



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

October 21, 2026 – 9:00 a.m.

In Person: [Burlington City Council Chambers](#), 833 South Spruce Street, Burlington, WA 98233

Remote: [GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 486-215-445

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [September 16, 2026 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [Resolution 2026-11 to Approve 2027–2032 Regional Transportation Improvement Program](#) – *Mark Hamilton*
 - b. [2027 Obligation Authority Plan](#) – *Mark Hamilton*
 - c. [Release Coordinated Public Transit–Human Services Transportation Plan for Public Comment](#) – *Mark Hamilton*
6. Discussion Items
 - a. Update on Regional Call for Human Services Transportation Projects – *Mark Hamilton*
 - b. [2027 Skagit Regional Transportation Priorities](#) – *Mark Hamilton*
7. Chair’s Report
8. Executive Director’s Report
9. Roundtable and Open Topic Discussion
10. Next Meeting: November 18, 2026, 9:00 a.m., *Burlington City Council Chambers and Remote*
11. Adjourned

Information Items:

[Unified Planning Work Program Annual Performance and Expenditure Report](#)
[October 1, 2026 Technical Advisory Committee Meeting Minutes](#)
[Skagit Transit Letters of Support](#)
[2026 Obligation Authority Plan](#)
[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Peter Browning Chair

Commissioner Joe Burns.....Vice Chair

TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

Anacortes.....	1
Burlington	1
Mount Vernon	1
Sedro-Woolley	1
Skagit County	3
WSDOT	1
Ports	1
• Port of Anacortes	
• Port of Skagit	
Towns.....	1
• Concrete	
• Hamilton	
• La Conner	
• Lyman	
Tribes	1
• Swinomish Indian Tribal Community	
• Samish Indian Nation	

NON-VOTING MEMBERS

Major Employer Representative
Skagit PUD
State Representatives
State Senators

QUORUM REQUIREMENT

A quorum consists of a simple majority (6) of the total votes (11), provided there is at least one Skagit County representative present.

Title VI Notice to the Public: The Skagit Council of Governments fully complies with Title VI of the federal Civil Rights Act of 1964 and related statutes, and does not discriminate on the basis of race, color or national origin. For more information, or to obtain a Title VI Complaint Form, visit SCOG's website at <http://scog.net/about/nondiscrimination/>.

Aviso resumido del Título VI al público: El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

September 16, 2026

Burlington City Council Chambers and Remote

MEMBERS PRESENT

Commissioner Peter Browning, Skagit County, Chair; Melissa Ambler, Washington State Department of Transportation (WSDOT); Mayor Bill Aslett, City of Burlington; Treasurer Jackie Brunson, Skagit County; Mayor Peter Donovan, City of Mount Vernon; Mayor Marna Hanneman, Town of La Conner; Mayor JoEllen Kesti, City of Sedro-Woolley; Assessor Danny Hagen, Skagit County; and Chairman Tom Wooten, Samish Indian Nation.

STAFF PRESENT

Jill Boudreau, Executive Director; Debbie Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; Sarah Ruether, Associate Planner; Jayden Packard, Assistant Planner; and Anika Nelson, Assistant Planner.

OTHERS PRESENT

Jason Beloso, WSDOT; Kathryn Murdock, WSDOT Consultant; and Ben Tripousis, WSDOT. Eight members of the public attended the meeting.

AGENDA

1. Call to Order: Commissioner Browning called the meeting to order at 9:01 a.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Mr. Hamilton stated that a public comment period was held prior to the meeting, from September 9–15, and no comments were received.
3. Verbal Public Comments: No verbal public comments were provided at the meeting.
4. Consent Agenda
 - a. Approval of August 19, 2026 Transportation Policy Board Meeting Minutes: Mayor Donovan moved to approve the August 19, 2026 Transportation Policy Board Meeting Minutes. Mayor Hanneman seconded the motion, and it carried unanimously.
5. Action Item
 - a. September Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this action item. Three amendments are recommended by SCOG staff which include: Sedro-Woolley's John Liner Road, Reed to Township Bicycle/Pedestrian Improvements project; Washington State Department of Transportation's SR 9 Skagit River Bridge –

Deck Repair project and SR 20/Childs Creek to Skagit River – Fish Passage project. A public comment period began on August 27 and ended on September 4. No comments were received.

Mr. Hamilton also noted an error in what WSDOT submitted to SCOG for one of the amendments, and committed to including the correct federal funding code in the amendment. For the SR9 Skagit River Bridge – Deck Repair project, the federal funding is actually from the Highway Infrastructure Program and not the National Highway Performance Program.

Chairman Wooten asked a question regarding funding and Mr. Hamilton addressed the question. Ms. Ambler answered a question about estimated cost for one of the WSDOT projects that Commissioner Browning inquired about.

Mayor Donovan moved to approve the September Transportation Improvement Program Amendments with the noted update on funding changes as presented. Chairman Wooten seconded the motion, and it carried unanimously.

- b. Regional Call for Human Services Transportation Projects: Mr. Hamilton presented this action item. Every two years SCOG goes through a prioritization process for human services transportation projects. A regional call for projects will be issued by SCOG for these projects, following Transportation Policy Board approval. After an evaluation projects, the Skagit Ad Hoc Mobility Committee will recommend a prioritized list of projects to the TPB with recommended letter grades indicating recommended level of priority. Project sponsors also are going through a concurrent statewide evaluation process as part of the Washington State Department of Transportation's Consolidated Grant Program. WSDOT will ultimately select which projects receive funding, with regional input from SCOG. The Transportation Policy Board is scheduled to adopt a regional list of prioritized human services transportation projects at the December 16, 2026 meeting.

Transportation Policy Board members discussed the composition of the Skagit Ad Hoc Mobility Committee, schedule for the regional call for projects and applicants. Ms. Ruether and Mr. Hamilton answered questions directed to SCOG staff.

Chairman Wooten moved to approve the Regional Call for Human Services Transportation Projects as presented. Mayor Donovan seconded the motion, and it carried unanimously.

- c. Release 2027–2032 Regional Transportation Improvement Program for Public Comment: Mr. Hamilton presented this action item. The RTIP is an annual item and compilation of projects from various federal, state, tribal and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet short-range needs and maintain the existing transportation system. SCOG prepares a new RTIP every year and provides monthly amendments every month, except for November and December. It is adopted in October annually.

Mayor Aslett expressed concern that the Technical Advisory Committee did not meet in September due to a lack of a quorum, so could not review the draft 2027–2032 Regional Transportation Improvement Program before it came before the Transportation Policy Board.

Chairman Wooten moved to approve the Release 2027–2032 Regional Transportation Improvement Program for Public Comment as presented. Mayor Hanneman seconded the motion, and it carried unanimously.

6. Discussion Items

- a. Cascadia High-Speed Rail & I-5 Program Update: Ms. Murdock, Mr. Tripousis and Mr. Beloso presented this discussion item. Items covered in the presentation included Cascadia High-Speed Rail & I-5 Program overview, projects overview, I-5 Master Plan, Cascadia High-Speed Rail, Amtrak Cascades and fall engagement opportunities. Mr. Beloso also gave an update on the Amtrak Cascades Washington State Rail Plan and the Amtrak Cascades Service Development Plan.
- b. Coordinated Public Transit-Human Services Transportation Plan Update: Mr. Hamilton presented this discussion item. SCOG staff expects to have a draft plan for public comment ready for release in October. Much of the outreach work for the planning process was completed in the spring of 2026.
- c. 2027 Obligation Authority Plan: Mr. Hamilton presented this discussion item. The Transportation Policy Board adopted obligation authority procedures at the October 2025 meeting to guide federal project obligations this year. Revised procedures are included for 2027 within the draft 2027–2032 Regional Transportation Improvement Program (RTIP). Staff recommends not including the 2027 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2027 regional obligation authority target. This will be an action item for approval at the October Board meeting.

7. Chair's Report: Commissioner Browning shared a golf story about Mayor Donovan.

8. Executive Director's Report: Ms. Boudreau shared how SCOG has received the new addition of Skagit County Walking Trail Guide and is currently working on distribution of the maps. Ms. Boudreau also mentioned the first printing of the Transportation Resource Guide, and also mentioned the new SCOG website is now live.

9. Roundtable and Open Topic Discussion: Chairman Wooten thanked WSDOT for their work on the State Route 20 and Campbell Lake Road roundabout project.

10. Next Meeting: The next meeting is scheduled for October 21, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.

11. Adjourned: Commissioner Browning adjourned the meeting at 10:17 a.m.

Information Items: 2026 Obligation Authority Plan; Monthly Financial Update; Homage Senior Services Letter of Concurrence; and Volunteers of America Western Washington Letter of Concurrence.

Approved,

Jill Boudreau, Executive Director
Skagit Council of Governments

Date: _____

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM 5.A. – RESOLUTION 2026-11 TO APPROVE 2027–2032 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	09/16/2026	Release	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/01/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/21/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend adoption of [Resolution 2026-11](#) to approve the [2027–2032 Regional Transportation Improvement Program](#) (RTIP).

DISCUSSION

The RTIP is a compilation of projects from the various federal, state, tribal and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet short-range needs and maintain the existing transportation system. SCOG prepares a new RTIP every year and provides for monthly amendments every month, except for November and December.

The primary purpose of the Regional Transportation Improvement Program is to identify and document federally funded and regionally significant projects to be included in the Statewide Transportation Improvement Program. Projects cannot obligate¹ federal funds – even when funds have already been awarded – unless they are included in the RTIP and the Statewide Transportation Improvement Program. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the Skagit 2045 Regional Transportation Plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG produces an [Annual Listing of Federal Obligations](#) that documents all of the federal fund obligations that have occurred within SCOG’s planning area in the previous calendar year.

The Regional Transportation Improvement Program also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² in the next four years

¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or “obligated,” for that particular project.

² “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular federal fiscal year (October 1 through September 30) identified in the RTIP.

will not cost more than the amount of funding the region expects to be available. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

KEY UPDATES

The following updates have been made to the 2027–2032 Regional Transportation Improvement Program.

PROJECT LISTS

The project list in the Regional Transportation Improvement Program has been refreshed to identify projects that are federally funded or regionally significant and have secured funding for the years 2027–2030. These projects will also be included in the Statewide Transportation Improvement Program.

- [Fiscally Constrained Project List](#)

Years 2031 and 2032 fall outside of the fiscally constrained portion of the Regional Transportation Improvement Program and serve as an illustrative list of project priorities. These projects cannot be included in the Statewide Transportation Improvement Program, but act as an illustrative list of projects to be included in the fiscally constrained portion of the RTIP if additional funding becomes available or if priorities change in the Skagit region. Only projects that have been competitively selected by SCOG to receive federal funding can be programmed on the illustrative list. The illustrative list can also include planned funding that has not yet been committed to the project, for projects that have not secured 100% funding for a relevant phase.

- [Illustrative Project List](#)

REGIONALLY SIGNIFICANT PROJECTS

SCOG makes a determination on a project-by-project basis of regional significance, and programs regionally significant projects in the RTIP. Projects can be regionally significant whether or not they include federal funding.

- [Determination of Regional Significance](#)

FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial feasibility table depicts the funding programmed for obligation between 2027 and 2030.

- [Financial Feasibility Table](#)

REGIONAL PROJECT SELECTIONS

For federal funds managed by SCOG, programming of project selection decisions are maintained in six-year programming sheets. These sheets are components of the Regional Transportation Improvement Program and all projects appearing on them have been competitively selected for programming.

- [Surface Transportation Block Grant Program](#)
- [Carbon Reduction Program](#)
- [Transportation Alternatives](#)

³ The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the Statewide Transportation Improvement Program. The RTIP may include projects programmed to receive regionally managed funding in years five and six — such as Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds — but may not be fiscally constrained.

REGIONAL PERFORMANCE TARGETS

There is a section in the Regional Transportation Improvement Program which documents SCOG's effort setting regional performance targets, in accordance with federal regulations. This target setting is part of the performance-based planning approach applied across the United States by metropolitan planning organizations, such as SCOG.

EMERGENT NEED AWARD PROCESS

A section is incorporated into the Regional Transportation Improvement Program, documenting the emergent need award process adopted by the Transportation Policy Board in April 2019.

OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures are included within the Regional Transportation Improvement Program.

- [Obligation Authority Procedures](#)

POLICIES

Programming policies are included within the Regional Transportation Improvement Program to guide investment priorities.

- [Policies](#)

PUBLIC PARTICIPATION

Following the release of the draft RTIP for public comment by the Transportation Policy Board, a public comment period began on September 18 and concluded on October 2. The Notice of Public Comment Period was posted in the Skagit Valley Herald on September 22 and 29, and on SCOG's website for the entirety of the public comment period. No comments were received.

ERRATA

The following revisions have been made to the 2027–2032 RTIP since it was released for public comment. Most of the changes would be considered STIP administrative modifications if the 2027–2032 RTIP had already been adopted.

MOUNT VERNON

Kulshan Trail Safety Lighting - Phase 2: removed project from 2027–2032 RTIP since local agency determined federal funding would no longer be included in project. Local funds to project do not require programming in the RTIP and project is not regionally significant, therefore the project does not need to be programmed in the 2027–2032 RTIP.

Kulshan Trail Safety Lighting - Phase 4: removed project from 2027–2032 RTIP since local agency determined federal funding would no longer be included in project. Local funds to project do not require programming in the RTIP and project is not regionally significant, therefore the project does not need to be programmed in the 2027–2032 RTIP.

SKAGIT COUNTY

Preventative Maintenance – Bridge Deck Repair (Bundle): removed project from 2027–2032 RTIP since federal funding for construction phase recently obligated.

Guemes Island Ferry Docks – Maintenance Bundle: added federal project number to project.

Francis Road Section 3: funds programmed for construction phase moved from 2029 to 2031.

Cook Road / I-5 Interchange Vicinity Improvements: funds programmed for construction phase moved from 2029 to 2031.

Peterson Road (Urban): funds programmed for right-of-way phase moved from 2027 to 2028.

SKAGIT TRANSIT

Skagit Station HVAC Replacement: removed project from 2027–2032 RTIP since federal funding for project recently obligated.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

SR 9 Bassett Rd Vic to Prairie Rd Vic & SR 534 SR 9 Vicinity - Paving with Exceptions & ADA: revised federal funding code and split funding for preliminary engineering phase between two years, with 2027 pre-design and 2028 design.

SR 20 EB Swinomish Channel to SR 536 - Paving & ADA: combined all programming for construction phase into 2027.

SR 20 Haggen Dr to N Section St - Paving & ADA Compliance: split funding for preliminary engineering phase between two years, with 2027 pre-design and 2028 design.

SR 20 Jackman Creek Vic to Rocky Creek Ln Vic – BST: revised federal funding code and split funding for preliminary engineering phase between two years, with 2029 pre-design and 2030 design.

SR 20/Burlington to Sedro-Woolley - Corridor Improvements: revised project description to incorporate another project in vicinity addressing railroad crossing into this project. Programmed all construction funding in 2027. Funding for railroad crossing project was already included in total estimated cost of project.

SR 20/Deception and Canoe Pass Bridges - Soil Abatement: project crosses into Island County, so total estimated cost of project reduced to only include Skagit County portion, with equivalent reduction in programmed funding. Combined all programming for construction phase into 2028.

SR 20/Scott Paper Rd Overcrossing Bridge – Painting: combined all programming for construction phase into 2028. Revised federal funding code and added federal project number.

SR 9 Skagit River Bridge - Deck Repair: combined all preliminary engineering phase programming into 2027 and all construction phase programming into 2028. Revised federal funding code.

SR 9/Unnamed Tributary to Nookachamps Creek - Fish Passage: removed project from 2027–2032 since state funds for construction phase were recently authorized.

SR 9/Unnamed Tributary to Unnamed Creek - Fish Passage: removed project from 2027–2032 since state funds for construction phase were recently authorized.

RESOLUTION 2026-11

TO APPROVE 2027-2032

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Skagit Council of Governments, under its designation as the metropolitan planning organization and the regional transportation planning organization for the Skagit region, has the responsibility for preparing and adopting a Regional Transportation Improvement Program (RTIP);

WHEREAS, transportation improvement projects must be included in the RTIP to be eligible for federal assistance under most Federal Transit Administration and Federal Highway Administration funding programs;

WHEREAS, the Skagit Council of Governments certifies that the requirements of 23 USC, Section 134 are met – certification is determined jointly by the Skagit Council of Governments and the Washington State Department of Transportation, and is included in the approved RTIP;

WHEREAS, the Skagit Council of Governments selects and prioritizes projects to receive certain Federal Highway Administration funds in the Skagit region, and programs these projects in the RTIP;

WHEREAS, the Regional Transportation Improvement Program includes regional performance targets and descriptions of anticipated effects of RTIP investment priorities toward achieving targets; and

WHEREAS, the Regional Transportation Improvement Program Policies, Amendment and Modification Procedures, Obligation Authority Procedures and Determinations of Significance are adopted by reference as part of the RTIP.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

The 2027-2032 Regional Transportation Improvement Program and its associated supporting policy and procedure documents are hereby approved.

Adopted: October 21, 2026

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair

Jill Boudreau
Executive Director



SCOG
Skagit Council of Governments

2027 – 2032

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Transportation Policy Board on October 21, 2026

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METROPOLITAN PLANNING AREA SELF-CERTIFICATION

In accordance with 23 CFR § 450.336, the Washington State Department of Transportation (WSDOT) and the Skagit Council of Governments (SCOG), the metropolitan planning organization for the Skagit Metropolitan Planning Area, hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 23 U.S.C 101 note 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).

MPO

WSDOT

Jill Boudreau
Executive Director
Skagit Council of Governments

Ryan Clemens
Regional Coordinator
Tribal and Regional Planning Office

Date: _____

Date: _____

1 INTRODUCTION

1.1 ABOUT SCOG

The Skagit Council of Governments is a federally designated metropolitan planning organization consisting of Skagit County, all cities and towns within Skagit County, Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, Port of Anacortes, Port of Skagit and Washington State Department of Transportation. SCOG leads the development of the long-range [*Move Skagit 2050 Regional Transportation Plan*](#) (Skagit 2050) and a medium-range regional transportation improvement program. These efforts are coordinated with the public, United States Department of Transportation, WSDOT, local elected leadership, local planners and engineers.

In addition to being a metropolitan planning organization, SCOG is also a regional transportation planning organization, as designated through Washington state's Growth Management Act. As a regional transportation planning organization, SCOG includes cities, towns, Skagit County, Skagit Transit, ports, tribes, private employer representatives and WSDOT in its planning activities. This includes preparation of a regional transportation plan, certification that countywide planning policies and local transportation elements are consistent with the plan, and development and maintenance of the six-year regional transportation improvement program.

1.2 PURPOSE OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCOG is required by federal and state regulations to develop a regional transportation improvement program (RTIP) which spans at least four years and is updated at least every two years. SCOG updates the RTIP annually and allows amendments to the RTIP on a monthly basis, except the last two months of every calendar year.

The RTIP is a compilation of projects from various federal, state and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet the short-range needs of the area, and provide for ongoing maintenance and preservation of the existing transportation system.

A primary purpose of the RTIP is to identify and document federally funded and/or regionally significant projects to be included in the Washington Statewide Transportation Improvement Program (STIP). Projects cannot obligate¹ certain federal funds – even though the funds have been awarded – unless they are included in the RTIP and the STIP. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the regional transportation plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG



CONCEPTUAL IMAGE OF NEW GUEMES ELECTRIC FERRY

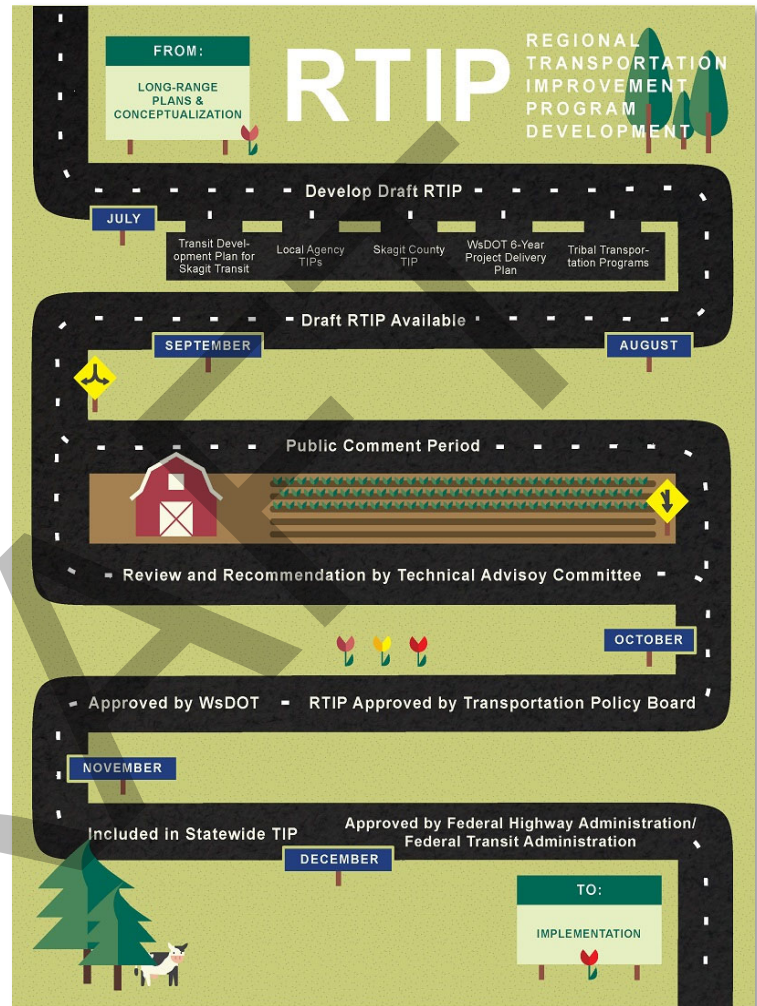
¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or "obligated" for that particular project.

produces an [annual listing of federal obligations](#) that documents federal fund obligations that have occurred within the Skagit region in the previous calendar year.

