it is expected that funding priorities and will evolve too. This document was developed based on the understanding of relevant funding programs as of June 2021. The NCTC and its partner agencies should regularly monitor updates in the identified funding programs over the next year, as funding partners respond to the pandemic. Additionally, the NCTC and its partner agencies should highlight in grant applications and communication documents the critical nature of closing mobility gaps in Darrington to connect community members with health care services, grocery stores, pharmacies, and other essential services.

LOCAL FUNDING RESOURCES

The NCTC should work with its partner agencies to identify local funding sources to support the suggested alternatives. The local funding sources could be used to support promotions or service expansion, or may be used as a required local match for regional, state, and federal grant programs. Additionally, other peer communities have partnered with local non-profit organizations and community foundations with aligned missions to increase local matching funds and strengthen funding applications.

Local communities may also be able to support mobility alternatives through Transportation Benefit Districts (TBDs), regular Capital Improvement/Investment Programs (CIPs), and through coordinated project delivery planning efforts. Greater Darrington is part of the Snohomish County Transportation Benefit District, and may also be eligible to receive additional support through Snohomish County's Transportation Alternatives Program (TAP). The NCTC should work closely with its local partner agencies to identify

Alternative Funding Models

Local governments, transit agencies, and human services agencies across the country have found creative ways to leverage resources (both financial and human) to provide needed transportation services.

Snoqualmie Valley Transportation (SVT) in association with Mt. Si Senior Center, operates the SVT Shuttle, supported with funding from King County Metro, a WSDOT grant, and the Snoqualmie tribe. This hybrid fixed/flex-route shuttle connects five rural towns and replaces a fixed-route bus previously operated by Metro. While Metro continues to fund the service, by virtue of being a local not-for-profit, SVT is better able to respond to rural needs, and is eligible for additional sources of funding. Right-sizing the vehicles and supplemental funding has allowed SVT to increase service, resulting in a dramatic increase in ridership.

The Volunteers in Motion program, operated by Florida-based Space Coast Area Transit (SCAT) provides transportation services to local residents who are physically challenged in using the fixed-route service but are not eligible for paratransit. SCAT provides training and vehicles to volunteers for this program which bridges a gap in transportation service in the community.

local funding sources that can be used to support mobility alternatives both in supporting short- and immediate-term needs and in securing grant funding.

REGIONAL FUNDING OPPORTUNITIES

The mobility gap analysis includes options for transit improvements for communities within the Puget Sound Regional Council (PSRC) and the Skagit Council of Governments (SCOG). While the Town of Darrington and Community Transit, the transit agency currently providing service to Darrington, are both members of the PSRC, the DC Direct operates service between the PSRC and SCOG regions, extending from Darrington to the Town of Concrete in the SCOG region. Given the study's position between two metropolitan planning organization (MPO), the NCTC and its partner agencies should work closely with its partners at PSRC and SCOG to include the alternatives in both regional planning documents and identify potential grant opportunities. Through this regional coordination, the NCTC and its partner agencies can leverage its local resources towards regional, state, and federal funding opportunities that can stretch local vehicles and staff resources further.

PSRC, as the Region's Metropolitan Planning Organization, delivers several transportation programs and administers state and federal transportation funds, including the Surface Transportation Program Block Grant Program (STP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), at the regional level. Communities in the Puget Sound Region are eligible for CMAQ funds. Additionally, the region's biannual Transportation Improvement Program (TIP)⁶⁸ is used to inform the state level TIP and project eligibility for state-level grant programs.

STATE FUNDING OPPORTUNITIES

WSDOT BIENNIUM BUDGET

WSDOT has a biennium budget approved by the State legislature every two years. The current 2019-21 biennium budget includes approximately \$6.7 billion for transportation planning, operations, and capital investments across the state, and the 2021-23 budget is currently in proposal form from the Governor's Office. As the state refines the next biennium budget, the NCTC and its partner agencies should carefully track potential changes and announcements related to competitive grant applications and pursue them as they become available.⁶⁹

WSDOT STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

Washington's Statewide Transportation Improvement Program (STIP) is a compilation of local, metropolitan, and regional transportation improvement programs that represents the highest priority projects at these levels, across the state, in a fiscally constrained plan. Only projects included in the STIP are authorized to access federal funds through either the FHWA or the Federal Transit Administration (FTA). The 2021-2024 STIP includes \$3.7 billion in federal funding, and approximately 1,100 transportation projects. The STIP is developed annually and is typically approved in January. To be eligible for STIP funding, projects identified in this Plan must first be incorporated into a local, regional, tribal, or metropolitan planning process, such as a Transportation Improvement Program.⁷⁰ To

⁶⁸ The Region's TIP is submitted by PSRC to the State, and then to the U.S. Department of Transportation for funding approval. The TIP is developed every two years, with updates occurring on an annual basis.

⁶⁹ Washington State Department of Transportation, "2019 Supplemental budget for 2017-2019 and 2019-2021 Enacted Budget." <https://wsdot.wa.gov/sites/default/files/2020/04/06/2019-21EnactedBudgetBook.pdf>.

⁷⁰ Washington State Department of Transportation, "Statewide Transportation Improvement Program (STIP)." <https://wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm>.

help secure future funding through the STIP, the NCTC and its partner agencies should identify opportunities to include the study alternatives into partner agencies' planning documents and coordinate with regional and WSDOT contacts on highlighting the importance of improved mobility service for the region.

PUBLIC TRANSPORTATION GRANTS

WSDOT operates three competitive Public Transportation Grant programs that seek to improve the access, mobility, independence, and transportation options for community members. These grant programs, the Consolidated Grant Program, the Formula Grant Program, and the Regional Mobility Grant Program, can be used to fund and support transit services and amenities, including: mobility management services, transit studies and mobility plans, bus shelters, transit vehicles, and park and ride lots and expansions. The grants are awarded in alignment with the state biennium.

Consolidated Grant Program

WSDOT's Consolidated Grant Program is supported by state and federal funding, and it is intended to improve public transportation within and between rural communities, and to provide paratransit/special needs services to people who cannot provide transportation to themselves due to age, disability, or income. The Consolidated Grant Program funds also support mobility management activities, provide planning funds for research on public transportation issues, and can be used to purchase new or replacement vehicles and other equipment. For the 2019-2021 grant period, WSDOT awarded approximately \$77 million in Consolidated Grant Program funds, which are apportioned via a mix of formula-based and competitive processes. The grant provides FTA funds from the following programs:

- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities,
- Section 5311 Formula Grants for Rural Areas, and
- Section 5339(a) Grants for Buses and Bus Facilities Formula Program.

The grant also provides state funds sourced from the Paratransit/Special Needs Grant Program as well as the Rural Mobility Grant Program. Nonprofits, tribes, public transit agencies and local agencies are eligible to apply. In addition, other government agencies are eligible if their projects benefit the greater public. Eligible project types include operations, mobility management, capital, and planning. Matching funds are required, with new projects requiring a five percent match. 2021-23 awards will be tentative until the FTA provides appropriation levels and Washington State approves the transportation budget.⁷¹ Historically, the application period has been open during the fall of each year.

SUPPORTIVE INFRASTRUCTURE PROGRAMS

The following programs are typically geared toward infrastructure investments rather than transit service and operations. However, these are important funding mechanisms to develop supportive infrastructure to make walking and bicycling to transit stops safe and comfortable, and NCTC should monitor for opportunities to gather supportive investments.

Washington State Transportation Improvement Board (TIB)

The Washington State Transportation Improvement Board (TIB) is an independent state agency that funds high priority transportation projects across 320 cities and urban counties throughout the state. Created by the Washington State legislature, the TIB distributes and manages street construction and maintenance grants that seek to enhance the movement of people, goods, and services. Funding for the TIB's grant programs comes from revenue generated by three cents of the statewide gas tax. As a community of fewer than 5,000 residents, the

⁷¹ Washington State Department of Transportation, "Public Transportation – Consolidated Grants." <https://wsdot.wa.gov/transit/grants/consolidated>.