The RTIP also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² in the next four years will not cost more than the amount of funding the region expects to be available. Section 5.2 includes a detailed financial table for the projects programmed in the fiscally constrained³ portion of the RTIP.

2 DOCUMENT PREPARATION

The RTIP is coordinated with the development of capital improvement plans, local comprehensive transportation programs, and tribal transportation improvement programs of SCOG member jurisdictions. When developing their transportation programs, member jurisdictions evaluate their transportation needs for the ensuing six-year period based on local priorities and expected funding levels available to meet those needs. Because the need for transportation improvements is often greater than the amount of funding available, the member jurisdictions prioritize their transportation needs to identify a six-year list of projects that they determine to be most important to undertake. Drafts of the transportation programs are available for the public, other agencies and internal departments to review. Member jurisdictions then make any revisions deemed necessary before adopting their comprehensive transportation programs, capital improvement plans, and tribal transportation improvement programs – indicating which projects have secured⁴ and planned funding.



RTIP DEVELOPMENT PROCESS

Local governments, tribal governments and WSDOT then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2027–2032 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

² “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular calendar year (January 1 through December 31) identified in the RTIP.

³ The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the STIP. The RTIP may include projects programmed to receive regionally managed funding in years five and six – such as from the Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives – but may not be fiscally constrained.

⁴ “Secured” means funding has been committed or is available to the project sponsor for the project, including any required match.

Submit comments on the draft
2027–2032 RTIP to:

Mark Hamilton, AICP
Skagit Council of Governments
315 South Third Street, Suite 100
Mount Vernon, WA 98273
markh@scog.net

2.1 REVIEW AND APPROVAL

The draft RTIP is released to the public for review and comment in September, and is presented to the SCOG Technical Advisory Committee⁵ and Transportation Policy Board⁶ by SCOG staff. The Technical Advisory Committee recommends whether the Transportation Policy Board should or should not approve the draft RTIP. Members of the public are encouraged to provide written comments to SCOG staff. Written comments are included in meeting materials sent to the Transportation Policy Board for their consideration. The public

is also welcome to provide comments during the public comment period for the September Transportation Policy Board meeting where the draft RTIP is discussed, and for their next monthly meeting in October where RTIP adoption is considered. Opportunities for verbal comments are also provided at Transportation Policy Board meetings where the RTIP is discussed and considered for adoption.

After considering public input and the recommendation from the Technical Advisory Committee, the Transportation Policy Board decides whether to adopt the draft RTIP. After approval, the adopted RTIP is then submitted to WSDOT. WSDOT then reviews the RTIP and issues its approval by the end of November. With WSDOT approval of the RTIP, all fiscally constrained RTIP projects (Section 4.1) are included in the draft STIP. Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then review the draft STIP, issuing approval in January 2027.

2.2 PUBLIC INVOLVEMENT PROCESS

The RTIP is developed in part from local comprehensive transportation programs that are compiled and adopted annually by local governments in the Skagit region. As required by state law, each local agency conducts a public involvement process in the development and review of their comprehensive transportation program. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards.

Tribal governments follow federal requirements for preparation of tribal transportation improvement programs prior to including projects in the RTIP. WSDOT includes projects in a 10-year list of statewide project priorities referred to as the “[Project Delivery Plan](#)”, which is updated every year, and Skagit Transit includes projects in their six-year [Transit Development Plan](#), which is adopted every year by Skagit Transit’s board of directors. Both WSDOT and Skagit Transit projects in the Skagit region can be included in the RTIP following inclusion as priorities in their own planning documents.



**NEW SKAGIT TRANSIT MAINTENANCE, OPERATIONS AND
ADMINISTRATION BASE**

⁵ The Technical Advisory Committee is a SCOG committee consisting of transportation professionals who provide technical advice and recommendations to the Transportation Policy Board.

⁶ The Transportation Policy Board is a governing body of SCOG consisting of local and tribal elected leaders, a WSDOT representative, a private employer representative and state elected leaders.

In most cases, projects that have secured FHWA or FTA funding, or have secured another type of funding and are regionally significant, are included in the RTIP. The RTIP is a compilation of these projects, sourced from local comprehensive transportation programs, tribal transportation improvement programs, WSDOT's Project Delivery Plan and Skagit Transit's Transit Development Plan.

After transportation programs have been prepared and reviewed by the public, a supplementary public review process for the RTIP is also conducted. This allows the public to review and comment on the six years of medium-range transportation projects intended to implement the long-range transportation goals identified in *Skagit 2050*. Comments regarding the specifics of projects are often better directed to the project sponsors during the project planning stage.

SCOG posts notifications in the Skagit Valley Herald when the draft RTIP is available for public review. Notice is also posted on SCOG's website where the document is available to view and download. Printed copies of the draft RTIP are available from SCOG upon request.

A public comment period was held from September 18 through October 2, 2026. The final draft of the RTIP includes the submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- ~~(This will be updated following the public comment period.)~~ No public comments were received.

The public involvement activities and time established for public review and comments on the RTIP development process satisfy the Federal Transit Administration's Program of Projects requirements that Skagit Transit must follow.

2.3 PROGRAMMING POLICIES

SCOG has developed policies to aid in the preparation and maintenance of the RTIP, and to assist in the effective administration of regionally managed federal grant funds. These policies are hyperlinked below.

- [RTIP Policies](#)

2.4 PROJECT SELECTION AND PRIORITIZATION

SCOG is responsible for selecting projects for the regionally managed portion of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding in the Skagit region. Projects selected are prioritized and incorporated into the RTIP, along with other FHWA and FTA federally funded projects, and regionally significant projects (see Section 4).

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM, CARBON REDUCTION PROGRAM AND TRANSPORTATION ALTERNATIVES

SCOG receives an annual allocation of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds from WSDOT to commit to priority projects in the Skagit region. Projects are selected by the Transportation Policy Board using a competitive process guided by evaluation criteria, which is designed to ensure that projects are prioritized consistent with *Skagit 2050*.

SCOG programs four years of prioritized Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects into the RTIP and the STIP. SCOG typically programs an additional two years of projects to provide flexibility in project timelines, though this additional two years of programming can vary depending upon when calls for projects are issued by SCOG. Calls for projects are usually conducted every two years. Years five and six of the project

selection serve as an illustrative list of projects that can be included in the fiscally constrained portion of the RTIP if funding becomes available (see Section 4.2). SCOG ensures that Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects are competitively selected to receive funding based on their ability to address priorities identified in *Skagit 2050*. The most recent formal project selection process developed to provide clarity on how projects are regionally prioritized for funding is hyperlinked below. Current programming of these three federal funding sources in the RTIP is hyperlinked as well.

- 2025 [Regional Call for Projects](#) and [Project Application Form](#)
- [Projects currently programmed using Surface Transportation Block Grant Program funds](#)
- [Projects currently programmed using Carbon Reduction Program funds](#)
- [Projects currently programmed using Transportation Alternatives funds](#)

EMERGENT NEED PROJECT SELECTION

The Transportation Policy Board approved a process to allocate additional federal funds to projects in certain emergent needs instances. Projects can only receive an emergent need award if they have been competitively selected by SCOG to receive federal funding for construction, and experience an unanticipated need during the construction phase. Emergent need allocation decisions are made on a case-by-case basis by the Transportation Policy Board.

- [Project Application Form](#)

2.5 2026–2031 RTIP PROJECTS NOT INCLUDED IN THE 2027–2032 RTIP

The following projects were included in the fiscally constrained portion of the 2026–2031 RTIP, including amendments to the RTIP that added new projects, but are not included in the fiscally constrained portion of the 2027–2032 RTIP. There are various reasons why a project would no longer be programmed in the RTIP. For example, a project could be completed, underway, cancelled or delayed.

See the following table for a summary of 2026–2031 RTIP projects that are not programmed in the 2027–2032 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (EST.)	STATUS
Mount Vernon	Blackburn Road Extension Planning (Little Mountain Road to Eaglemont Drive)	Pre-design planning to determine preferred horizontal and vertical alignments for a new minor arterial complete street roadway connecting Little Mountain Road with Eaglemont Drive.	\$300,000	Project underway
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	Construct trail lighting adjacent to Kulshan Trail and add wayfinding signage (Laventure Road to 30th Street).	\$375,000	Construction pending
Mount Vernon	Riverside Drive Improvements - 1	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.	\$5,950,000	Preliminary engineering underway
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks.	\$5,250,263	Project underway
Skagit County	Guemes Island Ferry Operating Costs	Operating costs for the Guemes Island Ferry.	\$1,749,254	Project underway
Skagit County	Guemes Island Ferry Parking Lot Improvements and Passenger Shelter	Improvements to the Guemes Island Ferry Parking Lot - grade and surface improvements and replace passenger shelter.	\$2,247,845	Construction funding no longer secured
Skagit County	Marine Drive / Rosario Road / Marine Wye Drive Intersection Improvements	Design and construct intersection improvements at the three intersecting roads. (Roundabout)	\$4,138,000	Construction funding no longer secured
Skagit County	Thomas Creek Bridge (Old Highway 99 at Thomas Creek)	Replacement of Thomas Creek Bridge on Old Hwy 99N.	\$6,015,000	Construction pending
Skagit Transit	Skagit Station Fire Alarm System Replacement	Replace fire alarm system at Skagit Station, Mount Vernon, with modern system. Replace all existing devices and any additionally repairs/replacements of any existing fire alarm circuit wiring with opens, grounds, or shorts.	\$38,394	Project underway
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	Skagit Station parking lot maintenance, sealing, re-striping, and pedestrian safety wayfinding planning and design.	\$58,113	Project underway
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3	This project will renovate Skagit Transit's new Maintenance, Operations, and Administration (MOA) Facility located at 11784 Bay Ridge Drive, Burlington WA.	\$48,978,041	Project underway
WSDOT - NW	Concrete Roadway Preservation Skagit Council of Governments (SCOG)	Replace existing concrete with a thicker concrete and steel bars at the joints. This work will extend the life of the highway at least another 40 years, and provide a smoother ride.	\$1,469,838	Project underway
WSDOT - NW	SR 11 North of Oyster Creek - Unstable Slopes	Stabilizes multiple unstable slopes along SR 11 between mileposts 11.29 and 13.46 to address chronic instability and ongoing maintenance needs.	\$13,730,095	Regionally Significant project not yet programmed in Skagit 2050 Regional Transportation Plan
WSDOT - NW	SR 536/Skagit River Bridge - Painting	The existing paint on the steel surfaces is weathered and damaged, allowing corrosion to occur. Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.	\$15,254,562	Project underway

3 AMENDMENT & ADMINISTRATIVE MODIFICATION PROCEDURES

Transportation priorities and funding strategies change over time. As is the case every year, it is likely the project list programmed in the RTIP in October 2026 will need to be altered during calendar year 2027. Federal requirements stipulate that in most cases jurisdictions cannot utilize FHWA or FTA federal funds on a project until it is programmed in the RTIP and STIP, even though the jurisdiction already has secured funding for that project. SCOG has developed RTIP amendment and administrative modification procedures to ensure that new projects and changes to existing projects can be included in the RTIP efficiently. These procedures are hyperlinked below.



- [RTIP Amendment and Administrative Modification Procedures](#)

Refer to the following figure for differences between amendments, administrative modifications and project updates that do not require an RTIP change.

AMENDMENTS	ADMINISTRATIVE MODIFICATIONS	NO CHANGE NEEDED
• Adding a new project to the RTIP • Deleting a project from the RTIP • Any change to a project's programmed amount equaling 30% or more • Any change to a project's programmed amount equaling \$3 million or more • Major scope changes • Adding a future phase to a project already programmed • Adding federal funds to a project that is already programmed but does not yet have federal funds programmed	• Changing the lead agency • Adding a prior phase to a project already programmed • Any change to a project's programmed amount equaling less than 30% and must be less than \$3 million • Correcting typographical errors • Making minor changes to project information (e.g. federal functional classification, improvement type, project termini or environmental type)	• Moving projects, and phases of projects, within the first four years of the RTIP • Changes to a project's federal funding source, when made as a funds management action • Federal authorization of more/less than federal funds programmed for a project phase, up to the total federal funds amount programmed for the project • Adjustments to a project award for project phases that already have federal authorization (does not apply to phases that have not yet received federal authorization or project phases that are closed)

COMPARISON OF RTIP ACTIONS

3.1 AMENDMENT CYCLE

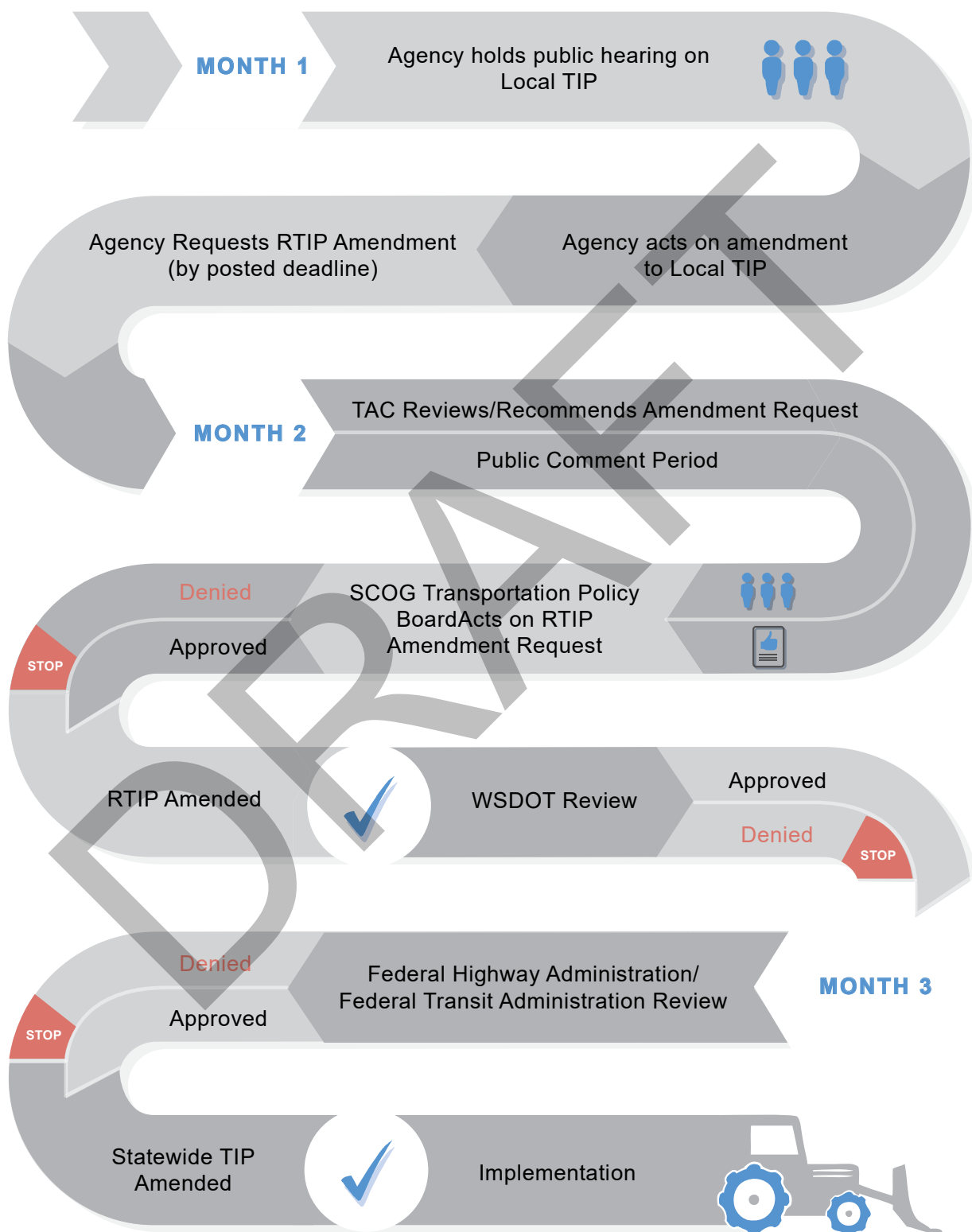
Project sponsors are generally ready and willing to obligate federal funds soon after they are secured. To accommodate faster implementation of transportation projects, SCOG allows amendments to the RTIP on a monthly basis (excluding November and December). In order to ensure that sufficient time

is available for decision makers and the public to review the proposed amendment prior to formal action being taken, project sponsors must adhere to the deadlines listed in the following table.

SUBMIT REQUEST TO SCOG*	TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/30/2026	1/7/2027	1/20/2027†	1/15/2027	1/29/2027	2/12/2027
1/27/2027	2/4/2027	2/17/2027	2/19/2027	3/5/2027	3/19/2027
2/24/2027	3/4/2027	3/17/2027	3/19/2027	4/2/2027	4/16/2027
3/24/2027	4/1/2027	4/21/2027†	4/16/2027	4/30/2027	5/14/2027
4/28/2027	5/6/2027	5/19/2027	5/21/2027	6/4/2027	6/18/2027
5/26/2027	6/3/2027	6/16/2027	6/18/2027	7/2/2027	7/16/2027
6/23/2027	7/1/2027	7/21/2027†	7/16/2027	7/30/2027	8/13/2027
7/28/2027	8/5/2027	8/18/2027	8/20/2027	9/3/2027	9/17/2027
8/25/2027	9/2/2027	9/15/2027	9/17/2027	10/1/2027	10/15/2027
9/29/2027	10/7/2027	10/20/2027†	10/15/2027	10/29/2027	11/12/2027
Notes: Meeting dates and request deadlines are subject to change. *Request must include documentation of funding award and proof that project is consistent with RTIP Policy #2: Compliance with Local and Tribal Plans. **Administrative modifications do not require FHWA/FTA approval. Administrative modifications will be included in STIP at this date. †If WSDOT review deadline occurs before Transportation Policy Board action, SCOG will submit amendment to WSDOT by deadline and verify the SCOG TPB action once it occurs.					

Refer to the following figure for an illustrative representation of the RTIP and STIP amendment process.

RTIP AMENDMENT PROCESS



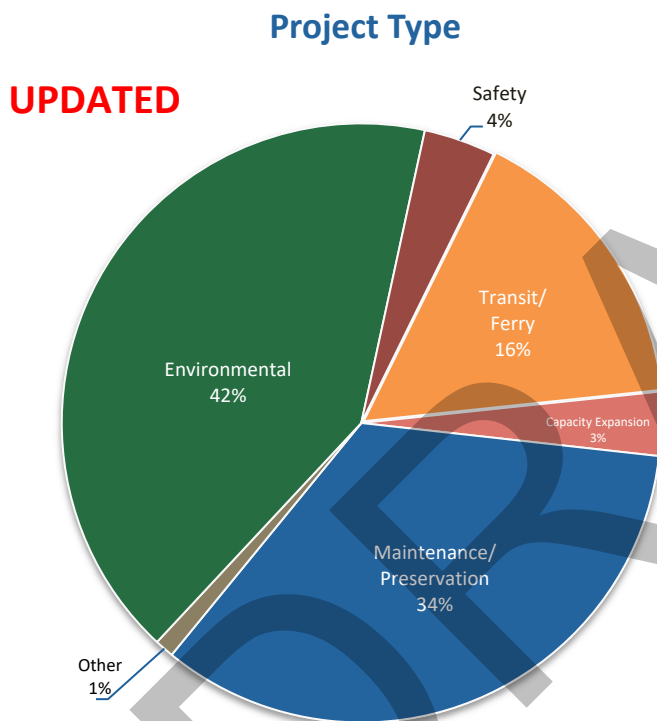
RTIP AMENDMENT CYCLE

4 PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2027–2023 fiscally constrained RTIP project list includes projects that have secured FHWA or FTA federal funding, or have secured funding from another source and are also regionally significant. This project list is updated as amendments are made to the RTIP. Projects included in the four-year fiscally constrained portion of the RTIP are forwarded to WSDOT for inclusion in the STIP. Section 4.2 includes projects that have been selected to receive regionally managed Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds in years five and six (2031 and 2032) of the RTIP.

- [2027–2030 Fiscally Constrained Projects](#)



A summary of the funding by project type in the fiscally constrained portion of the RTIP as of October 21, 2026 is presented in the figure to the left. Many transportation projects planned to occur on non-regionally significant routes are not included in the RTIP. For example, jurisdictions' repaving programs, other than WSDOT's, are not included in the RTIP.

Forty-~~two~~^{one} percent (4~~2~~¹%) of secured funding is committed to environmental projects designed to improve fish passage under WSDOT facilities along with a WSDOT soil-abatement project. ~~Fifteen-Sixteen~~⁽¹⁶⁾ percent (1~~5~~⁶%) of secured funding included in the fiscally constrained portion of the 2027–2030 RTIP is dedicated to Skagit Transit and Guemes Island Ferry projects. Four percent (4%) of secured funding is devoted to safety projects, with thirty-~~three-four~~⁽³⁴⁾ percent (3~~3~~⁴%) to maintenance/preservation projects – primarily WSDOT paving projects. ~~Six-Three~~⁽⁶³⁾ percent (6~~3~~³%) of secured funding is slated to expand capacity of the transportation system, and the remaining one percent (1%) of secured funding is programmed

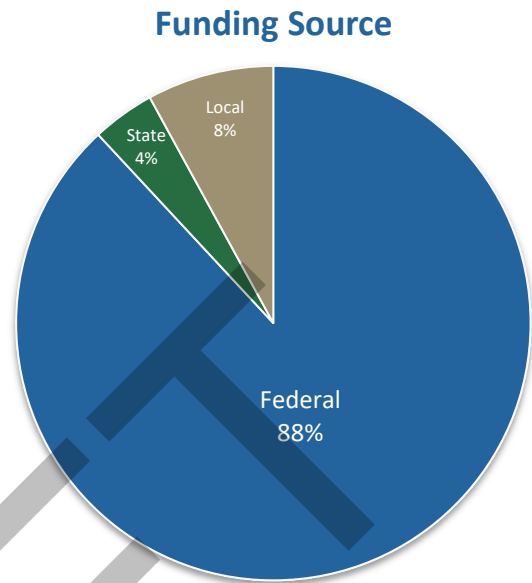
to other project types. Project funding that has not yet been secured, and all funding in 2031 and 2032, is not included in these percentages.

The next figure illustrates the proportion of federal, state and local funds programmed in the fiscally constrained portion of the RTIP. Eighty-~~six-eight~~⁽⁸⁶⁾ percent (8~~6~~⁸%) of the secured funding for fiscally constrained RTIP projects is from federal sources, with ~~six-four~~⁽⁴⁶⁾ percent (4~~6~~⁶%) from state sources. Eight percent (8%) of project funding is from local sources, which are commonly used as matching funds to federal grants received by project sponsors. Many transportation projects utilizing only state and/or local funds are not included in the RTIP, so are not included in this financial analysis.

4.2 ILLUSTRATIVE PRIORITIES

To ensure that SCOG has a fully programmed four-year RTIP, SCOG typically selects projects to ensure that at least six years' worth of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding is programmed. The first four years in the RTIP are fiscally constrained and included in the STIP (see Section 4.1). The additional two years' worth of programmed projects function as Illustrative Priorities if additional funding becomes available to SCOG. Examples of ways that additional funds can become available include:

- A project currently in the fiscally constrained portion of the RTIP is unable to proceed and the agency returns the funds to SCOG;
- A project which previously obligated Surface Transportation Block Grant Program, Carbon Reduction Program, or Transportation Alternatives funds de-obligates⁷ its funds, including if a project closes out using less than the amount of federal funds awarded; and
- Allocations of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds are higher than anticipated at the time of RTIP adoption.



If additional funds are obtained by SCOG, the projects can be moved to the fiscally constrained portion of the RTIP in the next RTIP update, or through the amendment process. Additional considerations (e.g. lower costs, project readiness) may be used in the determination of projects that will be added to the fiscally constrained portion of the RTIP from the Illustrative Priorities. The 2031–2032 Illustrative Priorities are hyperlinked below.

- [2031–2032 Illustrative Projects](#)

4.3 REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects are projects that serve regional transportation needs on the existing or proposed regional transportation system. Per the [23 CFR 450.104](#) definition of a regionally significant project, examples of these types of projects include "...access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals..." and would normally be included in modeling of SCOG's regional transportation network.

The determination of whether or not a project is regionally significant is made by SCOG in the agency's capacity as a metropolitan planning organization. Regionally significant projects are programmed in the RTIP, even if there is no federal funding associated with the project. Examples of projects determined to be regionally significant are in the following hyperlink.

- [RTIP Determinations of Regional Significance](#)

⁷ De-obligation occurs when the project sponsor has obligated (see footnote 1) funds for a particular project and then the project is unable to move forward for some reason, or a project closes out with federal funds remaining that were not expended. The funds are essentially "returned to the pot" of regionally managed funds.

5 FINANCIAL PLAN

5.1 FISCAL CONSTRAINT

The RTIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial table located in Section 5.2 includes the estimated amount of available funds, programmed funds and remaining funds by fund type for each program year. Project sponsors with projects in the RTIP have indicated that they have the financial resources available to provide matching funds to complete project phases with fully secured funding.

FINANCIAL PLANNING ASSUMPTIONS

ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for annual inflation of prices. *Skagit 2050* accounts for the effect of inflation scheduled in the mid- and long-range horizons. However, the process used to account for inflation on RTIP projects is left to the judgment of the project sponsors, as they have a better sense of short-term inflationary pressures on their particular projects.

Fiscal Constraint: the RTIP demonstrates that the programmed projects will not cost more than the expected amount of funding available in the first four years.

FEDERAL REVENUE PROJECTIONS

Revenue projections for WSDOT state managed federal funds (e.g. National Highway Performance Program, Highway Safety Improvement Program, etc.) generally equal the amount programmed in the RTIP. Because SCOG has no control over project funding decisions for these fund types, only federal funds that have been secured by project sponsors are assumed to be reasonably available. For future year allocations in the RTIP, SCOG managed federal funds are assumed to be the same as regional allocations for federal fiscal year 2026.

STATE REVENUE PROJECTIONS

Several state sources of funding are identified in the RTIP that have historically been used for transportation purposes. These state projections include projects that have secured funding, including match, to fully complete a phase, as well as available funds that have not yet been secured. State funding is often used with federal funding and any required match to complete a phase of a project, or used alone without any federal funding or match.

LOCAL REVENUE PROJECTIONS

Revenue projections from local sources are funds expected to reasonably be available outside of federal and state sources. These funds are typically used as match for other funds sources, but may be higher than any required match. In addition to meeting match requirements, project sponsors will often use this category of revenues to fill a gap in a project phase and ensure fully secured funding to complete the phase.

5.2 FINANCIAL FEASIBILITY TABLE

SCOG has prepared a financial table that identifies all of the funding programmed in the fiscally constrained portion of the RTIP and documents the amount of funding that is reasonably expected to be available. The table, linked below, demonstrates that the first four years of the 2027–2032 RTIP are fiscally constrained and financially feasible. Programmed expenditures are balanced with funding reasonably expected to be made available over the programming period.

- [2027–2030 Financial Feasibility Table](#)

6 REGIONAL PERFORMANCE TARGETS

SCOG is responsible for setting regional performance targets for the nationwide approach to performance-based planning. The Moving Ahead for Progress in the 21st Century Act, signed into law in 2012, introduced many new requirements for state departments of transportation, transit agencies and metropolitan planning organizations. As a metropolitan planning organization, these requirements apply to SCOG. Statewide performance targets are documented in folios on [WSDOT's website](#).

The applicable federal administrations and categories of performance targets are listed below:

- Federal Transit Administration
 - Transit Asset Management Targets
 - Transit Safety Targets
- Federal Highway Administration
 - Highway Safety Targets
 - Highway Bridge Condition Targets
 - Highway Pavement Condition Targets
 - Highway Travel Time and Freight Reliability Targets

Initial regional performance targets for transit asset management were set by SCOG in June 2017 and highway safety targets were set in February 2018. For transit asset management targets, SCOG set targets for buses, other passenger vehicles, ferries, non-revenue service vehicles, administration and maintenance, as well as passenger and parking facilities. For highway safety targets, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide safety performance targets for the five safety measures – each related to fatalities and serious injuries.

Initial regional performance targets for highway bridge condition, highway pavement condition, highway travel time and freight reliability were set by SCOG in October 2018. For each of these categories, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets.

SCOG set initial regional performance targets for transit safety in November 2020. The seven transit safety performance measures are related to fatalities, injuries, safety events and system reliability.

Deadlines for target setting and related target-setting dates at SCOG are in the following table.

PERFORMANCE TARGETS CATEGORY	UPCOMING SCOG DEADLINE TO SET TARGETS	LATEST TARGETS SET BY SCOG
FTA: Transit Asset Management	N/A*	7/19/2017
FTA: Transit Safety	N/A*	11/18/2020
FHWA: Highway Safety	2/27/2027	2/18/2026
FHWA: Highway Bridge Condition	3/21/2027**	5/17/2023
FHWA: Highway Pavement Condition	3/21/2027**	5/17/2023
FHWA: Highway Travel Time and Freight Reliability	3/21/2027**	5/17/2023
Notes: *Initial deadline to set Transit Asset Management targets was 6/28/2017 and initial deadline to set Transit Safety targets was 2/15/2021. Per FTA guidance, SCOG may choose to revise or maintain these targets when RTIP or Skagit 2050 is updated, in consultation with WSDOT and Skagit Transit.		
**SCOG has 180 days to set regional performance targets after WSDOT sets revised dates for these performance targets. SCOG estimates that WSDOT will set targets on 10/1/2026.		

6.1 TRANSIT ASSET MANAGEMENT

Regional performance targets for transit asset management were adopted by the Transportation Policy Board on June 21, 2017, and revised on July 19, 2017. Regional performance targets by asset class for this category are in the following table, and have been maintained since 2017.

NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET
1	Buses	Percent of Buses that exceed Useful Life Benchmark	No greater than 10%
2	Other Passenger Vehicles	Percent of Other Passenger Vehicles that exceed Useful Life Benchmark	No greater than 10%
3	Ferries	Percent of Ferries that exceed Useful Life Benchmark	No greater than 0%
4	Non-revenue Service Vehicles	Percent of Non-revenue Service Vehicles that exceed Useful Life Benchmark	No greater than 10%
5	Administration and Maintenance	Percent of Administration and Maintenance facilities that have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%
6	Passenger and Parking	Percent of Passenger and Parking facilities have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%

The owners of assets that these regional performance targets apply to are the WSDOT Ferries Division and Skagit Transit. SCOG initially coordinated with both these agencies in 2017 to get an inventory of current assets and targets set by WSDOT and Skagit Transit. Condition information for assets and performance targets for 2018 was made available to SCOG after both agencies prepared initial transit asset management plans in late 2018. The most recent updates to condition information for assets and performance targets were completed in 2022-2026 by WSDOT and 2025-2026 by Skagit Transit, with each updating their transit asset management plans.

6.2 TRANSIT SAFETY

Regional performance targets for transit safety measures were adopted by the Transportation Policy Board on November 18, 2020. There are seven performance measures for which targets were set for this category. Adopted regional performance targets for fixed-routes buses and not-fixed-route buses are included in the following table.

NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET BY MODE	
			FIXED-ROUTE BUS*	NON-FIXED-ROUTE BUS**
1	Fatalities	Five-year (2016–2020) rolling average of fatalities	0	0
2	Fatality Rate	Five-year (2016–2020) rolling average of fatalities per 100,000 vehicle revenue miles by mode	0.00	0.00
3	Injuries	Five-year (2016–2020) rolling average of injuries	2	1
4	Injury Rate	Five-year (2016–2020) rolling average of injuries per 100,000 vehicle revenue miles by mode	0.20	0.08

5	Safety Events	Five-year (2016–2020) rolling average of safety events	20	12
6	Safety Event Rate	Five-year (2016–2020) rolling average of safety events per 100,000 vehicle revenue miles by mode	1.40	0.80
7	System Reliability***	Five-year (2016–2020) rolling average of mean distance between major mechanical failures by mode	74,874	69,582
Notes: *Fixed-route Bus targets by mode apply to local and express (40X, 80X, 90X) services; **Non-fixed-route Bus targets by mode apply to paratransit and vanpool services; and ***System reliability is calculated as the mean distance between major mechanical failures.				

Transit safety requirements apply to Skagit Transit, which set their initial safety targets in August 2020 and included them within their adopted Public Transportation Agency Safety Plan – a related federal requirement for performance-based planning. The plan was provided to SCOG in August 2020. Most recently, Skagit Transit updated their plan in 2025, adopting new transit safety performance targets, and provided it to SCOG in November 2025.

6.3 HIGHWAY SAFETY

SCOG – along with all other metropolitan planning organizations in Washington state – worked to set regional performance targets for highway safety earlier this year. [Target Zero](#), with the goal of eliminating all roadway fatalities and serious injuries by 2030, is Washington state’s Strategic Highway Safety Plan and is used as the foundation for the target setting process at the statewide level. Highway safety performance measures and targets apply to all public roadways.

The five highway safety measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Fatalities	Five-year rolling average of fatalities on all public roadways in the Skagit region
2	Fatality Rate	Five-year rolling average of fatalities per 100 million vehicle miles traveled in the Skagit region
3	Serious Injuries	Five-year rolling average of serious injuries on all public roadways in the Skagit region
4	Serious Injury Rate	Five-year rolling average of serious injuries per 100 million vehicle miles traveled in the Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year rolling average of non-motorist fatalities and serious injuries on all public roadways in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) safety target for that performance measure; or
2. Commit to quantifiable safety targets for performance measures in their metropolitan planning area (the Skagit region).

On February 18, 2026, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. Programming of projects that help meet statewide safety targets can be accomplished when SCOG includes projects in the RTIP that aim to reduce fatalities and serious injuries in the Skagit region.

An [inventory showing statewide and regional safety trends](#) was prepared by SCOG in 2026, using data provided by WSDOT.

EXAMPLES OF INVESTMENT PRIORITIES

The SR 20/Burlington to Sedro-Woolley – Corridor Improvements project utilizes federal Highway Safety Improvement Program funding on what has been identified by WSDOT as a Crash Analysis Corridor. A series of compact roundabouts are included in the project along with dual faced mountable curb, restricting left-turn movements and resulting in fewer crashes with lower severity.

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2027	HSIP	\$2,640,461		\$72,947	\$0	\$2,713,408	10/21/2026
CN	2028	HSIP	\$6,982,552		\$192,805	\$0	\$7,175,357	10/21/2026
CN	2029	HSIP	\$156,472		\$4,323	\$0	\$160,795	10/21/2026
	Total		\$9,779,485		\$270,175	\$0	\$10,049,660	

6.4 HIGHWAY BRIDGE CONDITION

EXAMPLE PROJECT TO IMPROVE SAFETY

The condition of bridges on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Condition is evaluated for bridge decks, superstructure, substructure and culverts. A rating system is used to classify overall condition as either “Good”, “Fair” or “Poor”. SCOG worked to set regional performance targets for highway bridge condition in spring 2023.

The two highway bridge condition measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Good condition
2	Poor Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Poor condition

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway bridge condition targets on the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System bridge condition target for that performance measure; or
2. Commit to quantifiable National Highway System bridge condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide highway

bridge condition performance targets. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve National Highway System bridge condition in the Skagit region.

An [inventory showing highway bridge condition in the Skagit region](#) was prepared by SCOG in 2023, using data provided by WSDOT.

EXAMPLES OF INVESTMENT PRIORITIES

The I-5/Southbound Samish River – Bridge Deck Overlay project, completed in 2022, is an example of a RTIP programming decision made by SCOG linking investment priorities toward achieving performance outcomes. The bridge at this location is on the National Highway System, and was identified by SCOG in 2018 – using WSDOT bridge condition information – as the only National Highway System bridge in Poor condition in the Skagit region. Subsequently, the project was programmed in the RTIP, with the construction phase obligating funding in 2022 and construction complete the same year. Funding to construct this project came through the National Highway Performance Program.

6.5 HIGHWAY PAVEMENT CONDITION

The condition of pavement on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Assessment of pavement condition is based on the International Roughness Index, cracking, rutting of asphalt pavement and faulting of jointed concrete pavement. Pavement is classified as either in “Good”, “Fair” or “Poor” condition. SCOG worked to set regional performance targets for pavement condition in spring 2023.

The four highway pavement measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Interstate Pavement Condition	Percent of pavement of the Interstate System in Good condition in the Skagit region
2	Poor Interstate Pavement Condition	Percent of pavement of the Interstate System in Poor condition in the Skagit region
3	Good Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Good condition in the Skagit region, excluded the Interstate System
4	Poor Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Poor condition in the Skagit region, excluded the Interstate System

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway pavement condition targets for the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System pavement condition target for that performance measure; or
2. Commit to quantifiable National Highway System pavement condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of

projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve pavement condition in the Skagit region's portion of the National Highway System.

A [pavement inventory of the National Highway System in the Skagit region](#) was prepared by SCOG in 2023. The inventory used the most recently available WSDOT highway pavement condition information for the Skagit region. SCOG also prepared a [webmap](#) in 2023 depicting pavement and highway bridge condition data in the Skagit region.

EXAMPLES OF INVESTMENT PRIORITIES

WSDOT programmatic projects are used to assist in meeting pavement related performance outcomes for the National Highway System. An example of this type of project is the Asphalt/Chip Seal Preservation programmatic project for the Skagit region. While programmed as one project in the RTIP, this is actually a grouping of projects by type of work, often referred to as “pavers” (i.e. preservation of pavement via asphalt or chip seal). This programmatic project is supported in part by Surface Transportation Block Grant Program and National Highway Performance Program funds programmed in the RTIP.

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2027	NHPP	\$232,453	MVA	\$21,494	\$0	\$253,947	10/21/2026
PE	2027	STBG(S)	\$228,976		\$0	\$0	\$228,976	10/21/2026
PE	2028		\$0	MVA	\$15,145	\$0	\$15,145	10/21/2026
PE	2029		\$0	MVA	\$1,442	\$0	\$1,442	10/21/2026
CN	2027		\$0	MVA	\$27,327	\$0	\$27,327	10/21/2026
CN	2028	NHPP	\$2,419,027	MVA	\$194,888	\$0	\$2,613,915	10/21/2026
CN	2029	STBG(S)	\$52,588,411	MVA	\$1,094,750	\$0	\$53,683,161	10/21/2026
Total			\$55,468,867		\$1,214,846	\$0	\$56,683,713	

EXAMPLE PROJECT TO IMPROVE PAVEMENT CONDITION

6.6 HIGHWAY TRAVEL TIME AND FREIGHT RELIABILITY

Highway travel time and freight reliability relates to how well the National Highway System is performing for travelers. Reliability is assessed using the National Performance Management Research Data Set – a data set available to WSDOT and SCOG that is derived from vehicle/passenger probe data, such as GPS information, navigation units, cell phones and truck transponders. These data are used to compare travel times between 50th, 80th and 95th percentile speeds to ascertain reliability of the National Highway System, both for Interstates and non-Interstates. The measure for Interstate Freight Reliability is calculated using a different methodology than the other two measures.

The three highway travel time and freight reliability measures are in the following table.

NUMBER	NAME	DESCRIPTION
1	Interstate Travel Time Reliability	Percent of person-miles traveled on the Interstate System that are reliable in the Skagit region
2	Non-Interstate Travel Time Reliability	Percent of person-miles traveled on the National Highway System that are reliable in the Skagit region, excluding the Interstate System
3	Interstate Freight Reliability	Truck Travel Time Reliability Index on the Interstate System in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional National Highway System travel time reliability and Interstate System freight reliability performance targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System travel time reliability and Interstate System freight reliability targets for that performance measure; or
2. Commit to quantifiable National Highway System travel time reliability and Interstate System freight reliability targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of statewide performance targets for National Highway System travel time reliability and Interstate System freight reliability. Programming of projects that help meet statewide targets can be accomplished when SCOG includes projects in the RTIP that aim to improve travel time and freight reliability in the Skagit region's portion of the National Highway System.

Inventories of [highway travel time reliability](#) and [freight reliability](#) were prepared by SCOG in 2023 for the Skagit region using data from the National Performance Management Research Data Set.

7 OBLIGATION AUTHORITY

SCOG is subject to a statewide deadline of obligating regionally managed FHWA funds by the end of the federal fiscal year, along with all other metropolitan planning organizations in Washington state. These statewide requirements are detailed in the [Local Agency Federal OA Policy](#). Washington state, along with all other states, is at risk of losing federal funds every year if statewide obligating authority targets are not met by the end of each federal fiscal year. The 2027 federal fiscal year ends on September 30, 2027.

RTIP projects programmed in 2027 are an "agreed to" list of projects that can obligate federal funding by implementing agencies, following approval of the Statewide Transportation Improvement Program in January 2027. Obligation does not occur until project sponsors enter into an agreement with WSDOT for the project/project phase programmed in the RTIP. Funds can also be "flexed" between FHWA and FTA programs in certain circumstances, but must be in the first year of the RTIP (2027) for approval of these transfers.

7.1 2027 OBLIGATION AUTHORITY PLAN

An obligation authority plan is prepared by SCOG for 2027. The purpose of the plan is to provide project tracking information and communicate expected 2027 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed FHWA funds that are programmed in 2027.