Town of Darrington is eligible to apply to two of the TIB's competitive Small City programs: the Small City Arterial Program and the Small City Sidewalk Program. The TIB releases an annual call for projects between June and August, with project awards given in November.⁷² As the mobility options evolve, the NCTC and its partner agencies should identify opportunities to support pedestrian access to the service's pick-up and drop-off locations through the Small City Arterial and Small City Sidewalk Programs, and potentially on-road transit roadway elements (e.g. queue jumps and transit only lanes).

Safe Routes to School (SRTS)

SRTS funding is available to local governments through a competitive grant program; WSDOT has allocated \$19 million in federal and state funding to SRTS projects between 2019 and 2021. The goal of SRTS funding is to increase the number of students walking and biking to school safely. Safe Routes to School program funds may be used for infrastructure improvements within two miles of a school and/or local transportation safety programs serving students from kindergarten to 12th grade. Establishing walking school buses and bicycle trains,⁷³ and delivering bicycle and pedestrian educational programming are considered eligible education/encouragement activities. All public agencies, and nonprofit entities that are responsible for administering local transportation safety programs are eligible to apply.⁷⁴

SRTS program funds may be used for infrastructure improvements within two miles of a school and/or local transportation safety programs serving students from kindergarten to 12th grade. The improvements must be for improving the safety and/or increasing the number of students walking or biking to school. Establishing walking school buses and bicycle trains,⁷⁵ and delivering bicycle and pedestrian educational programming are considered eligible education/encouragement activities.⁷⁶

Pedestrian and Bicyclist Program

WSDOT also oversees the Pedestrian and Bicycle Program, which distributes grants for projects that enhance safety and mobility for people who choose to walk and bike. WSDOT has allocated over \$18.3 million in state funding through this program between 2019 and 2021. This funding may be for construction of safety infrastructure improvements; or, design-only projects that lead to a construction-ready pedestrian or bicyclist improvement projects. Eligible infrastructure and design projects include:

- Crossing/intersection improvements
- Traffic calming/speed reduction
- Signage and pavement markings
- Pedestrian-scale lighting
- On-road bicycle facilities
- Bicycle parking facilities
- Shared-use paths and trails
- Vehicle speed feedback signs and photo enforcement
- Sidewalks, sidewalk buffer zones, curbs, curb ramps, and gutters
- Walking and bicycle count programs
- Public engagement and encouragement campaigns
- Network planning and analysis
- Preliminary right of way acquisition activities, environmental analysis, and engineering design

⁷² Transportation Improvement Board, "Overview of TIB Grant Programs." <http://www.tib.wa.gov/grants/grants.cfm>.

⁷³ Eligible costs include those related to recruiting adult leaders, training, and safety equipment.

⁷⁴ Washington State Department of Transportation, "Call for Projects – Pedestrian and Bicycle Program and Safe Routes to School." www.wsdot.wa.gov/LocalPrograms/saferoutes/callforprojects.htm.

⁷⁵ Eligible costs include those related to recruiting adult leaders, training, and safety equipment.

⁷⁶ Washington State Department of Transportation, "Call for Projects – Pedestrian and Bicycle Program and Safe Routes to School." www.wsdot.wa.gov/LocalPrograms/saferoutes/callforprojects.htm.

- Tactical urbanism techniques, as part of a planning process.⁷⁷

FEDERAL FUNDING OPPORTUNITIES

Federal transportation funds are overseen by the US Department of Transportation (USDOT)—there are several agencies within USDOT (e.g. Federal Highway Administration, Federal Transit Administration, National Highway Traffic Safety Administration), that each have their own funding programs, procurement rules, and eligibility requirements. Most Federal funding programs are administered by State Departments of Transportation (e.g. Surface Transportation Block Grant), although some funds are distributed by the USDOT themselves (e.g. RAISE), and some are sub-allocated directly to regional or local governments (e.g. CMAQ). States and MPOs, whose primary function is to distribute Federal funds, may co-mingle and re-name funds so it may not be clear which or if Federal funds are being used. Typically, Federal grant programs will require a 50 percent local match for operational and a 20 percent local match for capital (such as vehicles, equipment, bus stops) projects. Federal funds distributed by MPOs, including STP and CMAQ, are described on page 35. Federal funds distributed by the State, including section 5310, 5311, and 5339(a) programs are described on page 36.

Direct funding recipients need to be designated recipient for Federal grant programs, comply with Federal transit regulations, and manage grants through the established Federal financial management systems. These same requirements will apply even if the Federal funds are administered by WSDOT. Federal grant management typically requires a significant administration time, especially if the awarded grant type is new to the grant recipient. NCTC partner agencies with experience in managing Federal grant programs, such as Community Transit and the Sauk-Suiattle Tribe, will be better positioned than other agencies to serve as a designated recipient given their familiarity with grant reporting processes and procedures.

DEDICATED FEDERAL FUNDING SOURCES

Federal transportation funding is managed by the Federal Transportation Bill Fixing America's Surface Transportation Act (FAST Act). The current FAST Act was signed into law in December 2015 and provides over \$305 billion from 2016 through 2020. The FAST Act was reauthorized in 2020 through a continuing resolution, which expires on September 30, 2021.

The "INVEST in America Act" was released by the House Committee on Transportation and Infrastructure and is currently moving toward deliberation on the House floor. The Biden Administration has also released the "American Jobs Plan" that is focused on stimulating the economy and employment in light of the COVID-19 pandemic. While the likelihood that this initiative will move forward is still uncertain, the proposed bill includes significant investment in transit infrastructure.

Due to ongoing debate in the legislature, the COVID-19 pandemic, forthcoming reauthorization of the FAST Act, and potential funding changes based on the 2020 Census, uncertainty limits the ability to predict future Federal transit funding amounts.

Pandemic Response and Recovery Funding

During the past year, three federal legislative actions unlocked operations funding for transit in response to the COVID-19 pandemic: the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and the American Rescue Plan Act of 2021. Transit operators in Snohomish, Skagit, and King Counties received federal emergency funding through

⁷⁷ Ibid.

each of these acts to support lost revenue and increased costs during the pandemic.⁷⁸ Funding received through pandemic response has been used to support operations and lost fare or tax revenue, as well as toward investment in capital projects.

ANNUAL AND ONE-TIME GRANT OPPORTUNITIES

The FTA periodically announces new annual or one-time grant opportunities to fund targeted transit purposes. As an example, Innovative Coordinated Access & Mobility Grants have been allocated in years past to innovative capital projects for transportation disadvantaged that improve the coordination of non-emergency medical transportation services.

RAISE grants (“Rebuilding American Infrastructure with Sustainability and Equity,” formerly known as BUILD or TIGER grants) are a notable funding opportunity seeking applications for transformative investments in transportation infrastructure. Under the new Administration, USDOT has placed a significant public emphasis on identifying projects that “create good-paying jobs, improve safety, apply transformative technology, and explicitly address climate change and advance racial equity” in transportation. Rural areas are eligible and have in recent history been prioritized for funding—in FY2021, 50 percent of RAISE funds are intended to be allocated to rural areas. This is an ongoing grant process which can be used to complete planning, or procure vehicles, facilities, and other capital needs. The FY2021 Notice of Funding Opportunity is open April through July 2021.⁷⁹

TRIBAL TRANSIT FORMULA PROGRAM AND GRANT OPPORTUNITIES

Through the FAST Act, the FTA supports tribal transit services through a dedicated funding program and an annual competitive grant program. The FAST Act allocated \$30 million to the Tribal Transit formula program, and additional \$5 million in FY2019 to the competitive grant program.⁸⁰ The NCTC should work with its partners at the Sauk-Suiattle Tribe to pursue such grant opportunities to support expansion of the DC Direct transit service. In FY2018, the Sauk-Suiattle Tribe secured over \$125,000 through the grant program to purchase vehicles to expand its bus shuttle program to full time, providing additional transit service and connections to regional transit systems in Snohomish and Skagit counties.⁸¹

OTHER AGENCIES, CORPORATE FUNDING, AND PRIVATE FOUNDATIONS

There is a broad range of private funding options available to support multimodal transportation projects. Transit service and transportation projects can be supported by funding aimed at a variety of areas including economic development, community health and fitness, mobility and access, and public infrastructure. Additionally, creative use of private sector funding and grants can leverage federal, state, regional, and county grants and be used in combination with local funds to meet local match requirements. While private funding or grants are not inherently a reliable or consistent source of revenue, they can be used to stretch and supplement public funds. The following organizations provide grants of different sizes for active transportation infrastructure and programmatic activities.