The 2027 Obligation Authority Plan may include projects implementing the following gap strategies, in prioritized order, if the SCOG regional obligation authority target will not be met by March 1, 2027:

1. **Adding to Past Federal Project**~~Advancing 2028–2030 Fiscally Constrained Projects;~~
2. **Advancing 2028–2030 Fiscally Constrained Projects**~~Advancing 2031–2032 Illustrative Projects;~~

3. ~~Advancing 2031–2032 Illustrative Projects; Advancing Contingency List Projects;~~ and
4. ~~Advancing Contingency List Projects Adding to Past Federal Project Awards.~~

Descriptions of gap strategies, along with procedures used to implement each strategy, are included in the RTIP Obligation Authority Procedures. A process to request extensions on the March 1 obligation deadline is also included in the procedures.

The 2027 Obligation Authority Plan is not incorporated into the 2027–2032 RTIP, and is revised by SCOG as necessary to meet the regional obligation authority target during federal fiscal year 2027.

7.2 OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures – including extension requests, gap strategies and appeals – have been established to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by the end of every federal fiscal year. The procedures are included in the following hyperlink.

- [RTIP Obligation Authority Procedures](#)

The RTIP Obligation Authority Procedures are incorporated as an element of the 2027–2032 RTIP.

ACTION ITEM 5.B. – 2027 OBLIGATION AUTHORITY PLAN

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	09/16/2026	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/01/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/21/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the [2027 Obligation Authority Plan](#).

DISCUSSION

The Transportation Policy Board adopted obligation authority procedures at the October 2025 meeting to guide federal project obligations this year. Revised procedures are included for 2027 within the draft 2027–2032 Regional Transportation Improvement Program (RTIP). Continuing past practice, staff recommends not including the 2027 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2027 regional obligation authority target.

OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures – including extension requests, gap strategies and appeals – are proposed to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by October 1 each year.

Following are proposed gap strategies from the procedures, in prioritized order:

1. Adding to Past Federal Project Awards;
2. Advancing 2028–2030 Fiscally Constrained Projects;
3. Advancing 2031–2032 Illustrative Projects; and
4. Advancing Contingency List Projects.

[Draft Obligation Authority Procedures](#) (from RTIP)

2027 OBLIGATION AUTHORITY PLAN

A draft obligation authority plan is prepared for 2027. The purpose of the plan is to provide project tracking information and communicate expected 2027 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2027.

2027 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2027** to obligate federal funding. If project funds do not obligate by March 1, 2027, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Burlington	SR20 Intersection Control Evaluation	WA-16430	PL	(Not Yet)	\$259,500
City of Mount Vernon	Kulshan Trail Safety Lighting—Phase 2	WA-15137	PE	(Not Yet)	\$56,800
City of Mount Vernon	Kulshan Trail Safety Lighting—Phase 4	WA-15138	PE	(Not Yet)	\$120,800
Skagit County	Peterson Road (Urban)	WA-11739	RW	(Not Yet)	\$129,750
Skagit Transit	Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design	WA-16432	PE	(Not Yet)	\$91,169

The following project must obligate federal funding before **August 1, 2027**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	\$343,891

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: ~~\$1,001,910~~694,560
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,255,975

¹ Excludes \$275,000 in Extensions from 2026 Obligation Authority Plan expected to obligate federal funding by December 31, 2026.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2027**. These projects will be deprogrammed with expiration of the 2027–2032 RTIP in January 2028.

To be granted an extension, any extension request must have been received by SCOG no later than **February 24, 2027**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR EXTENSIONS: \$0

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2027–2032 RTIP. The following project phase must obligate federal funding by **December 31, 2027**. This project will be deprogrammed with expiration of the 2027–2032 RTIP in January 2028.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR APPEALS: \$0

ACTION ITEM 5.C. – RELEASE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN FOR PUBLIC COMMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	10/21/2026	Action (Release)	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends releasing the draft [Skagit Coordinated Public Transit-Human Services Transportation Plan](#) for public review and comment.

DISCUSSION

The Plan is a Federal Transit Administration (FTA) requirement that is locally developed and follows a process outlined by FTA, with several required federal elements. In Washington state, regional transportation planning organizations, such as SCOG, lead Plan development as a duty included in state law. The Washington State Department of Transportation (WSDOT) publishes a guidebook that serves as a reference tool for Plan development, and also provides funding to SCOG to prepare the Plan.

SCOG has until December 1, 2026 to adopt the Plan and submit it to WSDOT to remain in state compliance. The last Plan update by SCOG was in November 2022, and it needs to be updated no less than every four years.

PUBLIC PARTICIPATION

The Transportation Policy Board approved a public involvement plan for the Plan in March 2026. Since then, public outreach has included informational interviews, focus groups, tabling at local events, production and distribution of a flyer, and a survey. Appendix C of the Plan summarizes all the public involvement activities undertaken during the planning process. Some public involvement activities began back in 2025, under the new regional mobility management function at SCOG, and these activities have been leveraged during the planning process to provide additional inputs to the plan.

If the Plan is released for public comment, SCOG staff anticipates having a comment period prior to the next Transportation Policy Board meeting and presenting any comments received at the November meeting. Comments received will be responded to along with proposed revisions to the draft Plan based on those comments.

A photograph of a person wearing a brown hooded jacket, blue jeans, and a dark cap, using a white cane to board a green Skagit Transit bus. The person is standing on a yellow metal ramp that is extended from the open front door of the bus. The bus has "SKAGIT TRANSIT" written on its side and the number "2007" on its front. The background shows a clear sky and a paved street.

Skagit Coordinated Public Transit- Human Services Transportation Plan

PREPARED BY:

Skagit Council of Governments

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Adoption Date: November 18, 2026

Cover and Reverse Photo Credit: Skagit Transit

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SKAGIT COUNCIL OF GOVERNMENTS TITLE VI POLICY STATEMENT

ABBREVIATED TITLE VI NOTICE TO THE PUBLIC

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1 INTRODUCTION

This report documents the 2026 Skagit Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) developed for the Skagit Council of Governments (SCOG) which is the Regional Transportation Planning Organization (RTPO) for the Skagit region. This plan replaces and supersedes the 2022 plan.

The report is organized into the following chapters:

Chapter 1 provides background information and an overview of the planning process including the stakeholder engagement and public outreach activities conducted as part of the planning process.

Chapter 2 provides an inventory of current transportation services in the region. Particular focus is on the public transit and human service transportation providers, who were key participants in the coordinated transportation planning process.

Chapter 3 provides an assessment of transportation needs in the region in relation to existing transit services. It includes both quantitative data (U.S. Census and American Community Survey) as well as qualitative data (input on needs from Skagit Special Needs Transportation Committee members and public outreach activities).

Chapter 4 summarizes transportation provider involvement in regional emergency management practices.

Chapter 5 provides information on demand-response services in the region.

Chapter 6 presents potential strategies and possible mobility management efforts to improve transportation services in the region.

Chapter 7 provides a discussion of ongoing coordination after CPT-HSTP adoption.

Appendix A lists the members of the Skagit Ad Hoc Mobility Committee.

Appendix B provides the public involvement plan utilized for this planning process.

Appendix C summarizes public involvement activities that occurred during this planning process.

Appendix D lists comments received during the public comment period with responses to comments.

BACKGROUND

FEDERAL REQUIREMENT FOR COORDINATED PLANNING

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21) that went into effect on October 1, 2012. This legislation continued the coordinated transportation planning requirements established in previous law for certain Federal Transit Administration (FTA) funding for specialized transportation. Under the preceding federal transportation funding authorizing legislation, local funding under three FTA programs (Sections 5310, 5316, and 5317) required that projects be derived from a locally developed, coordinated public transit-human services transportation plan. This coordinated planning requirement was designed to be a participatory process including public, private and human service transportation providers.

Under MAP-21, the Section 5316 and Section 5317 programs were eliminated, but the coordinated planning requirement continued to apply to the Section 5310 Program (Enhanced Mobility of Seniors and Individuals with Disabilities) under MAP-21. The most recent surface transportation reauthorization is the Infrastructure Investment and Jobs Act, which President Biden signed into law in 2021. The continuation of coordinated planning requirements for the Section 5310 Program continues in 2026.

Current FTA guidance (FTA Circular C 9070.1H, Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance, issued November 1, 2024) defines a coordinated public transit-human service transportation plan as one that identifies the transportation needs of individuals with disabilities and older adults; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. In total, there are five required plan elements:

- An assessment of available services that identifies current providers (public, private, and nonprofit);
- An assessment of transportation needs for individuals with disabilities, including those who use wheelchairs, and older adults. This assessment can be based on the experiences and perceptions of the planning partners, more sophisticated data collection efforts, and gaps in service;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified; and
- Where less than 100 percent fleet accessibility for demand-response is anticipated, a demonstration of how the requirement of equivalent service will be met.

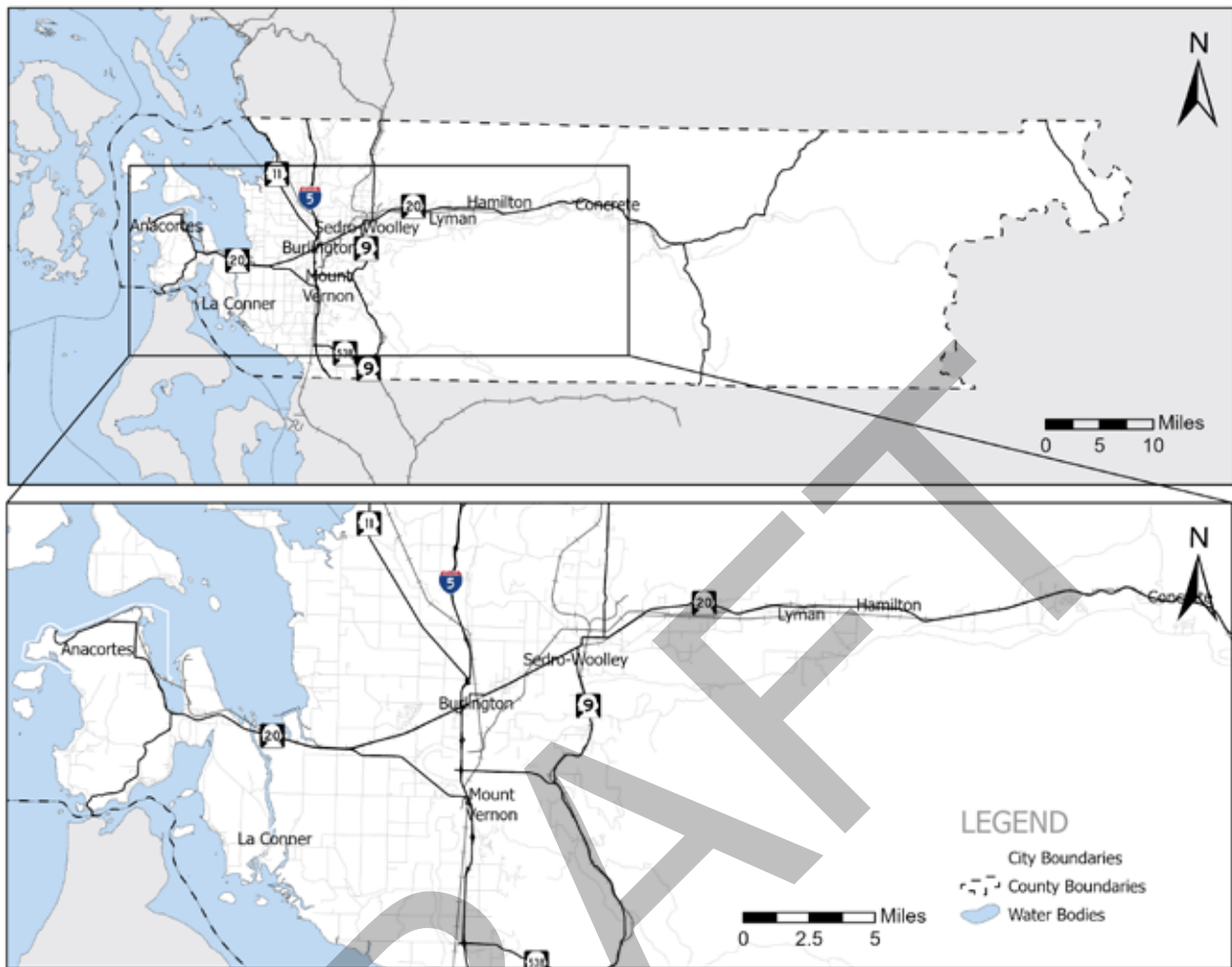


Figure 1. Skagit Council of Governments Planning Area

SKAGIT COUNCIL OF GOVERNMENTS

The Skagit Council of Governments is a voluntary organization of local governments whose purpose is to foster a cooperative effort in resolving problems, policies and plans that are common to the membership and region. The SCOG Transportation Policy Board is a governing body of SCOG, and is comprised of elected officials from the following jurisdictions:

- City of Anacortes
- City of Burlington
- City of Mount Vernon
- City of Sedro Woolley
- Port of Anacortes
- Port of Skagit
- Swinomish Indian Tribal Community
- Samish Indian Nation
- Skagit County
- Skagit PUD
- Skagit Transit
- Town of Concrete
- Town of Hamilton
- Town of La Conner
- Town of Lyman

The SCOG Transportation Policy Board meets monthly to discuss regional transportation issues and make administrative decisions regarding the Skagit Council of Governments.

SCOG is a regional agency that facilitates, advocates and educates through technical and professional expertise, public outreach, grants and other funding opportunities. SCOG is the Regional Transportation Planning Organization, as enabled by Washington state law, and the Metropolitan Planning Organization, as enabled by federal law. SCOG works with state and federal legislators to inform them about funding needs for transportation related projects and programs in Skagit County.

COORDINATED PLANNING OF HUMAN SERVICES TRANSPORTATION AND PUBLIC TRANSIT IN WASHINGTON STATE

At the state level, the Washington State Department of Transportation (WSDOT) requires that each RTPO identify human services transportation needs and prioritize human service transportation projects in the region for funding through WSDOT's consolidated grant application process for public transportation funds. An RTPO is formed through a voluntary association of local governments within a county or contiguous counties, and for the purpose of WSDOT's Statewide Human Services Transportation Plan, each of the RTPOs provide the local perspective for their respective regions.

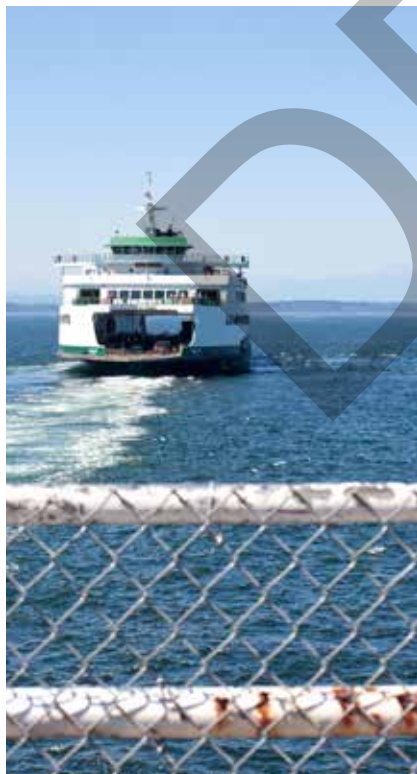
Applicants for WSDOT's Consolidated Grant Program are required to participate in the local planning process with their RTPO. This process creates and updates the Skagit region's CPT-HSTP, a document that is required by WSDOT to be updated every four years. WSDOT publishes a template with instructions for developing a CPT-HSTP. WSDOT's 2025 Coordinated Public Transit-Human Services Transportation Plan Guidebook was used as a guide to develop this plan.

DRAFT

OVERVIEW OF THE PLANNING PROCESS

The CPT-HSTP was developed between October 2025 and November 2026. The process included:

- Executing an agreement between WSDOT and SCOG in October 2025 to begin work on the CPT-HSTP;
- Informational interviews from October 2025 through July 2026 (aligned with mobility management work conducted by SCOG that began in October 2025);
- Formation of the Ad Hoc Mobility Committee by the Transportation Policy Board in December 2025, to advise on the update to the CPT-HSTP;
- Monthly meetings of the Ad Hoc Mobility Committee from January-November 2026, including agenda items focused on the CPT-HSTP;
- Approval of the CPT-HSTP public involvement plan in March 2026 by the Transportation Policy Board;
- Focus groups in March-April 2026 (aligned with mobility management work conducted by SCOG that began in October 2025);
- Tabling events in March-April 2026 (aligned with mobility management work conducted by SCOG that began in October 2025);
- Survey in April-May 2026 (aligned with mobility management work conducted by SCOG that began in October 2025);
- Began updating CPT-HSTP in June 2026;
- Preparing draft CPT-HSTP, including five FTA required elements, from June-October 2026;
- CPT-HSTP released for public review and comment in October 2026 by the Transportation Policy Board;
- Ad Hoc Mobility Committee recommendation on CPT-HSTP in October 2026; and
- Adoption of CPT-HSTP by Transportation Policy Board in November 2026.



2 INVENTORY OF EXISTING TRANSPORTATION SERVICES

This chapter provides a summary of the existing transportation services that serve Skagit County, as well as organizations and programs that help those in need with covering the cost of transportation. The “family of transportation services” in Skagit County is provided by public transit systems, tribes, human service agencies/non-profit programs, local school districts, ferry services, long distance bus and rail providers, medical transportation providers, and other private providers such as taxis.

PUBLIC TRANSIT SYSTEMS

Skagit Transit provides the vast majority of public transit services in Skagit County. Other public transit systems in northwest Washington make regional connections in Skagit County, including Island Transit and Whatcom Transportation Authority.

SKAGIT TRANSIT

Skagit Transit provides fixed route, ADA paratransit and rideshare services.

Formerly known as SKAT, Skagit Transit was established in 1993 under RCW 36.57A, originally serving the Mount Vernon and Burlington area. Over the past 25 years, the Skagit Public Transportation Benefit Area (PTBA) has grown to cover about 750 square miles, including Mount Vernon, Burlington, Anacortes, La Conner, Sedro-Woolley, Lyman, Hamilton, Concrete and several unincorporated areas of Skagit County. Headquartered in Burlington, Skagit Transit also owns and staffs Skagit Station in Mount Vernon.

Additional information about Skagit Transit transportation services are provided in the demand-response services chapter of the CPT-HSTP.

Fixed Routes

Skagit Transit operates 19 fixed bus routes, including local routes serving urban areas, routes connecting rural areas to the urban areas, and express commuter routes connecting with other regional services. Table 1 lists Skagit Transit's fixed routes within the general service area and operating hours. The commuter routes (40X, 70X, 80X and 90X) are also referred to as County Connectors.

Skagit Transit's fixed routes make connections at several key facilities and transfer points in Skagit County including:

- Skagit Station, 105 E. Kincaid in downtown Mount Vernon. Skagit Station is a regional multimodal transportation hub served not only by Skagit Transit, but also by Amtrak, Greyhound, and regional County Connectors. Station amenities include Skagit Transit customer service, Amtrak ticketing machine, passenger waiting area, parking, vending machines and community meeting room with conference capabilities.
- Chuckanut Park and Ride, north Burlington near I-5. WSDOT owns the parking facility; Skagit Transit owns the bus island and transfer location and operates the parking facility.

- March's Point Park and Ride, near Anacortes off State Route 20 at Christianson Road. This facility is owned by Skagit Transit and the land is leased through a long-term lease agreement; and
- South Mount Vernon Park and Ride, Old Hwy 99 South and Hickox Road near I-5. This facility is owned by Skagit Transit.

Several smaller park and ride facilities are served by Skagit Transit in Alger, Burlington, Mount Vernon and Sedro-Woolley.

Skagit Transit regular fare is \$1 when traveling inside Skagit County and \$2 on Route 80X and 90X when traveling out of Skagit County. Thirty-one (31) passes are also available (\$30 for local routes, \$50 for commuter routes) along with \$6 daily passes for all Skagit County routes.

Seniors (age 65 or older), Medicare cardholders, and people with disabilities qualify for a reduced fare of one-half of the regular fares and passes.

Youth age 18 and under ride Skagit Transit free of charge. This program is funded by a Washington State Climate Commitment Act Grant.

Through its Ride Pass Grant Program, Skagit Transit provides free one-day local bus passes to eligible nonprofit organizations and government agencies serving PTBA residents who meet income and/or disability eligibility requirements and lack other transportation options. The program currently supports more than 30 nonprofit and public agencies throughout Skagit County, helping vulnerable residents access transportation for employment, medical appointments, essential services and other community needs.

Skagit Transit offers travel training to individuals who need assistance in learning to ride the bus. Fixed route buses are accessible to people with disabilities and can accommodate two passengers at a time using wheelchairs. Skagit Transit buses are also equipped with bike racks that can accommodate up to three bikes at a time.

In 2025, over 500,000 passenger trips were provided on Skagit Transit fixed routes.