⁷⁸ Community Transit received \$39.2 million from the CARES Act, \$35.4 million from the CRRSAA, and \$6.5 million from the American Rescue Plan. Skagit Transit received \$5.9 million and \$7.3 million from the CARES Act and American Rescue Plan respectively for transit recovery.

⁷⁹ Federal Transit Administration, “RAISE Grants Notice of Funding Opportunity.” <https://www.transportation.gov/RAISEgrants/raise-nofo>.

⁸⁰ Federal Transit Administration, “U.S. Department of Transportation Announces \$5 Million in FY2019 Funding Opportunity for Tribal Transit Projects Nationwide.” <https://www.transit.dot.gov/about/news/us-department-transportation-announces-5-million-fy2019-funding-opportunity-tribal#:~:text=FTA's%20Tribal%20Transit%20Program%20is,areas%20where%20transit%20is%20sparse>.

⁸¹ Federal Transit Administration, “Fiscal Year 2018 Tribal Transit Competitive Projects.” <https://www.transit.dot.gov/funding/grants/grant-programs/fiscal-year-2018-tribal-transit-competitive-projects>.

PRIVATE-SECTOR EMPLOYERS AND BENEFIT DISTRICTS

There are numerous relevant examples around the Seattle region of large private-sector employers directly contributing to expanded transit operations. For instance, King County Metro has established service purchasing agreements with companies including Microsoft and Amazon, as well as municipal partners including the Cities of Seattle, Redmond, Sammamish, and Issaquah to directly fund transit service hours.⁸² With the pending construction of the Wood Innovation Center and other economic generators, funding partnerships can improve transit access to local job centers while improving mobility for all residents through expanded service.

LOCAL NON-PROFIT & ADVOCACY ORGANIZATIONS

Local organizations focusing on mobility, health and active living, or equity and justice may have grant programs and opportunities that can support transportation options in Darrington. For example, through the support of WSDOT grant funding, Feet First and the Cascade Bicycle Club have historically offered Walk & Bike Mini grants to Washington State schools.⁸³ Schools with active walking school buses and bike trains have received funding priority in previous years. Both event and project proposals have been eligible for funding. The NCTC should connect with Feet First and Cascade Bicycle Club to learn about upcoming grant opportunities and to identify opportunities to connect schools in Darrington to close mobility gaps for students. The Cascade Bicycle Club is also an eligible nominating organization for the Transportation Improvement Board's Complete Streets grant.

ROBERT WOOD JOHNSON FOUNDATION

The Robert Wood Johnson Foundation is dedicated to improving the “health and health care of all Americans,” including public education, prevention, communications activities, and investing in vulnerable populations. Municipalities are eligible for these funds and many active transportation related projects including greenway plans, trail projects, advocacy initiatives and policy development efforts have been funded through the Foundation. The Foundation offers numerous programs and funding opportunities focused on improving health outcomes and highlighting success stories throughout the year.⁸⁴

⁸² <https://kingcounty.gov/elected/executive/constantine/news/release/2018/July/25-metro-service-amazon-seattle.aspx>

⁸³ <https://feetfirst.org/walk-roll-funding-available-to-schools/>

⁸⁴ Robert Wood Johnson Foundation, "Funding Opportunities." <https://www.rwjf.org/en/how-we-work/grants-explorer/funding-opportunities.html>.