Table 1. Skagit Transit Fixed Routes

ROUTES	GEOGRAPHY SERVED	CONNECTIONS WITH OTHER TRANSIT SERVICES	WEEKDAY SERVICE HOURS	WEEKEND SERVICE HOURS
40x	Mount Vernon, Anacortes	Island Transit Route 411W to Oak Harbor, other Skagit Transit routes	6:15 a.m. to 8:00 p.m.; every 60 minutes	Saturday; 8:15 a.m. to 6:00 p.m.; every 60 minutes
70x	Concrete, Hamilton, Lyman, Sedro-Woolley, Mount Vernon	Other Skagit Transit routes	6:45 a.m. to 8:55 p.m.; every 3 hours	Saturday; 8:10 a.m. to 6:00 p.m.; frequency varies (Becomes route 717)
80x	Mount Vernon, Burlington, Alger, Bellingham	Whatcom Transportation Authority, WWU Shuttle, other Skagit Transit routes	6:40 a.m. to 8:07 p.m.; frequency varies (60 to 120 minutes).	Saturdays, Sundays; 8:05 a.m. to 6:45 p.m.; every 2 hours
90x	Burlington, Mount Vernon, Everett	Everett Transit, Community Transit, Sound Transit, other Skagit Transit routes	4:45 a.m. to 8:15 p.m.; frequency varies (15 to 120 minutes)	Saturdays, Sundays; 8:00 a.m. to 5:45 p.m.; every 2 hours
101	Burlington	Other Skagit Transit routes	6:25 a.m. to 9:05 p.m.; every 60 minutes	Saturdays, Sundays; 8:25 a.m. to 6:10 p.m.; every 60 minutes
202	Mount Vernon	Other Skagit Transit routes	6:15 a.m. to 8:40 p.m.; every 30 minutes	Saturdays, Sundays; 8:15 a.m. to 6:10 p.m.; every 30 minutes
204	Mount Vernon, Skagit Highlands	Other Skagit Transit routes	6:15 a.m. to 8:50 p.m.; every 60 minutes	Saturdays, Sundays; 8:15 a.m. to 6:05 p.m.; every 60 minutes
205	Mount Vernon	Other Skagit Transit routes	6:00 a.m. to 9:00 p.m.; every 30 minutes	Saturdays, Sundays; 8:00 a.m. to 6:00 p.m.; every 30 minutes
206	Mount Vernon	Other Skagit Transit routes	6:35 a.m. to 8:30 p.m.; every 30 minutes	Saturdays, Sundays; 8:05 a.m. to 6:00 p.m.; every 30 minutes
207	Mount Vernon	Other Skagit Transit routes	6:15 a.m. to 9:05 p.m.; frequency varies (30 to 60 minutes)	Saturdays, Sundays; 8:15 a.m. to 6:05 p.m.; every 60 minutes
208	Mount Vernon, Burlington	Other Skagit Transit routes	6:20 a.m. to 9:00 p.m.; usually every 30 min. (60 min. before 7:15 a.m./after 7:15 p.m.)	Saturdays, Sundays; 8:15 a.m. to 6:15 p.m.; every 30 minutes
300	Sedro-Woolley	Other Skagit Transit routes	5:45 a.m. to 8:32 p.m.; every 60 minutes	Saturdays, Sundays; 7:45 a.m. to 5:32 p.m.; every 60 minutes
301	Burlington, Sedro-Woolley	Other Skagit Transit routes	5:45 a.m. to 8:40 p.m.; every 60 minutes	Saturdays, Sundays; 7:45 a.m. to 5:40 p.m.; every 60 minutes
305	Mount Vernon, Clear Lake, Sedro-Woolley	Other Skagit Transit routes	7:45 a.m. to 7:42 p.m.; every 60 minutes	Saturdays, Sundays; 8:19 a.m. to 5:42 p.m.; every 60 minutes
409	Anacortes	Guemes Ferry, other Skagit Transit routes	6:45 a.m. to 5:25 p.m.; usually every 30 minutes	Saturday; 7:50 a.m. to 5:30 p.m.; every 30 minutes
410	Anacortes	WA State Ferries, Guemes Ferry, Island Transit Route 411, other Skagit Transit routes	6:40 a.m. to 8:30 p.m.; usually every 60 minutes	Saturday; 8:06 a.m. to 5:35 p.m.; every 60 minutes
513	Anacortes, Burlington	Island Transit Route 411W to Oak Harbor	6:15 a.m. to 8:10 p.m.; every 60 minutes	None
615	Anacortes, La Conner, Mount Vernon	Island Transit Route 411W to Oak Harbor, other Skagit Transit routes	6:00 a.m. to 8:30 p.m.; every 2 hours	Saturday; 8:00 a.m. to 6:30 p.m.; every 2 hours
717	Concrete (will deviate for scheduled flex pickup/drop-off)	Other Skagit Transit routes	6:35 a.m. to 8:20 p.m.; every 60 minutes	Saturday; 8:40 a.m. to 5:12 p.m.; every 4 hours

Paratransit

Skagit Transit's paratransit service, formerly known as Dial-A-Ride, provides pre-scheduled shared-ride demand-response transportation for individuals who are unable to use fixed route services due to a disability. An application and eligibility process is required to qualify for paratransit service. Eligibility is determined based on an individual's functional ability to use Skagit Transit's fixed route services. Paratransit service is available within $\frac{3}{4}$ mile of local fixed routes, not express routes with an "X" following the route number, and operates Monday through Friday from 6:00 a.m. to 9:00 p.m., and Saturday and Sunday from 8:00 a.m. to 6:00 p.m. Trips can be scheduled one day in advance and up to seven days before the requested travel date. The paratransit fare is \$2 per one-way trip. An unlimited-ride monthly pass is available for \$60. Paratransit-eligible riders may also ride Skagit Transit's fixed route services free of charge by presenting their paratransit ID or paratransit UMO card.

Rideshare Program

Skagit Transit's rideshare program allows groups of commuters to share a Skagit Transit vehicle and the associated costs. Each rideshare group has a minimum of three individuals whose commute begins or ends in Skagit County. Every group has two authorized volunteer drivers and a group manager. Skagit Transit provides the vehicle, maintenance, fuel and insurance for authorized drivers. Rideshare groups pay a \$200 monthly fee plus a mileage charge of \$0.34 per mile for 7-passenger vehicles or \$0.42 per mile for 15-passenger vehicles. Skagit Transit currently has 28 active rideshare groups commuting from within the county to employers such as Boeing, Seattle City Light and the U.S. Army Corps of Engineers.

TRIBES

SAMISH INDIAN NATION

The Samish Indian Nation operates informal transportation services for tribal members and clients of tribal programs. Several programs serve special needs Native Americans and provide transportation related to their services. Eligibility requirements vary by program, as do service area boundaries, and times of service. These services are provided at no cost to riders, with tribal vehicles (primarily cars, SUVs, and vans), and are very minimally funded by direct service programs.

ISLAND TRANSIT

The Island County Public Transportation Benefit Area, doing business as Island Transit, provides public transportation on Whidbey Island and Camano Island. Two Island Transit routes make connections in Skagit County:

- **Route 411W** operates from Oak Harbor on Whidbey Island, providing express service between Deception Pass to the March's Point Park and Ride in Anacortes, where it connects with Skagit Transit Route 40X to Mount Vernon. The Route 411W operates weekdays 6:00 a.m. to 7:10 p.m. and Saturdays 9:00 a.m. to 6:15 p.m. Weekday headways are approximately 60 minutes, and Saturday's route has a headway of 120 minutes.
- **Route 411C** operates from Terry's Corner on Camano Island to Skagit Station in Mount Vernon, stopping in Conway. This route operates weekdays from 5:30 a.m. to 7:40 p.m., and Saturdays and Sundays from 8:30 a.m. to 5:10 p.m. Weekday headways are 60 minutes, while weekend headway varies with three round trips daily. At Skagit Station, Route 411C connects with Skagit Transit Route 40X to March's Point.

Routes 411C and 411W operate fare-free, as do most of Island Transit's routes and paratransit.

WHATCOM TRANSPORTATION AUTHORITY

Whatcom Transportation Authority (WTA) provides public transportation services throughout Whatcom County. As previously described, WTA and Skagit Transit jointly operate the Route 80X between Bellingham Station and Skagit Station, stopping at the Lincoln Creek Park and Ride, Alger Park and Ride, and Chuckanut Park and Ride en route.

Headquartered near Anacortes, the membership of the Samish Indian Nation is quite dispersed. The tribe does not have a reservation, and tribal members live mainly throughout Skagit, Whatcom, Snohomish, King, Thurston, and Pierce counties, with some families living at an even greater distance.

Additional information about Samish Indian Nation transportation services are provided in the demand-response services chapter of the CPT-HSTP.

SAUK-SUIATTLE INDIAN TRIBE

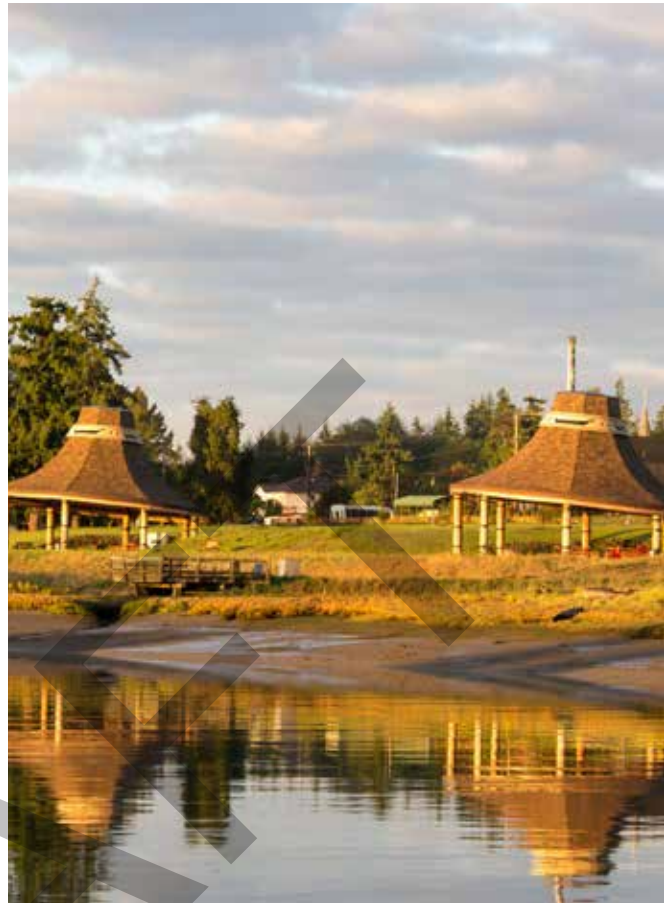
The Sauk-Suiattle Indian Tribe is headquartered near Darrington, with tribal lands at the junction of the Sauk and Suiattle rivers. The Sauk-Suiattle Indian Tribe provides two different transportation services:

- **Darrington Concrete Direct Shuttle Bus (DC Direct):** This public transit service, provided by the Transit Department, connects the reservation with Concrete, where riders can connect with Skagit Transit, and to Darrington, where riders can connect with Community Transit in Snohomish County. The DC Direct is a deviated fixed route service that operates Monday through Friday from 6:10 a.m. to 6:10 p.m. Each weekday, round-trips are made to Concrete, and also to Darrington. The DC Direct service is open to the public, and no fares are charged (donations are accepted). This service began operations in October 2016, with funding from a 2015-2017 WSDOT Consolidated Grant. The DC Direct service is coordinated with both Skagit Transit and Community Transit. DC Direct has a Dial Ride service available for disabled community members. To arrange Dial Ride transportation, passengers must submit a request at least one business day in advance.
- **Health and Social Services:** The Health and Social Services Department provides transportation to tribal members and other Native Americans to access medical and social services in Mount Vernon and Sedro-Woolley in Skagit County and Everett, Arlington, and Marysville in Snohomish County. This service is funded by tribal funds and federal funding from the Bureau of Indian Affairs and Indian Health Services.

SWINOMISH INDIAN TRIBAL COMMUNITY

The Swinomish Indian Tribal Community is headquartered in the Swinomish Village area, located on the southeast corner of the reservation, which is on eastern Fidalgo Island. Swinomish provides transportation services for tribal members, including:

- Transportation for elder trips;
- Transportation for youth events;
- Transportation to and from correctional facilities for detainees with the criminal justice system, serving facilities as distant as Yakima; and



- Shuttle transportation to and from the didgwálič Wellness Center in Anacortes. Swinomish operates the didgwálič Wellness Center, which provides chemical dependency outpatient treatment and mental health counseling for all enrolled Native American tribal members. The didgwálič Wellness Center is a regional medical destination as a methadone clinic among other services.

Swinomish provides transportation services for Native American elders age 55+ who reside within the service area. Rides are provided to Swinomish congregate meals, non-emergency health appointments, grocery shopping, cultural gatherings and other community activities. Accommodates both ambulatory and wheelchair accessible transportation.

Additional information about Swinomish Indian Tribal Community transportation services are provided in the demand-response services chapter of the CPT-HSTP.

HUMAN SERVICES AGENCIES AND NON-PROFIT PROGRAMS

AMERICAN CANCER SOCIETY/ ROAD TO RECOVERY PROGRAM

The American Cancer Society's Road to Recovery program coordinates volunteers who drive their own vehicles to take people with cancer to cancer-related medical appointments at no cost to the patient. This service must be coordinated several business days in advance.

ANACORTES FAMILY CENTER

The Anacortes Family Center (AFC) provides emergency shelter, transitional housing, affordable housing and case management to women and families with children. AFC creates an individualized plan to help each family reach self-sufficiency, with a goal of ending their reliance on social services. As part of its comprehensive support, which includes helping adult residents find employment, AFC provides limited transportation support, including providing bus passes (participating in Skagit Transit's Ride Pass Grant Program), and occasionally paying for a taxi ride when public transportation is not operating.

CHINOOK ENTERPRISES

Chinook Enterprises is a social enterprise non-profit agency designed to operate as a business, but with a social mission: supporting full participation in community life for people with disabilities or other barriers. Based in Mount Vernon, Chinook Enterprises provides vocational services for transitioning high school students and adults with disabilities, Community Employment Services, assembly services, and grounds maintenance services. Chinook Enterprises occasionally provides transportation to jobs or community inclusion activities when public transportation or other transportation supports are not available.

COMMUNITY ACTION OF SKAGIT COUNTY

The mission of Community Action of Skagit County is to foster and advocate for self-sufficiency among low-income people in Skagit County.

Established in 1979, today Community Action supports numerous programs that stabilize lives and equip people to move out of poverty, working in collaboration with the community to create ongoing pathways to prosperity. Community Action is based in Mount Vernon with additional locations in Oak Harbor, Concrete and Sedro-Woolley. Its programs include adult education, assistance for homeless families and individuals, employment services, energy assistance, services for seniors and people with disabilities, veterans services, supplemental nutrition for Women, Infants and Children, and a food bank distribution center.

Community Action of Skagit County provides limited transportation as part of its volunteer services program for seniors and people with disabilities. This service is provided primarily by volunteers driving their own vehicles. Community Action participates in Skagit Transit's Ride Pass Grant Program. Additionally, some programs can assist with gas vouchers in emergency situations.

A resource guide is being prepared in collaboration between Community Action of Skagit County and SCOG to provide a current listing of existing transportation services available in the Skagit region. Additional resources and contact information for transportation services should be available on SCOG's website in late 2026 or early 2027. Paper copies of the resource guide are being distributed around the Skagit region by the partner organizations.

Additional information about Community Action of Skagit County transportation services are provided in the demand-response services chapter of the CPT-HSTP.

DEPARTMENT OF SOCIAL AND HEALTH SERVICES/ WORKFIRST TRANSPORTATION

The Department of Social and Health Services supports transportation for needy families through the WorkFirst Transportation Initiative Pilot program. The Washington State WorkFirst program assists recipients of Temporary Assistance for Needy Families to meet their goals and provide well-being

for their family. The Transportation Initiative Pilot provides enhanced transportation services and supports for WorkFirst families. The goal of this initiative is to have zero transportation issues for individuals with a WorkFirst Individual Responsibility Plan. This includes people preparing for and seeking jobs as well as individuals recovering from chemical dependency or mental health issues, all parents, and all who are in transition plan to work.

Support provided through the Transportation Initiative Pilot includes funding for vehicle repairs and fuel, assistance with reinstatement of driver's license in circumstances other than DUI, driver training, and on-demand transportation services for individuals without access to a vehicle who are unable to get to a public transit route. The Transportation Initiative Pilot supports not only work-related travel, but also travel to obtain treatment for chemical dependency or mental illness.

In Skagit County, the on-demand transportation is contracted from a private transportation provider based in King County. Trips are authorized in the local DSHS Community Service Office in Arlington and scheduled through a computerized system. Individuals are authorized for up to five rides, up to 50 miles one-way, either door-to-door to the destination, or to a transit stop. An individual's needs may be reassessed for additional rides.

VETERANS TRANSPORTATION SERVICES

Disabled American Veterans (DAV) Transportation

DAV provides van transportation operated by volunteer drivers to take eligible veterans to the VA Medical Center in Seattle. To schedule a ride, riders must call the DVA Transportation Coordinator at least seven days before the scheduled appointment needing transportation. The DAV vans that serve Skagit County are not wheelchair accessible.

Other Transportation for Veterans

American Legion Veteran Service Offices informally provide transportation services in the form of arranging private carpools for veterans to reach their medical appointments at the VA Medical Center in Seattle. American Legion Post 91 in Burlington has an informal program where funds are used to purchase \$25 gas cards to help reimburse volunteer drivers to use

their vehicles or these trips. Recipients must already be connected to Community Action of Skagit County in order to receive a gas card.

The Vietnam Veterans of America also coordinate private carpools, and has a Service Officer in Mount Vernon.

NORTHWEST REGIONAL COUNCIL/MEDICAID TRANSPORTATION SERVICES

The Northwest Regional Council (NWRC) is an association of county governments that has been serving people of Island, San Juan, Skagit and Whatcom Counties since 1971. NWRC serves as Northwest Washington's Area Agency on Aging, implementing state and federal programs for seniors and people who need long-term care through such community-based care programs as Senior Information and Assistance, Congregate Meals, Meals on Wheels, Respite Care, Adult Day Services, Case Management and Family Caregiver Support.

NWRC serves as the region's Medicaid transportation broker under contract to the Washington State Health Care Authority.

NWRC operates a Medicaid Transportation Call Center that authorizes and arranges for non-emergency medical transportation for Medicaid-eligible individuals who live in Island, San Juan, Skagit, or Whatcom counties. As the transportation broker, NWRC is responsible for identifying the most appropriate, least costly mode of transportation to the nearest appropriate medical provider. NWRC contracts with numerous transportation providers in the region. Transportation available for Skagit County residents who are Medicaid-eligible include transit passes for public transportation, gas vouchers for use of personal vehicles, mileage reimbursement for use of personal vehicles, and tickets or vouchers for intercity bus (such as Greyhound), taxi, paratransit service, cabulance service, and ferry. Rides must be pre-authorized and pre-scheduled. There is no cost to the rider for Medicaid-eligible rides.

Individuals whose Medicaid-eligible trips can be made using fixed route public transit—those who live within ¾ mile of a bus route—are issued a 31-day bus pass that can be used for any trip purpose during the pass period, in addition to the medical trips.

For individuals who are not eligible for Medicaid (such as seniors), NWRC provides information on/referral to other transportation services. NWRC coordinates with numerous organizations to match those in need with

appropriate transportation, including Skagit Transit, Catholic Community Services, Community Action of Skagit County, and most of the tribes in the region. On the healthcare side, NWRC coordinates with hospitals, dialysis centers, and Swinomish's didgwálich Wellness Center (the region's only methadone treatment center).

SKAGIT TRANSIT RIDE PASS GRANT PROGRAM PARTICIPANTS

The following organizations were awarded ride passes in Skagit Transit's Ride Pass Grant Program in 2026:

- Anacortes Family Center
- Anacortes Police Department
- Barrier Breakers Foundation
- Brigid Collins Family Support Center
- Catholic Community Services Recovery Center
- Catholic Community Services – Martha's Place
- City of Burlington, Public Defense Office
- Community Action of Skagit County
- DSHS Community Services Office – Mont Vernon & Oak Harbor
- Evergreen Goodwill of NW WA – Job Training & Education Center
- United General District 304
- Helping Hands Food Bank
- Skagit Clubhouse
- Island Hospital
- Lifeline Connections
- Mount Baker Presbyterian Church – Outreach Center
- Mount Vernon Police Department
- Northwest Workforce Council
- Recovery Café Skagit
- Skagit County Sheriff Office – Crisis Response Team
- Skagit Domestic Violence and Sexual Assault Services
- Skagit Valley College – Skagit Island Head Start
- Skagit Regional Health, Skagit Valley Hospital
- Swinomish Tribe, didgwálich Wellness Center
- The Salvation Army of Anacortes – Food Bank
- Welcome Home Skagit

INFORMATION, REFERRAL, RIDER EDUCATION, AND ADVOCACY

Numerous human service agencies, non-profit agencies, and public agencies in Skagit County provide information on and referral to transportation services and resources, and some organizations help their program participants learn to ride public transit.

- Skagit Transit has a **Mobility Outreach Specialist** who conducts regular outreach to an extensive list of service organizations. Skagit Transit also has a travel trainer.
- **The North Sound Transportation Alliance (NSTA)**, formerly known as the Farmhouse Gang, is hosted by the Whatcom Council of Governments. The NSTA is a coalition of citizens, elected officials, and professional staff of transportation agencies from Whatcom, Skagit, Island, San Juan and northern Snohomish counties. NSTA strives to develop better ways for people to travel in the region through these objectives: collect travel and system data to identify needs; improve regional connections and sustain and expand services; enhance mobility through sustainable, equitable, and innovative transportation solutions; and inform the public about transportation services to enhance awareness of the regional transportation network.
- **The Snohomish County Transportation Coalition (SNOTRAC)** advocates for transportation service and solutions to better connect people and community in and beyond Snohomish County. SNOTRAC's mission is advocating for improvement in transportation service and solutions through community input, coordination of resources, and strategic partnerships. SNOTRAC's regional coalition includes representatives from Skagit Transit, the Sauk-Suiattle Indian Tribe, and other public agencies, tribes, human service agencies, and transportation providers from King, Skagit, Snohomish, and Whatcom counties. SNOTRAC's mobility management services include information and referral to Skagit County transportation services.

- **The Community Transportation Association of the Northwest (CTANW)**, a membership-based organization of non-profit, for-profit, and public transportation providers, as well as Medicaid brokers, planning organizations, service agencies (such as senior centers), and other partners, focuses on specialized transportation needs throughout Washington state and the Northwest U.S. (Washington and Oregon). CTANW created RideSourceNW, an online database of transportation services, mobility managers, travel trainers and more.

SCHOOLS

LOCAL SCHOOL DISTRICTS

Each local school district in Washington state is mandated to provide students with transportation to school, and determines how best to achieve this, such as operating own vehicles or contracting for student transportation services. In Skagit County, this is primarily achieved through the school districts operating their own buses. There are seven local school districts in Skagit County:

- Anacortes School District #103;
- Burlington-Edison School District #100;
- Concrete School District #011;
- Conway School District #317;
- La Conner School District #311;
- Mount Vernon School District #320; and
- Sedro-Woolley School District #101.

Although each local school district has a defined transportation service area, their transportation services may cross into another district's area to accommodate homeless students (under the federal McKinney-Vento Education of Homeless Children and Youth Assistance Act) as well as to transport students needing special programs not available in their home district (such as alternative schools).

NORTHWEST EDUCATIONAL SERVICE DISTRICT 189

Skagit County is part of the Northwest Educational Service District 189, one of nine Educational Service Districts (ESDs) in Washington state, which serves a region that includes 35 public school districts and several private schools in Island, San Juan, Skagit, Snohomish, and Whatcom counties. ESDs serve as liaisons between local school districts and the Washington State Office of Superintendent of Public Instruction (OSPI) in Olympia. ESDs share information about OSPI programs and requirements with the local

school districts, and local school districts provide information to the ESDs, which they report to the state.

The Northwest Educational Service District 189 does not provide student transportation, but rather serves as a resource for the local school districts. An example of the type of assistance that may be provided is helping a school district to develop its local plan for the local district's transportation vehicle fund. This fund is allocated to local school districts to purchase school buses. School districts are reimbursed for the base cost of each bus over the useful life of the vehicle, and at the end of the vehicle's life (typically 13 years for large buses and 8 years for small buses), the school district has resources to purchase a replacement bus.

NORTHWEST CAREER & TECHNICAL ACADEMY

The Northwest Career and Technical Academy (NCTA) is a consortium of six Skagit County school districts (Anacortes, Burlington-Edison, Concrete, Mount Vernon, La Conner and Sedro-Woolley), two Whatcom County school districts (Bellingham, and Meridian) and Skagit Valley College. NCTA provides professional technical training for approximately 400 students, including juniors and seniors in high school and some college students. The main campus is in Mount Vernon, with programs also provided in Anacortes, Sedro-Woolley and Bellingham. In addition to information and referral to transit services, NCTA provides bus passes to students, but does not operate its own transportation.

FERRY SERVICES

WASHINGTON STATE FERRIES

Washington State Ferries connects Anacortes with the San Juan Islands. During late 2026 (September 20 through December 26), ferry sailings departed from Anacortes daily between 4:05 a.m. and 8:40 p.m. (9:50 p.m. on Fridays) and arrived at Anacortes between 7:10 a.m. and 11:15 p.m. every day of the week. Washington State Ferries' schedules change seasonally (four times per year) with a new schedule taking effect December 27, 2026.

Washington State Ferries service to Sidney, British Columbia was suspended in 2020, and is unlikely to resume until 2030 at the earliest.

GUEMES ISLAND FERRY

Skagit County Public Works operates the Guemes Island Ferry between Anacortes and Guemes Island. This small ferry transports vehicles and walk-on



passengers. During the 2026 peak season (May 20 through September 30), sailings typically departed Anacortes every 30 to 45 minutes, Monday through Thursday from 6:30 a.m. to 8:30 p.m., Fridays and Saturdays from 6:30 p.m. to 11:00 p.m., and Sundays from 8:00 a.m. to 10:00 p.m. Peak round trip fares for passengers are \$8.50 for regular passengers; \$5.00

for seniors (65+) and passengers with disabilities; and free for youth 18 or younger. Peak round trip fares for vehicles, including the driver, start at \$17.50.

Non-peak schedule and fares vary from peak season schedule and fares.

LONG DISTANCE BUS AND RAIL PROVIDERS

AMTRAK CASCADES

The Amtrak Cascades service provides high-speed passenger rail between Vancouver, B.C., and Eugene, Oregon. The Washington segment of Amtrak Cascades includes stops in Bellingham, Mount Vernon, Stanwood, Everett, Edmonds, Seattle and six other stations south of Seattle. Four round trips per day are made between Seattle and Vancouver, B.C. via Amtrak Thruway bus. Amtrak contracts with MTR Western to operate connecting Thruway bus schedules as part of the Cascades service between Bellingham and Seattle. MTR Western does not sell separate tickets on these schedules—the service is dedicated to Amtrak passengers.

In Mount Vernon, Amtrak Cascades trains and Thruway buses stop at Skagit Station. The current schedule includes the following departures from Mount Vernon on the Amtrak Cascades

- Southbound: 9:43 a.m. and 7:13 p.m.
- Northbound: 10:04 a.m. and 7:34 p.m.

As of October 2026, one-way coach fares start at \$12. A ten percent discount is available to passengers ages 65 and older. Ticket fares and the state Departments of Transportation in both Washington and Oregon fund the service.

GREYHOUND

Greyhound Lines operates intercity bus transportation along the I-5 corridor, stopping at Skagit Station in Mount Vernon. Intermediate stops between Vancouver, British Columbia and Seattle, include Bellingham, Mount Vernon and Everett. Current departure times from Skagit Station are:

- Southbound: 4:55 p.m.
- Northbound: 8:40 p.m.

For service between Mount Vernon and Seattle, one-way fares range start at \$20. Between Mount Vernon and Vancouver, British Columbia, fares start at \$23. Passengers ages 62 and older are eligible for a discount fare.

BELLAIR AIRPORTER

Bellair Charters and Airporter is a charter and tour bus company that operates regularly scheduled airport shuttle service along the I-5 and I-90 corridors to Sea-Tac Airport. The Bellingham to Sea-Tac Airport route operates along the I-5 corridor north of Seattle, offering ten southbound trips per day from Ferndale to Sea-Tac, making one stop in Skagit County, in Burlington, and ten daily northbound trips from Sea-Tac to the Burlington stop. The Burlington stop is at 844 South Alder Street. Bellair offers a feeder line that connects to the airporter service, with several stops in Anacortes and La Conner that drop off and pick up at the Burlington location.



One-way fares range from \$6.50 to \$172.00, depending upon trip origin and destination. A trip from Anacortes to La Conner is \$6.50 and from Anacortes to Burlington is \$12.00. From La Conner to Burlington, the fare is \$10.00. From Burlington to Bellingham, the fare is \$11.00, and Burlington to Seattle is \$57.00 one-way. For many of the pick-up points on trips originating from Anacortes, prepaid 24-hour advance reservation is required. Discounts are available for seniors, youth and military members. Medical Transportation Providers

CARE-E-ME NON-EMERGENCY MEDICAL TRANSPORTATION

Based in Skagit County, Care-E-Me provides non-emergency medical transportation serving the Skagit Valley and beyond, including the San Juan Islands, with a fleet of fourteen vehicles. In addition to medical transportation, Care-E-Me also offers service for other trip purposes. Service is available on a door-to-door and door-through-door basis. Regular hours of operation are 6:00 a.m. to 6:00 p.m. on weekdays, and 6:00 a.m. to 4:00 p.m. on Saturdays. Fares are based on a pick-up charge plus a mileage charge. For wheelchair-accessible service, the pick-up fee is \$75.00, plus up to \$7.00 per mile. For car service, the pick-up fee is \$45.00, plus up to \$4.50 per mile. There are additional charges for service on holidays or after hours, waiting time, hospital discharges, and wheelchair trunk storage. Care-E-Me offers reduced/flat rates for long distance travel and a 15 percent discount for active or retired military and police force. Care-E-Me is family owned and operated and committed to the safety and comfort of their passengers.

CASCADE AMBULANCE SERVICE, INC.

Cascade Ambulance Service, Inc., provides emergency and non-emergency medical transportation. Based in Whatcom County, Cascade Ambulance serves Skagit and Island counties. Professional services are available

to individuals who use wheelchairs and includes not only transportation, but also personal care assistance. Service is available 24 hours a day, seven days a week.

PRIVATE IN-HOME CARE SERVICES OFFERING TRANSPORTATION

There are number of individuals and small businesses that provide transportation services among the services they offer to clients (which include in-home care—medical and non-medical, housekeeping, meal preparation). One such service is Beck & Call Concierge Service based in La Conner.

OTHER PROVIDERS

TAXIS

Four taxi companies are based and operate in Skagit County:

- A Cab for You, based in Anacortes;
- Mert's Taxi, based in Anacortes;
- Quick Cabs, based in Mount Vernon; and
- Yellow Cab, based in Bellingham.

TRANSPORTATION NETWORK COMPANIES

Transportation network companies are ride-hailing services that match individual drivers operating their own personal vehicles for payment with people seeking rides, through a smartphone technology interface. Lyft and Uber appear to offer service in at least western Skagit County as part of their Bellingham service areas, although the availability of drivers may be limited.



3 NEEDS ASSESSMENT AND GAP ANALYSIS

Needs for rural and specialized transportation services in Skagit County were identified through the following activities:

- Review of demographics and travel patterns including general population data and profile of population groups with transit dependency;
- Common service locations for paratransit trips identified by Skagit Transit; and
- Public involvement activities.

This section of the Skagit Coordinated Public Transit-Human Services Transportation Plan presents the findings related to transportation needs from each of the above activities, and concludes with a summary of unmet needs.

REVIEW OF DEMOGRAPHICS AND TRAVEL PATTERNS

This section provides an analysis of current and future population trends in Skagit County for this planning effort, as well as an analysis of the demographics of population groups that often depend on transportation options beyond an automobile. Data sources for this analysis include data from the U.S. Census Bureau, Washington State Office of Financial Management (OFM) and Skagit Transit. This analysis of demographics and travel patterns, coupled with input from regional stakeholders and others through the outreach activities, provides a broad transportation needs assessment. This assessment can then be used to develop strategies to meet identified needs and expand mobility and to generate recommendations to improve coordination within the region.

POPULATION ANALYSIS

This section examines the current population and population density in Skagit County, and discusses population projections for the region.

Total Population

Table 2 shows the U.S. Decennial Census population counts for Skagit County from 2000 to 2020. During this timeframe, Skagit County experienced a substantial 25.78 percent growth rate. Many cities and towns saw substantial growth as well. Sedro-Woolley saw the largest percent growth (43.46 percent) followed by Burlington (35.44 percent) and Mount Vernon (34.26 percent). Hamilton was the only major city in the study area that experienced a decline in population (3.24 percent).

Table 2. Historical Population by Area

AREA	YEARLY POPULATION			2000-2010 % CHANGE	2010-2020 % CHANGE	2000-2020 % CHANGE
	2000	2010	2020			
Skagit County	102,979	116,901	129,523	13.52%	10.80%	25.78%
Mount Vernon	26,232	31,743	35,219	21.01%	10.95%	34.26%
Anacortes	14,557	15,778	17,637	8.39%	11.78%	21.16%
Sedro-Woolley	8,658	10,540	12,421	21.74%	17.85%	43.46%
Burlington	6,757	8,388	9,152	24.14%	9.11%	35.44%
La Conner	761	891	965	17.08%	8.31%	26.81%
Concrete	790	710	801	-10.13%	12.82%	1.39%
Lyman	409	438	423	7.09%	-3.42%	3.42%
Hamilton	309	301	299	-2.59%	-0.66%	-3.24%

Source: U.S. Decennial Census (2000-2020)

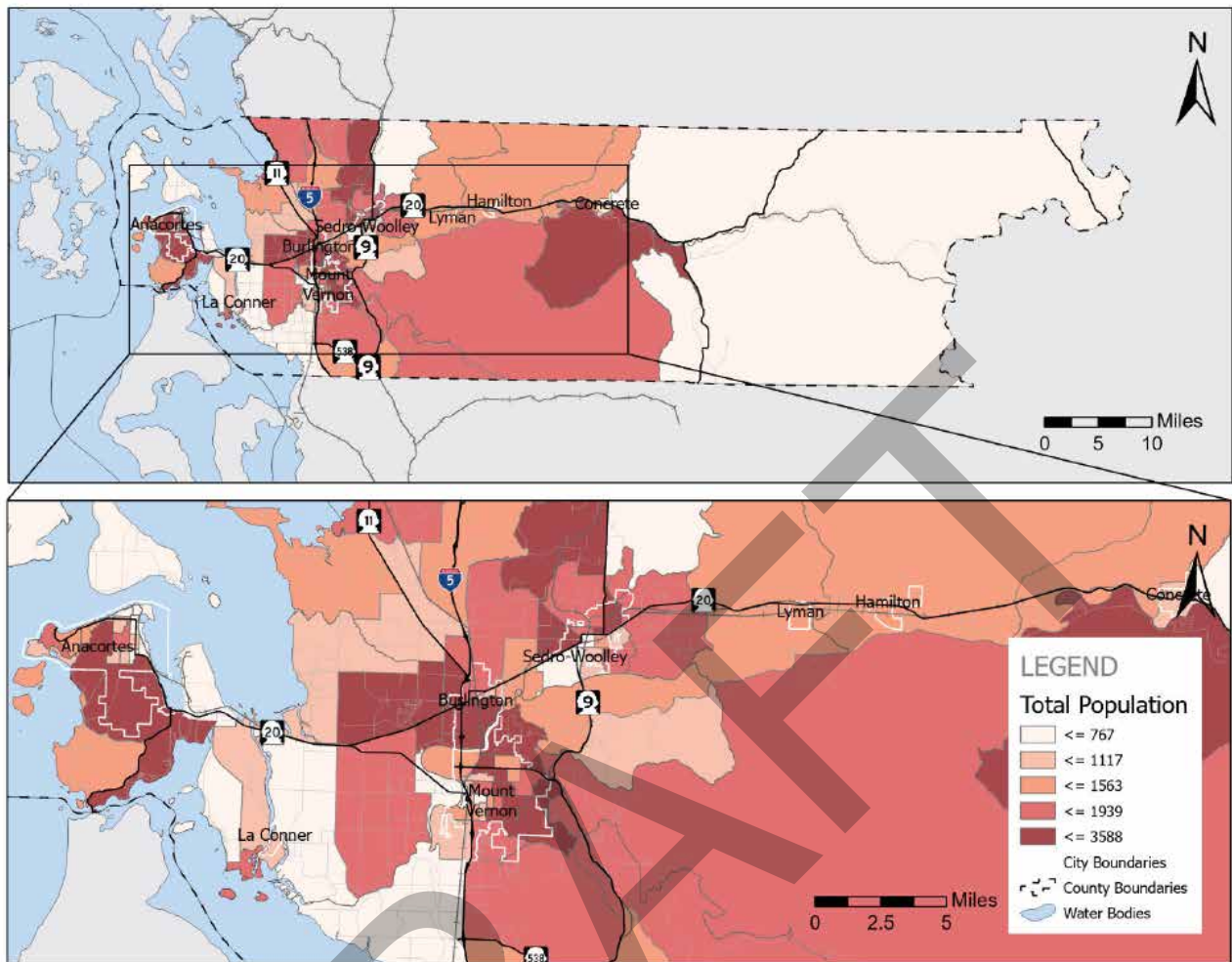


Figure 2. Total Population in Skagit County

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B01003

Figure 2 illustrates the county's total population at the census block group level. This map depicts higher overall population in the areas in Mount Vernon, Sedro-Woolley, Burlington, and Anacortes.

Table 3 features recent population estimates from the Washington State Office of Financial Management. The data shows that since 2020 the county has been growing steadily. Skagit County has grown by 4.50 percent during this timeframe. The fastest growing city is Burlington with a growth rate of 22.38 percent from 2020 to 2026. Hamilton has shown a negative growth rate of 3.01 percent during this timeframe.

Table 3. Recent Population Estimates

AREA	2020	2021	2022	2023	2024	2025	2026	2020-2026 %CHANGE
Skagit County	129,523	130,000	131,250	132,000	133,300	134,600	135,350	4.50%
Mount Vernon	35,219	35,390	35,500	35,590	35,800	36,050	36,090	2.47%
Anacortes	17,637	17,750	17,880	18,020	18,270	18,350	18,410	4.38%
Sedro-Woolley	12,421	12,330	12,590	12,900	13,080	13,360	13,520	8.85%
Burlington	9,152	9,290	9,800	9,905	10,410	10,910	11,200	22.38%
La Conner	965	970	980	990	995	1,000	1,000	3.63%
Concrete	801	805	810	810	810	815	815	1.75%
Lyman	423	420	425	425	430	440	445	5.20%
Hamilton	299	295	295	295	295	295	290	-3.01%

Source: WA OFM April 1 Official Population Estimates (2020-2026)

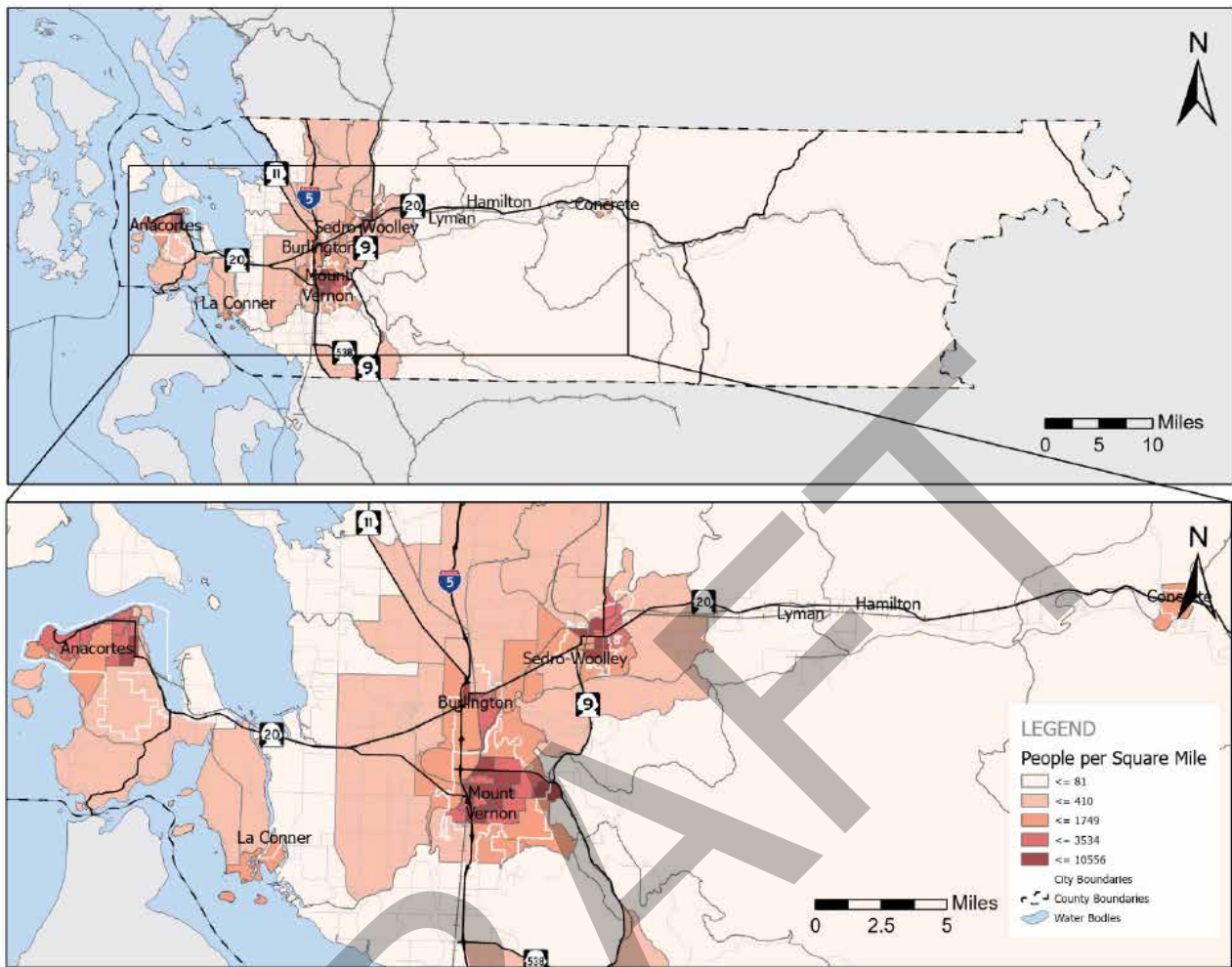


Figure 3. Skagit County Persons per Square Mile by Block Group

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B01003

Population Density

One of the most important factors in determining the most appropriate transportation mode for a community is population density. Population density is often used as an indicator of the type of public transit services that are feasible within a study area. Typically, an area with a density of 1,000 persons per square mile will be able to sustain some form of daily fixed route transit service. An area with a population density below 1,000 persons per square mile may be a better candidate for some form of fixed schedule or demand response services.