APPENDICES



TRAVEL DEMAND MODEL – ALL DAYS

All Day (12am-12am)			Early AM (12am-6am)			Peak AM (6am-10am)			Mid-Day (10am-3pm)			Peak PM (3pm-7pm)			Late PM (7pm-12am)		
Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total
Arlington	4,583	24%	Darrington-NE Snohomish (Intrazone)	191,008	18%	Arlington	984	26%	Arlington	1,564	26%	Arlington	1,439	25%	Arlington	486	21%
Darrington-NE Snohomish (Intrazone)	3,609	19%	Arlington	108,664	10%	Darrington-NE Snohomish (Intrazone)	625	16%	Darrington-NE Snohomish (Intrazone)	1,187	19%	Darrington-NE Snohomish (Intrazone)	1,128	19%	Darrington-NE Snohomish (Intrazone)	478	21%
Arlington Municipal Airport	1,233	6%	Arlington Municipal Airport	87,984	8%	Arlington Municipal Airport	273	7%	Arlington Municipal Airport	340	6%	Arlington Municipal Airport	403	7%	Arlington Municipal Airport	155	7%
Granite Falls	1,010	5%	Skagit-Whatcom-SanJuan-N_Whidbe	85,728	8%	Skagit-Whatcom-SanJuan-N_Whidbe	194	5%	Stimson Crossing	327	5%	Stimson Crossing	327	5%	Stimson Crossing	129	6%
Stimson Crossing	929	5%	Paine Field	67,688	6%	Granite Falls	192	5%	Granite Falls	317	5%	Granite Falls	299	5%	Stimson Crossing	102	4%
Skagit-Whatcom-SanJuan-N_Whidbe	928	5%	Boeing	58,656	5%	Stimson Crossing	144	4%	Skagit-Whatcom-SanJuan-N_Whidbe	299	5%	Skagit-Whatcom-SanJuan-N_Whidbe	270	5%	Smokey Point West	91	4%
Smokey Point West	716	4%	Granite Falls	47	4%	Everett Downtown	120	3%	Smokey Point West	272	4%	Smokey Point West	235	4%	North Marysville	85	4%
North Marysville	544	3%	Everett Delta Junction	36,848	3%	Smokey Point West	109	3%	North Marysville	178	3%	Getchell	171	3%	Skagit-Whatcom-SanJuan-N_Whidbe	80	3%
Bryant-Snohomish North	499	3%	Bell-Kirk-Red	32,336	3%	North Marysville	93	2%	Bryant-Snohomish North	152	2%	North Marysville	170	3%	Bryant-Snohomish North	77	3%
Marysville Downtown	443	2%	Quilceda Village	30,832	3%	Marysville Downtown	89	2%	Marysville Downtown	132	2%	Bryant-Snohomish North	156	3%	Getchell	74	3%
Getchell	431	2%	Seattle-Shoreline	29,704	3%	Everett Delta Junction	87	2%	Getchell	122	2%	Marysville Downtown	149	3%	Paine Field	61	3%
Everett Downtown	334	2%	Bryant-Snohomish North	29,328	3%	Bryant-Snohomish North	85	2%	Everett Downtown	90	1%	Everett Delta Junction	82	1%	Marysville Downtown	58	2%
Everett Delta Junction	303	2%	Stimson Crossing	27,824	3%	Edgewater-Pinehurst-Lowell	55	1%	Boeing	74	1%	Everett Downtown	77	1%	Quilceda Village	41	2%
Quilceda Village	250	1%	Everett Downtown	20,304	2%	Getchell	52	1%	Quilceda Village	74	1%	Quilceda Village	68	1%	Boeing	36	2%
Boeing	231	1%	Everett Downtown	18,048	2%	Getchell	41	1%	Everett Delta Junction	67	1%	Stanwood	68	1%	Everett Delta Junction	30	1%
Paine Field	208	1%	Snohomish	16,544	2%	Snohomish Southeast	41	1%	West Lake Stevens	64	1%	West Lake Stevens	65	1%	Everett Downtown	27	1%
Snohomish Southeast	191	1%	Snohomish Downtown	15,416	1%	Warm Beach-Lake Goodwin	41	1%	Seattle-Shoreline	64	1%	Snohomish Southeast	56	1%	West Lake Stevens	24	1%
West Lake Stevens	182	1%	Marysville Downtown	15,014	1%	Quilceda Village	35	1%	Seattle-Shoreline	53	1%	Warm Beach-Lake Goodwin	56	1%	Warm Beach-Lake Goodwin	24	1%
Warm Beach-Lake Goodwin	172	1%	Snohomish Southeast	14,288	1%	Boeing	35	1%	Stanwood	48	1%	Edgewater-Pinehurst-Lowell	44	1%	West Intercity	19	1%
Seattle-Shoreline	166	1%	Kitsap-Thurston-Pierce-E King	12,784	1%	Canyon Park	33	1%	Warm Beach-Lake Goodwin	48	1%	Bell-Kirk-Red	40	1%	Edgewater-Pinehurst-Lowell	18	1%
Stanwood	164	1%	Downtown Seattle	12,032	1%	Bell-Kirk-Red	32	1%	Snohomish	45	1%	Snohomish	36	1%	Seattle-Shoreline	17	1%
Edgewater-Pinehurst-Lowell	158	1%	Getchell	11,656	1%	Snohomish	29	1%	Stanwood	44	1%	Lake Stevens	31	1%	Stanwood	17	1%
Bell-Kirk-Red	152	1%	Smokey Point West	10,152	1%	West Intercity	27	1%	Bell-Kirk-Red	38	1%	Seattle-Shoreline	30	1%	Snohomish	16	1%
Snohomish	145	1%	Maltby Echo Lake	9.4	1%	Kitsap-Thurston-Pierce-E King	24	1%	Edgewater-Pinehurst-Lowell	35	1%	Kitsap-Thurston-Pierce-E King	27	0%	Snohomish Southeast	15	1%
Kitsap-Thurston-Pierce-E King	111	1%	Monroe	9,024	1%	West Lake Stevens	24	1%	Kitsap-Thurston-Pierce-E King	34	1%	Boeing	27	0%	Everett Silver Lake	15	1%
Lake Stevens	97	1%	Kent-Auburn-Federal Way	7.52	1%	Maltby Echo Lake	21	1%	SE Marysville	29	0%	Paine Field	21	0%	Lake Stevens	15	1%
Everett Silver Lake	74	0%	Everett Silver Lake	6,768	1%	Camano Island	20	1%	Lake Stevens	27	0%	SE Marysville	20	0%	Kitsap-Thurston-Pierce-E King	11	0%
SE Marysville	74	0%	Link-University-Ravenna	6,768	1%	Canyon Park	19	0%	Everett Silver Lake	23	0%	Everett Mall	20	0%	Kent-Auburn-Federal Way	9	0%
Camano Island	63	0%	Edgewater-Pinehurst-Lowell	5.64	1%	Lake Stevens	19	0%	Everett Mall	22	0%	Lake Stevens Northwest	18	0%	Bell-Kirk-Red	9	0%
West Intercity	63	0%	Lake Stevens	4,512	0%	SE Marysville	17	0%	Camano Island	21	0%	Canyon Park	17	0%	Mukilteo Industrial	7	0%
Everett Mall	62	0%	West Lake Stevens	4,136	0%	Tulalip Industrial	15	0%	Tulalip Reservation	21	0%	Everett Silver Lake	17	0%	Snohomish River Delta	7	0%
Monroe	62	0%	Warm Beach-Lake Goodwin	4,136	0%	Machias-Lake Stevens	15	0%	Machias-Lake Stevens	20	0%	Snohomish River Delta	17	0%	Machias-Lake Stevens	6	0%
Maltby Echo Lake	61	0%	Mukilteo Industrial	3,384	0%	Monroe	15	0%	Monroe	20	0%	Camano Island	16	0%	Monroe	6	0%
Tulalip Reservation	58	0%	Everett Mall	2,632	0%	Kent-Auburn-Federal Way	15	0%	Kent-Auburn-Federal Way	17	0%	Monroe	15	0%	SE Marysville	6	0%
Kent-Auburn-Federal Way	57	0%	Mill Creek West	2,632	0%	Everett Silver Lake	13	0%	Lake Stevens Northwest	17	0%	Tulalip Reservation	15	0%	Tulalip Reservation	6	0%
Canyon Park	57	0%	Bothell East	2,256	0%	Everett Mall	12	0%	Maltby Echo Lake	15	0%	Downtown Seattle	12	0%	Everett Mall	5	0%
Downtown Seattle	48	0%	Machias-Lake Stevens	2,256	0%	Monroe	12	0%	Alderwood Mall	14	0%	Maltby Echo Lake	12	0%	Downtown Seattle	5	0%
Lake Stevens Northwest	46	0%	Lynnwood	1.88	0%	Snohomish Seattle Heights	12	0%	Snohomish River Delta	11	0%	522 BRT-Lake Forest Park	11	0%	Camano Island	5	0%