Figure 3 shows the region's population density at the census block group level. Not surprisingly, the most densely populated areas are along the I-5 corridor in Mount Vernon, Burlington and Sedro-Woolley. Anacortes and La Conner also show block groups with higher densities. The remainder of the county has low population densities and is defined by its rural nature.

Population Forecast

Future forecasts for the region all anticipate low population growth. Population trends in Skagit County arc toward sustained growth for the foreseeable future. For the purposes of this study the State of Washington, Office of Financial Management, State Population Forecast was used, along with Growth Management Act Population Projections for Counties. The trends shown earlier in Table 2 indicate a steady increase throughout Skagit County. Analyses from other efforts confirm the population trend in the region as well as future projections. The region is expected to experience a 22 percent growth rate during the period from 2025 to 2050. During that same timeframe, Washington state is expected to grow from 8.1 million people to

9.9 million, an increase of 23 percent. Even though Skagit County is predominantly rural in geography, it is expected to grow at a nearly equivalent rate as the entire state. Table 4 provides the forecast population growth for Skagit County out to 2050.

Table 4. Population Forecasts

AREA	2025	2030	2035	2040	2045	2050
Skagit County	136,028	142,805	149,164	155,142	160,830	166,281

Source: WA OFM Growth Management Act Population Projections for Counties: 2020 to 2050 (2022)

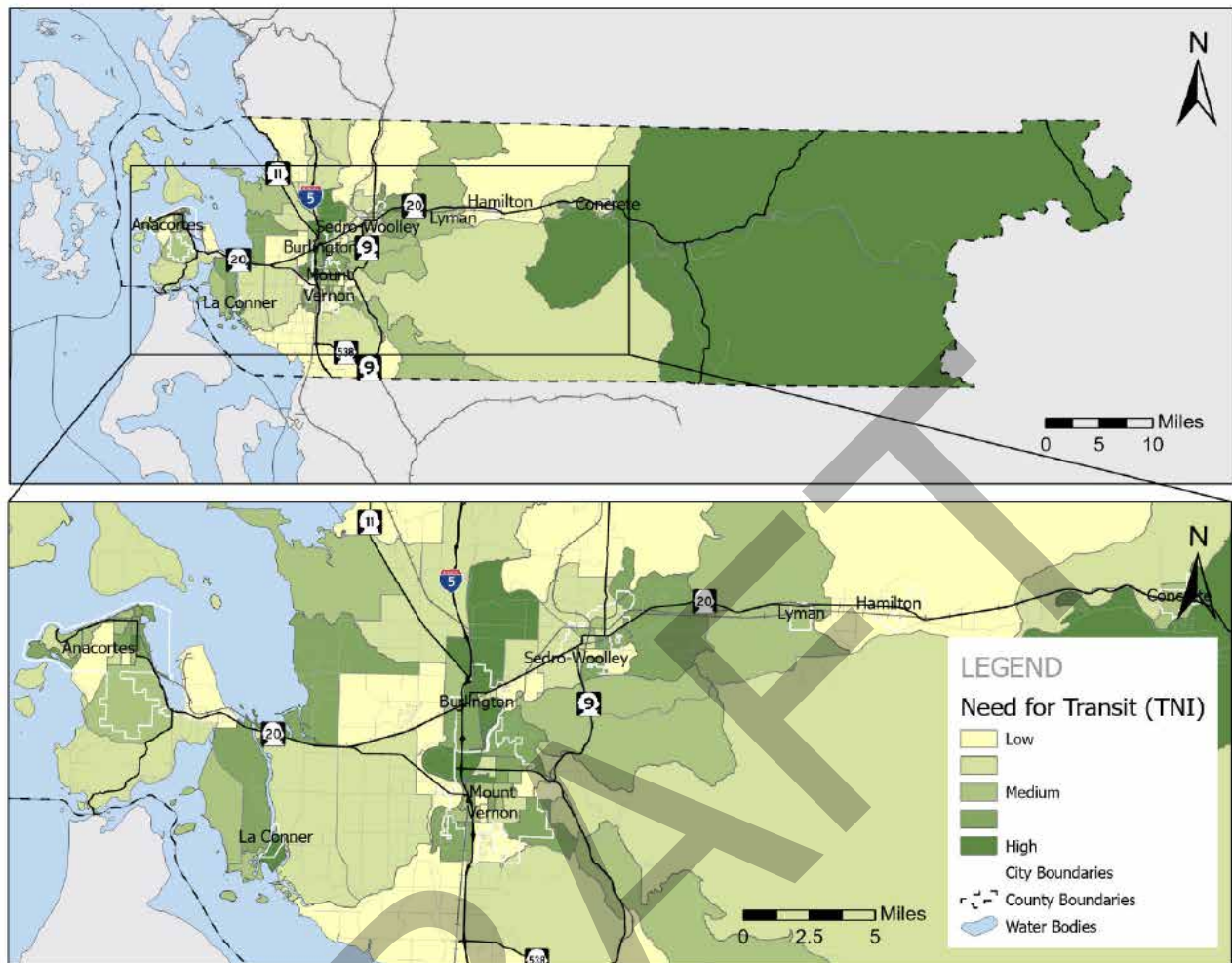


Figure 4. Transit Need Index

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Tables B01001, B17017, B22010, B25044, B16004, B21001

TRANSIT DEPENDENT POPULATIONS

Public transportation needs are defined in part by identifying the relative size and location of those segments within the general population that are most likely to be dependent on transit services. This includes individuals who may not have access to a personal vehicle or are unable to drive themselves due to age or income status.

Transit Need Index

The need for public transportation is often derived by recognizing the size and location of segments of the population most dependent on transit services.

Need for transit can be a result of many factors such as: no access to a personal vehicle, a disability that prevents a person from operating a personal vehicle, age, veteran status and income. Establishing the location of transit dependent populations aids in the evaluation of the current population while identifying potential gaps in transit services. The Transit Need Index (TNI) is an aggregate measure displaying relative density of transit dependent populations. Six factors make up the TNI calculation including: people with disabilities, zero vehicle

households, elderly populations (ages 65 and over), veteran status, LEP households and below poverty populations.

The factors above represent specific socio-economic characteristics of Skagit County residents. For each factor, individual block groups were classified in quantiles according to the percentage of the vulnerable population relative to other block groups and given a score of between 1 and 5. Scores for each individual category were then tallied to yield a Transit Need Index score of between 6 (lowest score) and 30 (highest). Block groups with high scores have populations where factors that affect transit needs and access are compounded such that a large portion of the population has a need for transit. Conversely, block groups with low scores may still have individuals or groups with transit needs, but these do not make up a significant share of the population.

Figure 4 displays the TNI rankings for the county. Areas with highest relative need for transit are centered around Burlington, Mount Vernon, Anacortes, La Conner and Concrete.

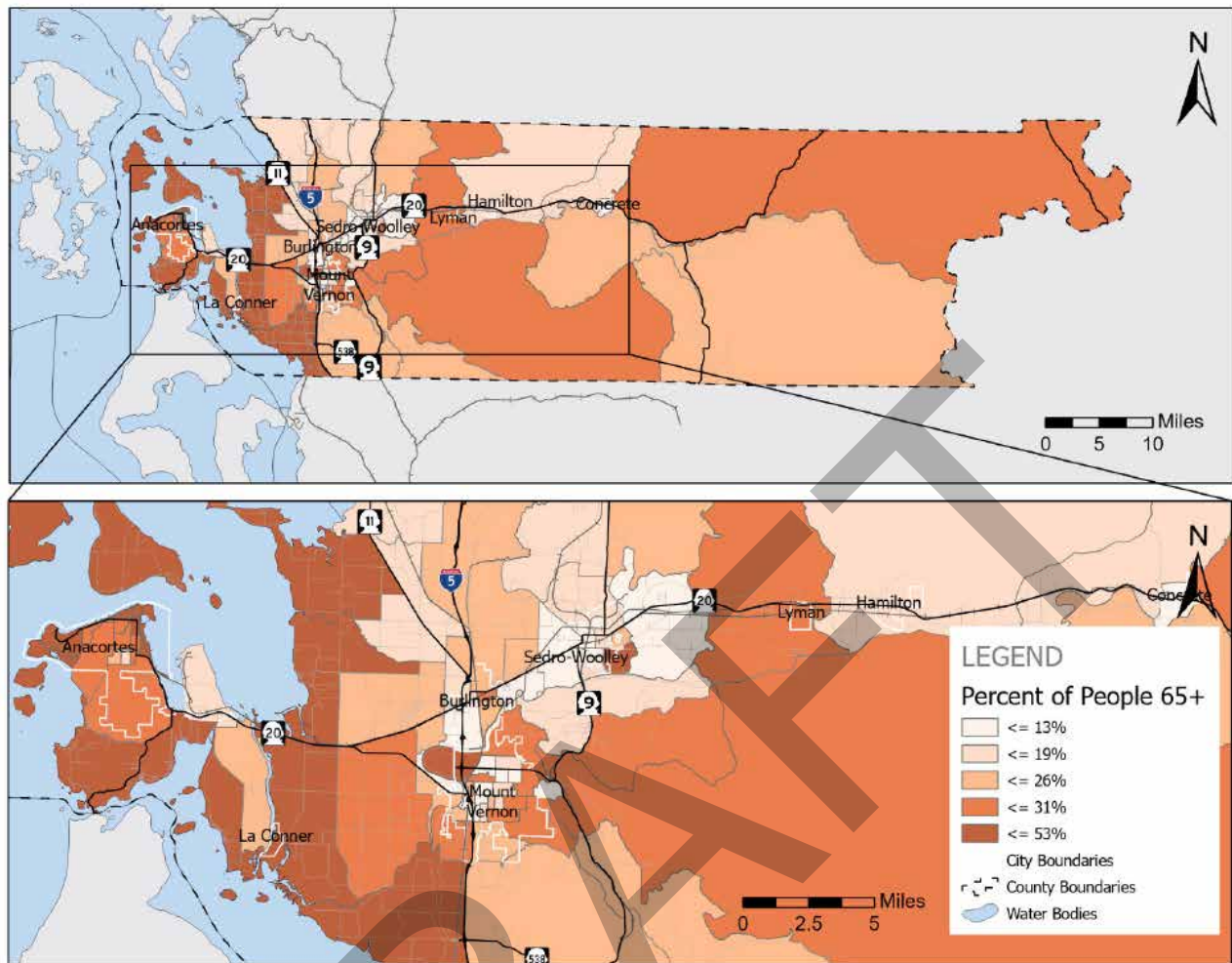


Figure 5. Percent of Population Over 65 Years Old

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B01001

Senior Adult Population

One of the socioeconomic groups analyzed by the TNI is the senior adult population, which consists of individuals ages 65 and older. Persons in this age group may begin to decrease their use of a personal vehicle and rely more heavily on public transit. On average, Skagit County's population of individuals 65 and over make up 22 percent of the total population. Figure 5 shows the relative percentage of seniors in the study area. In general, unincorporated areas of the county have a higher percentage of seniors than do areas within the cities. Exceptions to this are parts of Anacortes and La Conner which have many block groups where the senior population is above the county average. This is consistent with many rural areas in America where populations in non-urbanized areas are seeing a trend of rapid aging in the demographic makeup of their communities. Block groups with the highest percent of seniors generally tend to be located west of Interstate 5 in Skagit Valley and on Fidalgo Island.

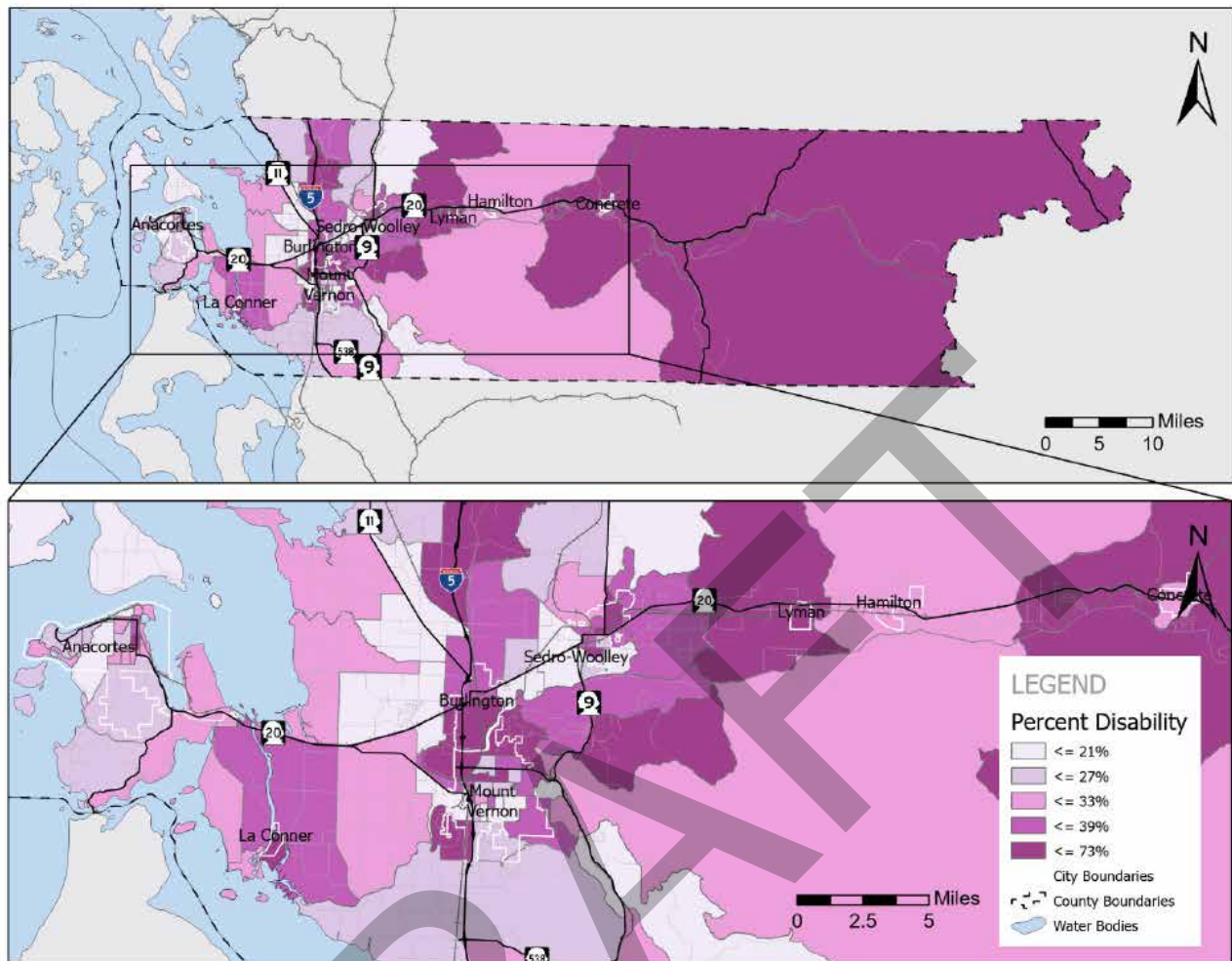


Figure 6. Percent of Households with Disabilities

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B22010

Individuals with Disabilities

Figure 6 illustrates the percent of households with individuals with disabilities in the study area. The American Community Survey was used to obtain data for persons with disabilities. Persons who have disabilities that prevent them from owning or make it more difficult to own and operate a personal vehicle often rely on public transit for their transportation needs. Areas in the county with high or very high percentages of households with disabilities are clustered along the I-5 corridor near Mount Vernon and Burlington, in Anacortes and La Conner, rural areas east and south of Sedro-Woolley, and rural areas surrounding Concrete as well as eastern most block groups in Skagit County.

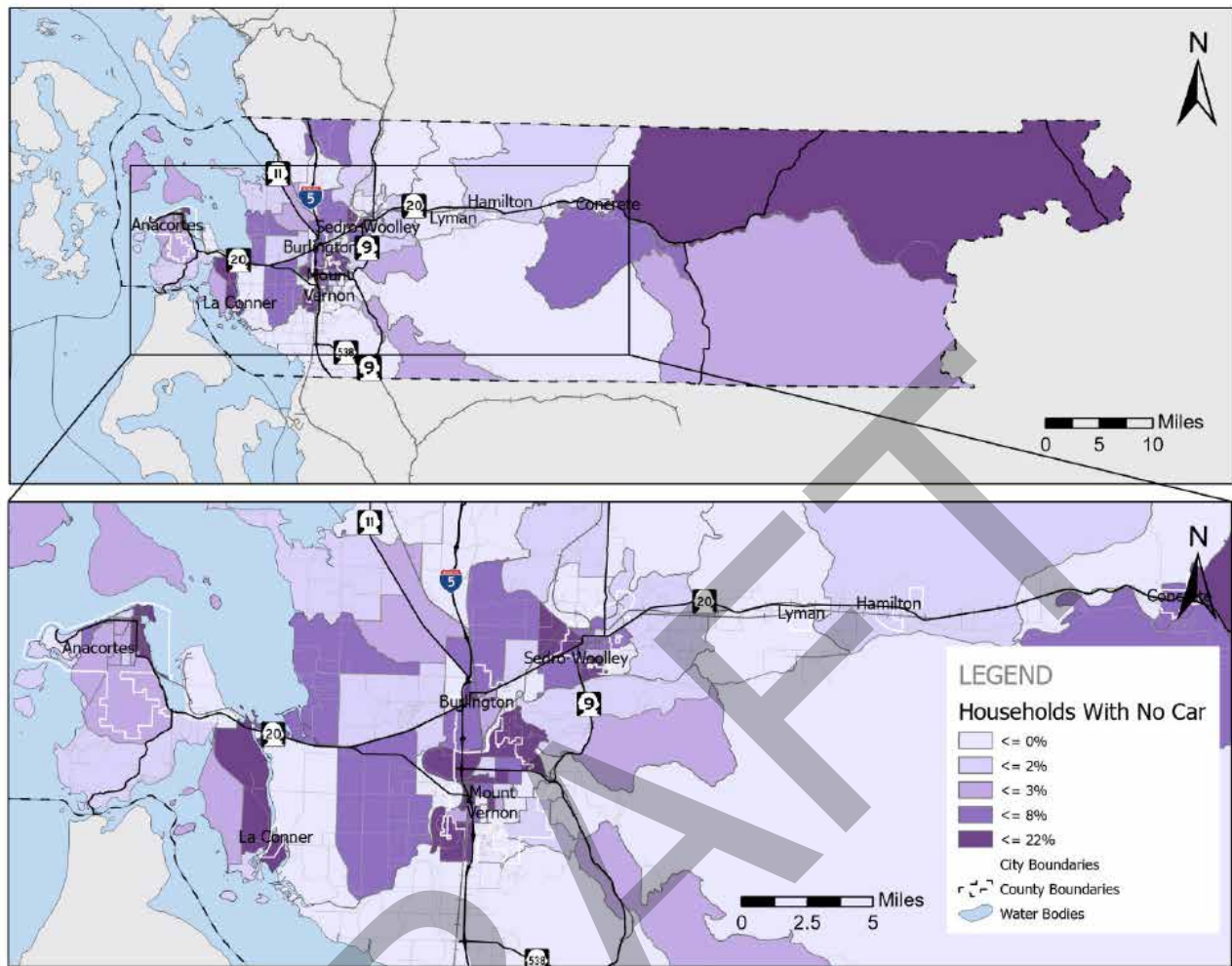


Figure 7. Percent of Households with No Vehicle Available

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B25044

Zero Car Households

Households without at least one personal vehicle are more likely to depend on the mobility offered by public transit. Although households with no access to a vehicle are reflected in the TNI, displaying this segment of the population separately is important since most land uses in the study area are at distances too far for non-motorized travel. Figure 7 displays the relative percentage of households with no access to a vehicle. Areas with high percentages of households without vehicles per block group include the I-5 corridor near Mount Vernon, areas in Anacortes and near La Conner, and the block groups along the State Route 20 corridor near Concrete, Rockport and Marblemount.