Machias-Lake Stevens	46	0%	SE Marysville	1.88	0%	Murphys Corner West	10	0%	Downtown Seattle	9	0%	Machias-Lake Stevens	11	0%	Alderwood Mall	4	0%
Snohomish River Delta	43	0%	Stanwood	1.88	0%	Downtown Seattle	9	0%	Fairmont	8	0%	Alderwood Mall	10	0%	Maltby Echo Lake	3	0%
Mukilteo Industrial	36	0%	Cedar Valley East	1.504	0%	Lake Stevens Northwest	8	0%	West Intercity	8	0%	Kent-Auburn-Federal Way	9	0%	Lake Stevens Northwest	3	0%
Alderwood Mall	33	0%	I-405 BRT-Bellevue	1.504	0%	Snohomish River Delta	8	0%	Mukilteo Nelsons Corner	8	0%	West Intercity	9	0%	Lake Stickney	2	0%
Lynnwood Seattle Heights	26	0%	Tulalip Reservation	1.504	0%	Woodinville-Hollywood	8	0%	Canyon Park	8	0%	Lynnwood Seattle Heights	8	0%	Wintermutes Corner	2	0%
522 BRT-Lake Forest Park	24	0%	Camano Island	1.128	0%	Everett Twin Creeks	8	0%	Edmonds	7	0%	North Creek	7	0%	522 BRT-Lake Forest Park	2	0%
Murphys Corner West	24	0%	Lake Stevens Northwest	1.128	0%	Machias-Lake Stevens	7	0%	Murphys Corner West	6	0%	Murphys Corner West	6	0%	Bothell West	2	0%
Woodinville-Hollywood	21	0%	Lake Stickney	1.128	0%	Edmonds	7	0%	Lynnwood	6	0%	Fairmont	6	0%	I-405 BRT-Bellevue	2	0%
Mukilteo Nelsons Corner	18	0%	Woodinville-Hollywood	1.128	0%	Alderwood Mall	5	0%	522 BRT-Lake Forest Park	6	0%	Mukilteo Industrial	6	0%	Murphys Corner West	2	0%
Lynnwood	18	0%	522 BRT-Lake Forest Park	0.752	0%	522 BRT-Lake Forest Park	5	0%	North Creek	6	0%	Lynnwood	6	0%	Mill Creek West	2	0%
Edmonds	18	0%	I-405 BRT-Kirkland-Kingsgate	0.752	0%	Lynnwood Seattle Heights	5	0%	Woodinville-Hollywood	6	0%	Woodinville-Hollywood	5	0%	Edmonds Community College	2	0%
Fairmont	18	0%	Link-SoDo-Rainier Valley	0.752	0%	North Creek	5	0%	I-405 BRT-Bellevue	5	0%	Mukilteo Nelsons Corner	5	0%	Mukilteo Nelsons Corner	2	0%
North Creek	18	0%	Harbour Pointe	0.752	0%	Woodinville-Hollywood	4	0%	Woodinville-Hollywood	5	0%	I-405 BRT-Bellevue	4	0%	Woodinville-Hollywood	2	0%
I-405 BRT-Bellevue	17	0%	Larimer's Corner South	0.752	0%	Lynnwood	4	0%	I-5 and I-405	5	0%	Edmonds	4	0%	Brier West	1	0%
Link-University-Ravenna	16	0%	Alderwood Manor	0.376	0%	Link-University-Ravenna	3	0%	Everett Twin Creeks	5	0%	Alderwood Manor	3	0%	Everett Twin Creeks	1	0%
Everett Twin Creeks	15	0%	Bothell West	0.376	0%	Fairmont	3	0%	Mukilteo Industrial	5	0%	I-405 BRT-Kirkland-Kingsgate	3	0%	Link-SoDo-Rainier Valley	1	0%
Larimer's Corner South	11	0%	Brier	0.376	0%	Larimer's Corner South	3	0%	I-405 BRT-Kirkland-Kingsgate	4	0%	Larimer's Corner South	3	0%	I-5 and I-405	1	0%
I-405 BRT-Kirkland-Kingsgate	11	0%	Edmonds	0.376	0%	Sultan	3	0%	Harbour Pointe	4	0%	Brier West	3	0%	Larimer's Corner South	1	0%
Mill Creek West	10	0%	Fairmont	0.376	0%	Bothell West	2	0%	Larimer's Corner South	3	0%	Link-University-Ravenna	3	0%	Lynnwood	1	0%
I-5 and I-405	9	0%	Mountlake Terrace-West	0.376	0%	I-405 BRT-Kirkland-Kingsgate	2	0%	Link-North Seattle-Shoreline	3	0%	Wintermutes Corner	3	0%	Canyon Park	1	0%
Lake Stickney	9	0%	Snohomish River Delta	0.376	0%	Lake Stickney	2	0%	Lynnwood Serene	3	0%	Bothell West	2	0%	Fairmont	1	0%
Wintermutes Corner	8	0%	North Kitsap	0.376	0%	I-5 and I-405	2	0%	Meadowdale	3	0%	Everett Twin Creeks	2	0%	Kennard Corner	1	0%
Alderwood Manor	8	0%	West Intercity	0.376	0%	Mountlake Terrace East	2	0%	Swedish Edmonds Hospital	3	0%	Link-North Seattle-Shoreline	2	0%	Link-University-Ravenna	1	0%
Harbour Pointe	8	0%			Cedar Valley East	2	0%	Lake Stickney	3	0%	Woodway-W Esperance	2	0%	Mountlake Terrace-West	1	0%	
Brier West	7	0%			Mountlake Terrace-West	2	0%	Link-SoDo-Rainier Valley	3	0%	Cedar Valley East	2	0%	North Creek	1	0%	
Cedar Valley East	7	0%			Alderwood Manor	2	0%	Link-University-Ravenna	3	0%	Kennard Corner	2	0%	Esperance	1	0%	
Link-North Seattle-Shoreline	7	0%			Wintermutes Corner	2	0%	Wintermutes Corner	3	0%	Lynnwood Serene	2	0%	Lynnwood Seattle Heights	1	0%	
Lynnwood Serene	7	0%			Link-North Seattle-Shoreline	2	0%	Alderwood Manor	2	0%	Mill Creek West	2	0%	Meadowdale	1	0%	
Bothell West	6	0%			Harbour Pointe	2	0%	Bothell West	2	0%	Bothell East	2	0%	Mill Creek East	1	0%	
Kennard Corner	6	0%			Lynnwood Serene	2	0%	Edmonds Meadowdale West	2	0%	Link-Northgate	2	0%	Swedish Edmonds Hospital	1	0%	
Link-SoDo-Rainier Valley	6	0%			Mill Creek East	2	0%	Kennard Corner	2	0%	Meadowdale	2	0%	Alderwood Manor	0	0%	
Mountlake Terrace-West	6	0%			Lynnwood Martha Lake South	2	0%	Lynnwood Martha Lake South	2	0%	Edmonds Community College	1	0%	Cedar Valley East	0	0%	
Meadowdale	6	0%			Brier West	1	0%	Lynnwood Martha Lake South	1	0%	Lynnwood Martha Lake South	1	0%	Edmonds	0	0%	
Mountlake Terrace East	5	0%			Edmonds Meadowdale West	1	0%	Martha Lake	2	0%	Harbour Pointe	1	0%	Kennard Corner West	0	0%	
Swedish Edmonds Hospital	5	0%			Link-Northgate	1	0%	Mill Creek West	2	0%	I-5 and I-405	1	0%	Lynnwood Martha Lake South	0	0%	
Bothell West	5	0%			Link-SoDo-Rainier Valley	1	0%	Mountlake Terrace East	2	0%	Mill Creek East	1	0%	Lynnwood Serene	0	0%	
Bothell East	5	0%			Lynnwood Martha Lake South	1	0%	Brier West	2	0%	Bothell West	1	0%	Martha Lake	0	0%	
Lynnwood Martha Lake South	5	0%			Esperance	1	0%	Sultan	2	0%	Brier	1	0%	Mountlake Terrace East	0	0%	
Sultan	5	0%			Mill Creek West	1	0%	Woodway-W Esperance	2	0%	Lake Stickney	1	0%	South Whidbey	0	0%	
Edmonds Community College	5	0%			Bothell East	1	0%	Bothell West	2	0%	Mountlake Terrace-West	1	0%				
Mill Creek East	5	0%			Edmonds Community College	1	0%	Kennard Corner West	2	0%	Esperance	1	0%				
Link-Northgate	4	0%			Kennard Corner West	1	0%	Link-Northgate	2	0%	Martha Lake	1	0%				
Woodway-W Esperance	4	0%			Swedish Edmonds Hospital	1	0%	Cedar Valley East	1	0%	Swedish Edmonds Hospital	1	0%				
Martha Lake	4	0%			Brier	0	0%	Edmonds Community College	1	0%	Link-SoDo-Rainier Valley	0	0%				
Edmonds Meadowdale West	3	0%			Gold Bar	0	0%	Mill Creek East	1	0%	Mountlake Terrace East	0	0%				
Esperance	3	0%			Wintermutes Corner	0	0%	Brier	1	0%	North Kitsap	0	0%				
Kennard Corner West	3</																

TRAVEL DEMAND MODEL – WEEKDAYS

All Day (12am-12am)			Early AM (12am-6am)			Peak AM (6am-10am)			Mid-Day (10am-3pm)			Peak PM (3pm-7pm)			Late PM (7pm-12am)		
Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total	Flow Pair	Daily Person Trips	% of Total
Arlington	2,682	25%	Darrington-NE Snohomish (Intrazone)	103	15%	Arlington	661	27%	Arlington	846	28%	Arlington	855	25%	Arlington	257	21%
Darrington-NE Snohomish (Intrazone)	1,992	18%	Arlington	64	9%	Darrington-NE Snohomish (Intrazone)	374	15%	Darrington-NE Snohomish (Intrazone)	608	20%	Darrington-NE Snohomish (Intrazone)	650	19%	Darrington-NE Snohomish (Intrazone)	256	21%
Arlington Municipal Airport	755	7%	Arlington Municipal Airport	62	9%	Arlington Municipal Airport	173	7%	Arlington Municipal Airport	170	6%	Arlington Municipal Airport	279	8%	Granite Falls	74	6%
Granite Falls	552	5%	Skagit-Whatcom-SanJuan-N_Whidbe	55	8%	Skagit-Whatcom-SanJuan-N_Whidbe	126	5%	Granite Falls	158	5%	Stimson Crossing	179	5%	Arlington Municipal Airport	70	6%
Skagit-Whatcom-SanJuan-N_Whidbe	538	5%	Paine Field	47	7%	Granite Falls	118	5%	Skagit-Whatcom-SanJuan-N_Whidbe	156	5%	Granite Falls	171	5%	Arlington Municipal Airport	49	4%
Stimson Crossing	478	4%	Boeing	41	6%	Everett Downtown	92	4%	Stimson Crossing	150	5%	Skagit-Whatcom-SanJuan-N_Whidbe	157	5%	Stimson Crossing	48	4%
Smokey Point West	385	4%	Granite Falls	31	5%	Stimson Crossing	87	4%	Smokey Point West	127	4%	Smokey Point West	138	4%	Skagit-Whatcom-SanJuan-N_Whidbe	44	4%
North Marysville	268	2%	Everett Delta Junction	27	4%	Everett Delta Junction	70	3%	North Marysville	74	2%	Getchell	99	3%	Getchell	41	3%
Marysville Downtown	252	2%	Bell-Kirk-Red	25	4%	Smokey Point West	66	3%	Bryant-Snohomish North	65	2%	Marysville Downtown	96	3%	Paine Field	39	3%
Bryant-Snohomish North	246	2%	Seattle-Shoreline	23	3%	Marysville Downtown	62	3%	Marysville Downtown	64	2%	Bryant-Snohomish North	92	3%	North Marysville	38	3%
Getchell	227	2%	Bryant-Snohomish North	17	2%	North Marysville	55	2%	Everett Downtown	53	2%	North Marysville	91	3%	Bryant-Snohomish North	35	3%
Everett Downtown	219	2%	Stimson Crossing	15	2%	Bryant-Snohomish North	37	2%	Boeing	53	2%	Everett Delta Junction	57	2%	Boeing	25	2%
Everett Delta Junction	212	2%	Everett Downtown	15	2%	Edgewater-Pinehurst-Lowell	37	2%	Getchell	50	2%	Everett Downtown	50	1%	Marysville Downtown	21	2%
Boeing	163	2%	Everett Downtown	13	2%	Getchell	30	1%	Everett Delta Junction	41	1%	Stanwood	44	1%	Quilceda Village	19	2%
Paine Field	145	1%	Quilceda Village	12	2%	Snohomish Southeast	28	1%	Quilceda Village	38	1%	West Lake Stevens	34	1%	Everett Delta Junction	16	1%
Quilceda Village	120	1%	Snohomish Southeast	10	1%	Boeing	25	1%	Paine Field	33	1%	Snohomish Southeast	33	1%	Warm Beach-Lake Goodwin	16	1%
Snohomish Southeast	108	1%	Snohomish	10	1%	Bell-Kirk-Red	23	1%	Stanwood	31	1%	Warm Beach-Lake Goodwin	30	1%	West Intercity	13	1%
Stanwood	103	1%	Canyon Park	10	1%	Quilceda Village	22	1%	Snohomish Southeast	27	1%	Quilceda Village	29	1%	Seattle-Shoreline	10	1%
Bell-Kirk-Red	97	1%	Marysville Downtown	9	1%	Warm Beach-Lake Goodwin	21	1%	Seattle-Shoreline	27	1%	Edgewater-Pinehurst-Lowell	29	1%	West Lake Stevens	10	1%
Seattle-Shoreline	94	1%	Downtown Seattle	9	1%	Snohomish	21	1%	West Lake Stevens	25	1%	Bell-Kirk-Red	26	1%	Everett Silver Lake	9	1%
Edgewater-Pinehurst-Lowell	92	1%	Kitsap-Thurston-Pierce-E King	9	1%	West Intercity	20	1%	Warm Beach-Lake Goodwin	20	1%	Snohomish	22	1%	Edgewater-Pinehurst-Lowell	9	1%
Warm Beach-Lake Goodwin	88	1%	Maltby Echo Lake	8	1%	Stanwood	20	1%	Bell-Kirk-Red	19	1%	Boeing	20	1%	Everett Downtown	9	1%
West Lake Stevens	81	1%	Maltby Echo Lake	8	1%	Seattle-Shoreline	19	1%	Snohomish	18	1%	Lake Stevens	17	0%	Snohomish	8	1%
Snohomish	78	1%	Getchell	6	1%	Canyon Park	15	1%	Edgewater-Pinehurst-Lowell	13	0%	Seattle-Shoreline	15	0%	Snohomish Southeast	7	1%
Kitsap-Thurston-Pierce-E King	50	0%	Kent-Auburn-Federal Way	6	1%	Maltby Echo Lake	13	1%	Kitsap-Thurston-Pierce-E King	12	0%	Paine Field	15	0%	Stanwood	7	1%
Lake Stevens	43	0%	Everett Silver Lake	6	1%	Camano Island	13	1%	Everett Mall	12	0%	Kitsap-Thurston-Pierce-E King	14	0%	Snohomish River Delta	6	1%
Canyon Park	42	0%	Link-University-Ravenna	5	1%	Tulalip Reservation	12	0%	Everett Silver Lake	11	0%	Canyon Park	12	0%	Mukilteo Industrial	5	0%
West Intercity	42	0%	Smokey Point West	5	1%	Kitsap-Thurston-Pierce-E King	12	0%	Machias-Lake Stevens	11	0%	522 BRT-Lake Forest Park	10	0%	Lake Stevens	5	0%
Everett Silver Lake	41	0%	Edgewater-Pinehurst-Lowell	3	0%	Mukilteo Industrial	11	0%	Monroe	10	0%	Everett Mall	10	0%	Kent-Auburn-Federal Way	5	0%
Maltby Echo Lake	41	0%	Bothell East	2	0%	Paine Field	11	0%	Tulalip Reservation	10	0%	Snohomish River Delta	10	0%	Bell-Kirk-Red	3	0%
Camano Island	35	0%	Mukilteo Industrial	2	0%	West Lake Stevens	11	0%	Kent-Auburn-Federal Way	9	0%	Lake Stevens Northwest	10	0%	Machias-Lake Stevens	3	0%
Tulalip Reservation	35	0%	West Lake Stevens	2	0%	SE Marysville	11	0%	Lake Stevens	9	0%	Camano Island	9	0%	Camano Island	3	0%
Everett Mall	34	0%	Lake Stevens	2	0%	Lake Stevens	10	0%	Camano Island	9	0%	Tulalip Reservation	9	0%	Tulalip Reservation	3	0%
Monroe	32	0%	Everett Mall	2	0%	Everett Mall	9	0%	SE Marysville	9	0%	SE Marysville	9	0%	Kitsap-Thurston-Pierce-E King	3	0%
SE Marysville	31	0%	Tulalip Reservation	2	0%	Lynnwood Seattle Heights	8	0%	Maltby Echo Lake	9	0%	Lynnwood Seattle Heights	8	0%	Maltby Echo Lake	3	0%
Downtown Seattle	29	0%	Lynnwood	2	0%	Monroe	8	0%	Lake Stevens Northwest	8	0%	Maltby Echo Lake	8	0%	Alderwood Mall	2	0%
Kent-Auburn-Federal Way	29	0%	Mill Creek West	2	0%	Murphys Corner West	8	0%	Snohomish River Delta	7	0%	Everett Silver Lake	8	0%	Downtown Seattle	2	0%
Snohomish River Delta	27	0%	Stanwood	2	0%	Everett Silver Lake	7	0%	Canyon Park	5	0%	Downtown Seattle	8	0%	SE Marysville	2	0%
Mukilteo Industrial	25	0%	I-405 BRT-Bellevue	1	0%	Downtown Seattle	6	0%	Alderwood Mall	5	0%	Monroe	5	0%	Everett Mall	2	0%
Machias-Lake Stevens	24	0%	Warm Beach-Lake Goodwin	1	0%	Everett Twin Creeks	6	0%	Fairmont	5	0%	North Creek	5	0%	Monroe	2	0%
Lake Stevens Northwest	23	0%	Cedar Valley East	1	0%	Edmonds	5	0%	Downtown Seattle	4	0%	West Intercity	5	0%	522 BRT-Lake Forest Park	2	0%
Lynnwood Seattle Heights	19	0%	Lake Stevens Northwest	1	0%	Machias-Lake Stevens	5	0%	Murphys Corner West	3	0%	Machias-Lake Stevens	5	0%	Bothell West	2	0%
522 BRT-Lake Forest Park	17	0%	Machias-Lake Stevens	1	0%	Kent-Auburn-Federal Way	5	0%	North Creek	3	0%	Alderwood Mall	4	0%	I-405 BRT-Bellevue	2	0%
Murphys Corner West	15	0%	Harbour Pointe	1	0%	Woodinville-Hollywood	5	0%	Lynnwood	3	0%	Fairmont	4	0%	Mill Creek West	2	0%
Alderwood Mall	14	0%	SE Marysville	1	0%	Lake Stevens Northwest	4	0%	Edmonds	3	0%	Murphys Corner West	4	0%	Mukilteo Nelsons Corner	1	0%
Fairmont	11	0%	Woodinville-Hollywood	1	0%	Snohomish River Delta	4	0%	Mukilteo Industrial	3	0%	Kent-Auburn-Federal Way	4	0%	Wintermutes Corner	1	0%
North Creek	11	0%	Bothell West	0	0%	522 BRT-Lake Forest Park	3	0%	West Intercity	3	0%	Mukilteo Industrial	3	0%	Fairmont	1	0%
Lynnwood	11	0%	Camano Island	0	0%	Lynnwood	3	0%	Everett Twin Creeks	3	0%	I-405 BRT-Kirkland-Kingsgate	3	0%	Lake Stevens Northwest	1	0%
I-405 BRT-Bellevue	10	0%	522 BRT-Lake Forest Park	0	0%	I-405 BRT-Bellevue	3	0%	Mukilteo Nelsons Corner	3	0%	Lynnwood	2	0%	I-5 and I-405	1	0%
Woodinville-Hollywood	10	0%	I-405 BRT-Kirkland-Kingsgate	0	0%	Woodinville-Hollywood	3	0%	Woodinville-Hollywood	3	0%	I-405 BRT-Bellevue	2	0%	Larimer's Corner South	1	0%
Everett Twin Creeks	9	0%	Link-SoDo-Rainier Valley	0	0%	Bothell West	2	0%	I-405 BRT-Bellevue	2	0%	Mukilteo Nelsons Corner	2	0%	Brier West	0	0%
Edmonds	9	0%	Mountlake Terrace-West	0	0%	Mukilteo Nelsons Corner	2	0%	I-5 and I-405	2	0%	Wintermutes Corner	2	0%	Canyon Park	0	0%
Link-University-Ravenna	9	0%	Snohomish River Delta	0	0%	Fairmont	2	0%	Lynnwood Seattle Heights	2	0%	Kennard Corner	2	0%	Cedar Valley East	0	0%
Mukilteo Nelsons Corner	8	0%	West Intercity	0	0%	Link-University-Ravenna	2	0%	522 BRT-Lake Forest Park	2	0%	Link-University-Ravenna	2	0%	Edmonds Community College	0	0%
I-405 BRT-Kirkland-Kingsgate	6	0%			Link-North Seattle-Shoreline	2	0%	Link-North Seattle-Shoreline	2	0%	Woodinville-Hollywood	2	0%	Kennard Corner	0	0%	
Mill Creek West	6	0%			North Creek	2	0%	Link-SoDo-Rainier Valley	2	0%	Alderwood Manor	1	0%	Lake Stickney	0	0%	
I-5 and I-405	5	0%			I-5 and I-405	2	0%	Meadowdale	2	0%	Brier West	1	0%	Link-SoDo-Rainier Valley	0	0%	
Mountlake Terrace-West	5	0%			Sultan	2	0%	Swedish Edmonds Hospital	2	0%	Cedar Valley East	1	0%	Lynnwood Martha Lake South	0	0%	
Kennard Corner	4	0%			Kennard Corner	2	0%	I-405 BRT-Kirkland-Kingsgate	2	0%	Edmonds	1	0%	Mountlake Terrace-West	0	0%	
Wintermutes Corner	4	0%			Harbour Pointe	2	0%	Kennard Corner West	2	0%	Everett Twin Creeks	1	0%	North Creek	0	0%	
Bothell West	4	0%			Alderwood Manor	1	0%	Lynnwood Serene	2	0%	Link-North Seattle-Shoreline	1	0%	Lynnwood	0	0%	
Cedar Valley East	4	0%			Cedar Valley East	1	0%	Link-University-Ravenna	1	0%	Mill Creek West	1	0%	Lynnwood Seattle Heights	0	0%	
Bothell East	3	0%			I-405 BRT-Kirkland-Kingsgate	1	0%	Mountlake Terrace-West	1	0%	Woodway-W Esperance	1	0%	Meadowdale	0	0%	
Link-North Seattle-Shoreline	3	0%			Mountlake Terrace East	1	0%	Edmonds Meadowdale West	1	0%	Bothell West	1	0%	Mountlake Terrace East	0	0%	
Link-SoDo-Rainier Valley	3	0%			Edmonds Meadowdale West	1	0%	Kennard Corner	1	0%	Bothell East	1	0%	Woodinville-Hollywood	0	0%	
Harbour Pointe	3	0%			Lake Stickney	1	0%	Lynnwood Martha Lake South	1	0%	Edmonds Community College	1	0%				
Lynnwood Serene	3	0%			Link-SoDo-Rainier Valley	1	0%	Wintermutes Corner	1	0%	Lynnwood Martha Lake South	1	0%				
Alderwood Manor	3	0%			Esperance	1	0%	Mill Creek West	1	0%	Mountlake Terrace-West	1	0%				
Meadowdale	3	0%			Lynnwood Serene	1	0%	Mountlake Terrace East	1	0%	Harbour Pointe	1	0%				
Sultan	3	0%			Mill Creek East	1	0%	Woodway-W Esperance	1	0%	Larimer's Corner South	1	0%				
Swedish Edmonds Hospital	3	0%			Mill Creek West	1	0%	Alderwood Manor	0	0%	Lynnwood Serene	1	0%				
Brier West	2	0%			Swedish Edmonds Hospital	1	0%	Bothell West	0	0%	Martha Lake	1	0%				
Lynnwood Martha Lake South	2	0%			Brier	0	0%	Brier	0	0%	Mill Creek East	1	0%				
Mountlake Terrace East	2	0%			Brier West	0	0%	Brier West	0	0%	Bothell West	0	0%				
Bothell West	2	0%			Bothell East	0	0%	Cedar Valley East	0	0%	Lake Stickney	0	0%				
Kennard Corner West	2	0%			Edmonds Community College	0	0%	Gold Bar	0	0%	Link-Northgate	0	0%				
Lake Stickney	2	0%			Kennard Corner West	0	0%	Lake Stickney	0	0%	Esperance	0	0%				
Larimer's Corner South	2	0%			Link-North Seattle-Shoreline	0	0%	Link-Northgate	0	0%	I-5 and I-405	0	0%				
Mill Creek East	2	0%			Link-Northgate	0	0%	Esperance	0	0%	Meadowdale	0	0%				
Woodway-W Esperance	2	0%			Lynnwood Martha Lake South	0	0%	Martha Lake	0	0%	Sultan	0	0%				
Edmonds Community College	2	0%			Wintermutes Corner	0	0%	Mill Creek East	0	0%							
Edmonds Meadowdale West	2	0%			Larimer's Corner South	0	0%	Sultan	0	0%							
Esperance	2	0%			Martha Lake	0	0%										
Martha Lake	2	0%			North Kitsap	0	0%										
Link-Northgate	1	0%			South Whidbey	0	0%										
Brier	1	0%															
Gold Bar	0	0%															
North Kitsap	0	0%															
South Whidbey	0	0%															



DARRINGTON MOBILITY STUDY

Community Survey

Prepared by Broadview Planning
June 2021

TOOLE
DESIGN



Overview

A convenience sample of 518 unique respondents participated during the fielding period from April 28 – May 18, 2021, including 488 digital responses through SurveyMonkey and 30 hard-copy responses administered through community partners. However, a review of the data revealed many usable cases. Based on the consistency of non-sensical responses to open-ended questions and made-up names, we hypothesize that at least 235 responses were generated by a computer program, and these were removed from the final dataset. Once unusable cases were scrubbed from the dataset, we began analysis of the remaining 282 respondents. Results of the survey follow.

Demographics

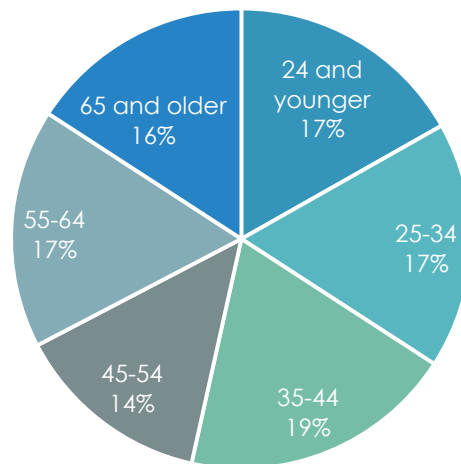
While twice as many respondents were female than male, respondents were well-represented across age categories (see Figure 1).

More than one-quarter of respondents (28%) said they have a disability, a rate consistent with most recent Census estimates (American Community Survey, 2019).

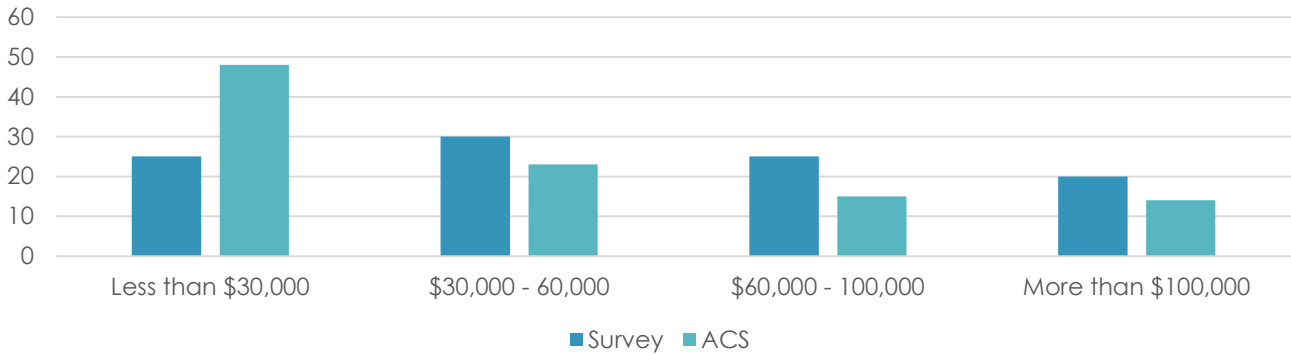
Likelihood of respondents reporting a disability went up linearly with age, such that more than half of respondents in the oldest age cohort (54% of respondents 65 and older) reported a disability.

Respondents were more likely to report annual household income in higher income brackets than reflected in ACS estimates (see Figure 2). Household size of respondents closely matched ACS estimates: 14% of respondents live alone, 27% live with one other person, 36% live in households with 3-4 total people, 16% live in households with 5-6 total people, and 6% live in households with 7 or more total people.

How old are you?



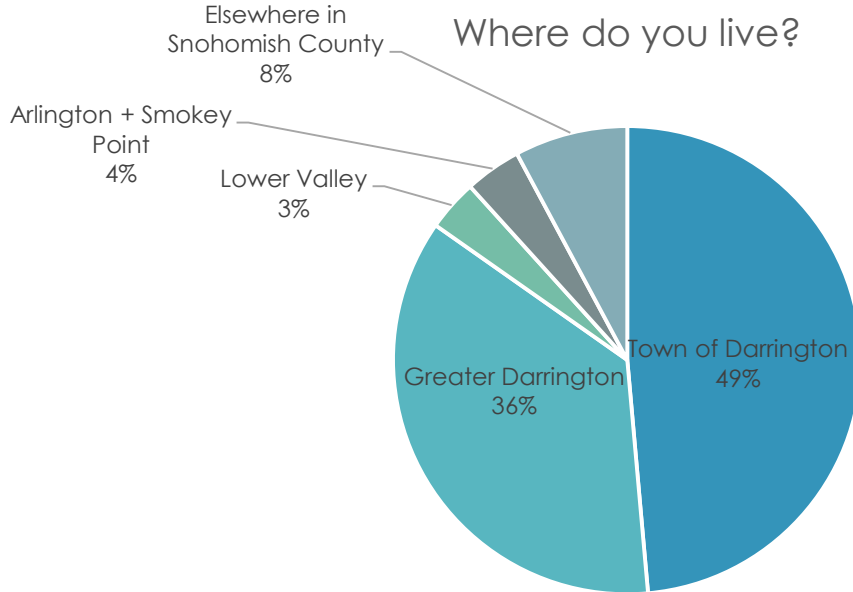
What is your gross annual household income?



Half of respondents (51%) are employed full- or part-time for themselves or someone else. Another 15% are not employed and 19% are retired. Eight percent are students, and 7% are at-home parents.

Results

Most respondents live in and around Darrington (see Figure 2). Nearly half (49%) live in the Town of Darrington and more than one-third (36%) live in Greater Darrington. The remaining respondents live in Lower Valley (3%), Arlington + Smokey Point (4%), or elsewhere in Snohomish County (8%).



When asked to consider typical travel behavior when pandemic and stay-at-home measures are not in effect, respondents were most likely to frequently travel (10 times/month or more) to the Town of Darrington (53%), Greater Darrington (37%), Arlington + Smokey Point (22%), and Marysville + Tulalip (19%).

More than half of respondents (54%) are satisfied that they can consistently get to where they need to go. The most common form of transportation is by driving personal vehicles alone or with others (53%), though approximately one in ten respondents use the Community Transit Bus, paratransit, and/or Sauk-Suiattle Tribe's DC Connect more than 10 times per month. People who reported disabilities were much more likely to use these services (particularly paratransit) than other respondents (45% versus 11%).

Several respondents mentioned that the survey was the first time they had heard of the Community Transit, paratransit, and DC Connect options, suggesting that more community education may increase demand for these services.

Respondents were most likely to say that they would visit Arlington + Smokey Point (31%), Everett (22%), Marysville + Tulalip (18%), and Seattle + Bellevue (16%) much more frequently if these locations were more readily accessible.

Most respondents (47%) said they had no barriers that keep them from getting where they want to go. One quarter of respondents (25%) said that the bus doesn't run often enough, takes too long, doesn't go where I need to go, or transfers don't connect. One in five respondents (20%) said biking was impractical, and another 19% said driving is too expensive. Meanwhile, 12% of respondents said they would use a door-to-door van or bus service but none is available, and 11% of respondents said they had no one to carpool with.

When asked to rank the appeal of different hypothetical transportation options, several were more favorable than unfavorable:

- 46% of respondents found a door-to-door van or bus that runs from Darrington to Arlington somewhat or very appealing;
- 43% of respondents found increasing the number of trips for Bus Route 230 to be somewhat or very appealing;
- 40% of respondents found a recreational shuttle to Darrington to be somewhat or very appealing; and
- 37% of respondents found a new door-to-door paratransit service to be somewhat or very appealing.

All other hypothetical options were less favorable than they were unfavorable.

Respondents rated medical centers and hospitals (62%), downtowns and businesses (58%), grocery stores, malls, and other shopping centers (54%), and senior + community centers (51%) as somewhat or very important to connect.

Additionally, many respondents volunteered that connections to childcare centers, social services (particularly food banks), and agencies that provide family supports would improve their lives. Others suggested that the existing transportation services benefit older folks and people with disabilities;

however, there is a dearth of available options for school-age children and their families to get to activities, recreation, and services.

While recreation access for people outside of Darrington was popular among many respondents, others expressed concern that it would be to the detriment of Darrington residents and urged local leaders to focus on local community development. Several respondents reported anxiety about the Wood Innovation Center and other economic development initiatives increasing traffic and creating mobility challenges in an area that is ill-equipped to deal with them.

Conclusion

The results of this community survey suggest there are many opportunities to improve mobility in and around Darrington. Among them, we want to highlight the following:

- Increasing awareness of the Community Transit Bus, paratransit, and Sauk-Suiattle Tribe's DC Connect options.
- Managing resident anxieties about future growth and development through transparent messaging and investments in infrastructure to accommodate that growth.
- Targeting a broad swath of residents with mobility options, especially school-age kids and their families who don't appear to have many current options and would like to see more connections to childcare centers, social services, agencies that provide family supports, and recreational activities.