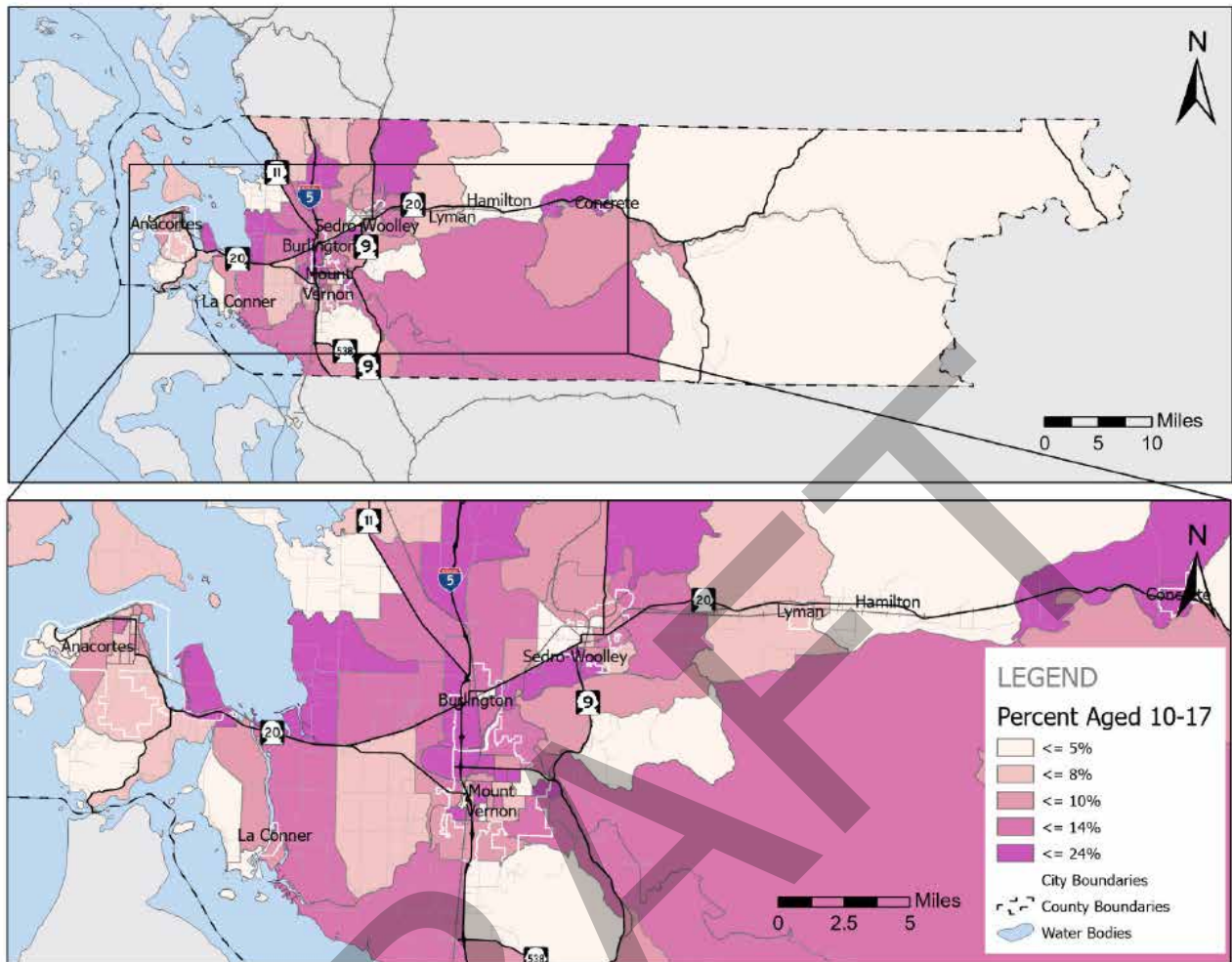


Figure 8. Percent of Youth Population (Ages 10 to 17)

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B01001

Youth Population

The youth population is often used as an identifier of transit dependent populations. Persons ages 10 to 17 either cannot drive or are just beginning to drive and often do not have a personal automobile accessible to them. For this population, public transit is often the means that offers mobility. Figure 8 illustrates the percentage of youth populations relative to the study area. Areas around Mount Vernon, Burlington and Sedro-Woolley and Concrete have the block groups with the highest youth population percentage. Several block groups in rural areas of the county also have higher percentages of youth.

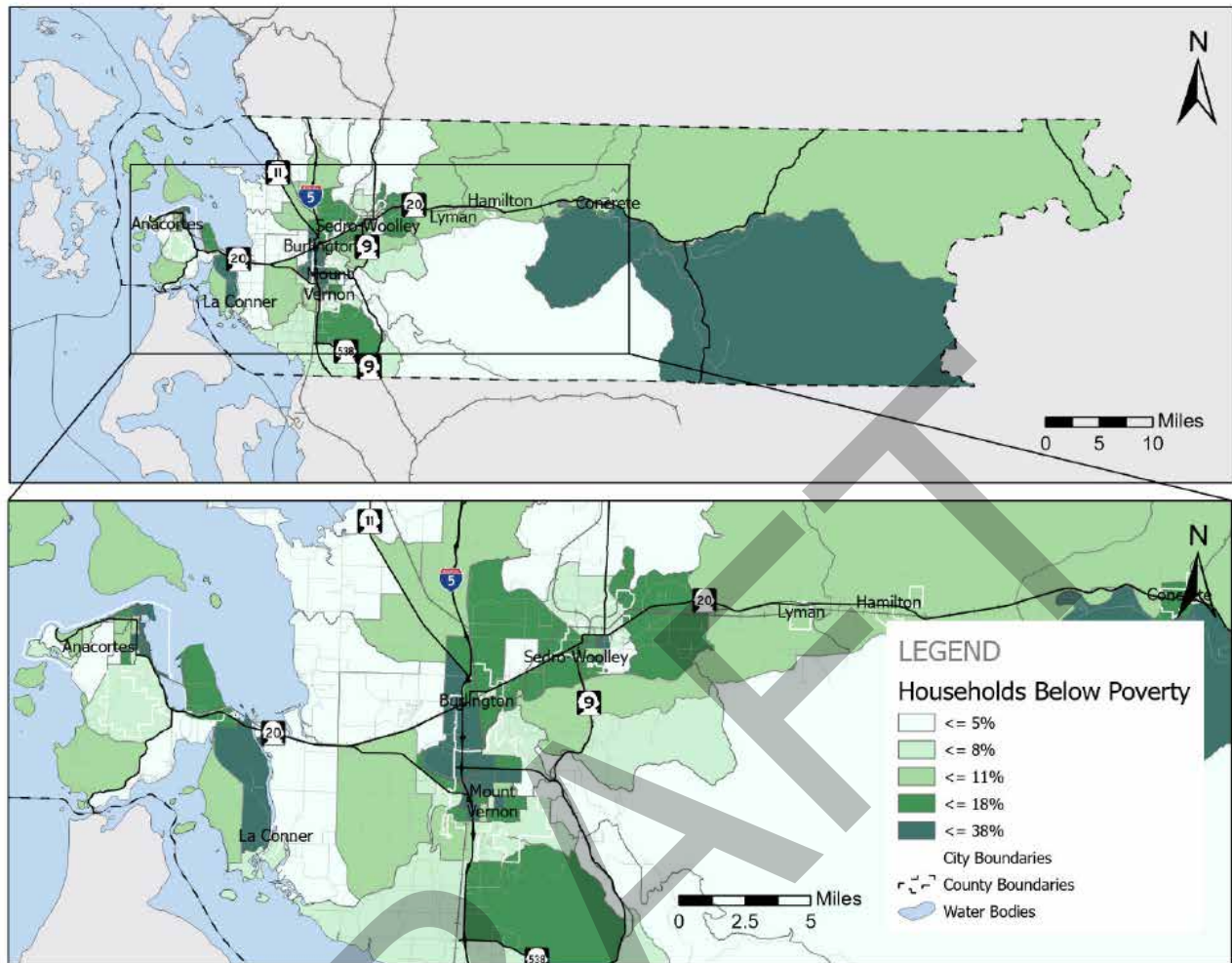


Figure 9. Percent of Households Below Poverty

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B17017

Below Poverty Population

A group that is not only important regarding transit dependency, but also has Title VI implications, are those individuals who earn less than the federal poverty level. This segment of the population may find it a financial burden to own and maintain a personal vehicle, thus relying on public transit as their primary means of transportation. Figure 9 depicts the relative percentage of households living below the poverty level. Block groups in Mount Vernon, Burlington, Sedro-Woolley, northwest of La Conner, east Anacortes, and areas south of the State Route 20 corridor near Concrete, Rockport and Marblemount have the highest percentage of residents living below the federal poverty line in Skagit County.

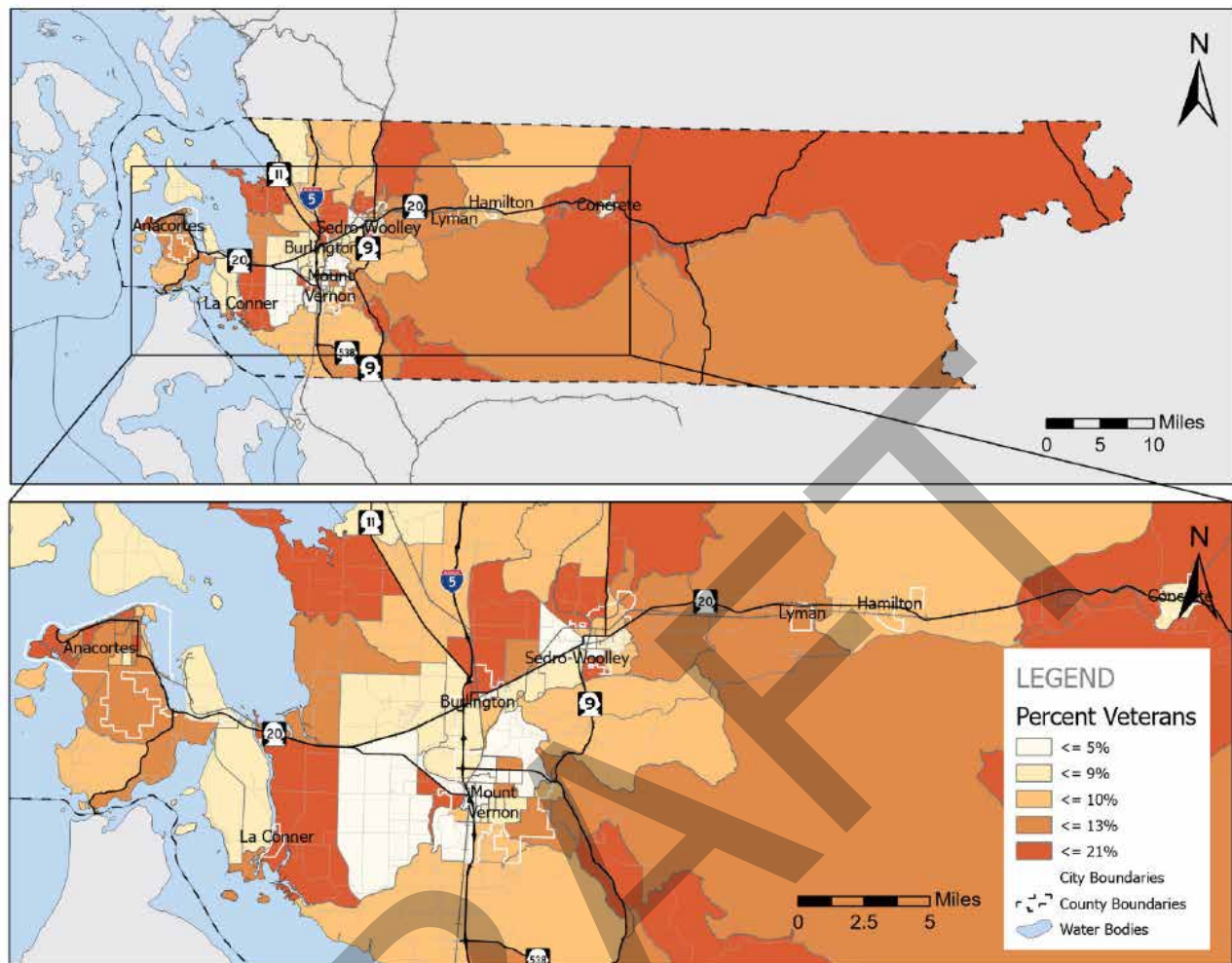


Figure 10. Percent of Veterans (Ages 18 and Over)

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B21001

Veterans Population

The veteran population is often used as an identifier of transit dependent populations because this group frequently has more challenges with mobility than the general population. In addition, veterans often need to travel long distances to access healthcare and other services through Veterans Administration (VA) clinics and service centers. In Skagit County, VA service centers are located in Burlington, while the main health clinic is in Mount Vernon. Figure 7 illustrates the geographic distribution of Veterans as a percentage of the adult population. Areas where veterans make up the highest percentage of the population are in Anacortes, La Conner and rural block groups.

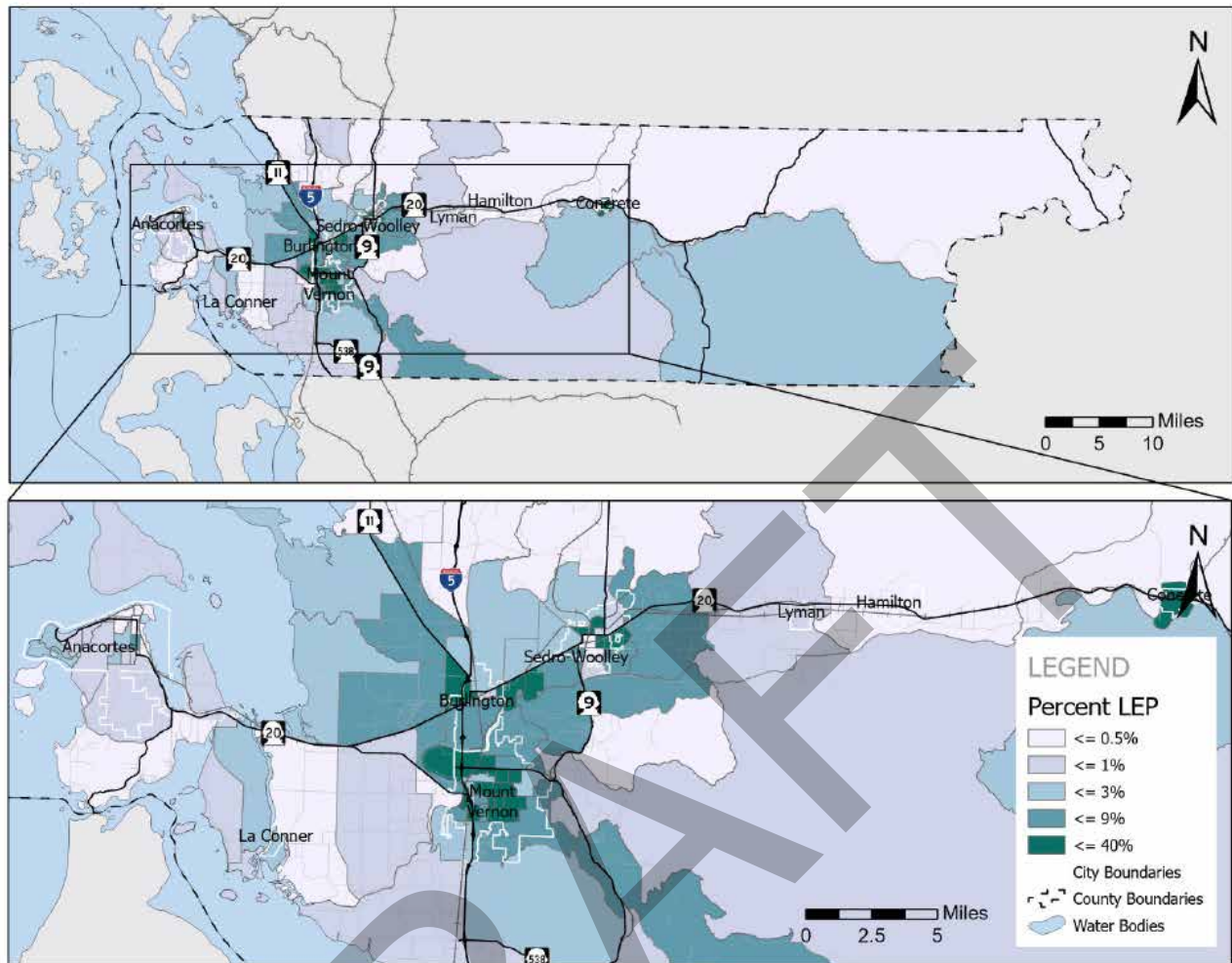


Figure 11. Percent of Population Limited English Proficiency (Ages 5 and Up)

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B16004

Limited English Proficiency

In addition to providing public transportation for a diversity of demographic groups, it is also important to serve and disseminate information to those of different linguistic backgrounds.

As shown in Table 5 and Figure 11, residents of Skagit County predominately speak English. Of those individuals that speak other languages in the home, 80 percent speak English very well or well, with the remaining 20 percent not well or not at all. The most common language spoken other than English is Spanish.

Block groups with the highest percent of Limited English Proficiency (LEP) households are located in and around Mount Vernon, Burlington, Sedro-Woolley and Concrete.

Table 5. Limited English Proficiency

COUNTY		SKAGIT
5 years and up		124,349
Languages Spoken	Number	Percent
English	104,402	83.96%
Speak Non-English	19,947	16.04%
Spanish	16,025	12.89%
Indo-European languages	2,139	1.72%
Asian/Pacific Island languages	1,380	1.11%
Other	403	0.32%
Ability to Speak English:	Number	Percent
"Very Well" or "Well"	15,896	79.69%
"Not Well" or "Not at All"	4,051	20.31%

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B16004

EMPLOYMENT TRAVEL PATTERNS

It is beneficial to account for the commuting patterns of residents intra- and inter-regionally. Table 6 presents the results of the U.S. Census Bureau's Journey to Work data, which provides location of employment (in-county vs. out-of-county and in-state vs. out-of-state) and means of transportation to work. Residents in the study area typically work in their county of residence. A vast majority of residents (74.56 percent) drive alone to work. Less than one percent of Skagit County residents use transit for commuting. Next to driving alone, carpooling/vanpooling is the most common commute type at 9.46 percent. A substantial number of workers work at home and do not commute for work (12.23 percent).

DEMOGRAPHIC AND LAND USE NEEDS SUMMARY

The Skagit region has several major geographic areas: the I-5 corridor, the North Puget Sound and islands, the farmland of the Skagit Valley, and the Cascade Mountains in the easternmost part of the county. Each of the communities in the Skagit region show transportation needs, many of which are indicative of small urban and rural areas throughout Washington state and the U.S. Comparatively, the study area is not a demographic outlier in the state, yet it is defined by a high level of need due to the demographic makeup. The study area is defined by location in between vast stretches of open spaces with communities that have large percentages of populations that display transit dependent characteristics. This presents a particular challenge to service providers and planners. The need for expanded transportation service is apparent yet there are many operational, jurisdictional, and geographical challenges to overcome in meeting these needs.

This analysis is supplemented with qualitative input from the public outreach efforts as part of this plan, as well as an assessment of current available transportation services and resources. This data along with the demographic and land use analysis informed the subsequent phases of this project, including the identification of high priority projects to meet the needs of residents in Skagit County.

Table 6. Journey to Work Patterns

COUNTY		SKAGIT
Workers 16 Years and Older		57,683
Location Of Employment	Number	Percent
In State of Residence	57,430	99.56%
In County of Residence	43,755	75.85%
Outside County of Residence	13,675	23.71%
Outside State of Residence	253	0.44%
Means of Transportation to Work	Number	Percent
Car, Truck, or Van - drove alone	43,006	74.56%
Car, Truck, or Van - carpooled	5,458	9.46%
Public Transportation	336	0.58%
Walked	1,116	1.93%
Taxicab, motorcycle, bicycle, other	713	1.24%
Worked at Home	7,054	12.23%

Source: American Community Survey, 2024 Five-Year Estimates (2020-2024), Table B08130

COMMON ORIGINS AND DESTINATIONS OF PARATRANSIT PASSENGERS

*Table 7. Frequent Skagit Transit Paratransit Trip
Origins and Destinations (May 2025-April 2026)*

LOCATIONS SERVICED	# OF PASSENGER TRIPS
Fresenius Kidney Care (Mount Vernon)	7,651
Walmart Supercenter (Mount Vernon)	3,419
Washington Vocational Services (Burlington)	2,809
Fred Meyer (Burlington)	2,303
Safeway (Mount Vernon)	2,302
Vintage at Mount Vernon (Mount Vernon)	2,141
DaVita Cascade Dialysis (Burlington)	2,017
Life Care Center of Mount Vernon (Mount Vernon)	2,011
Life Care Center of Skagit Valley (Sedro – Woolley)	1,812
Mira Vista Care Center (Mount Vernon)	1,530
Bradford House – Skagit Adult Day Program (Burlington)	1,437
Alpine Ridge Apartments (Mount Vernon)	1,410
Salem Village Senior Apartments (Mount Vernon)	1,315
Swinomish Casino & Lodge (Anacortes)	1,274
Haggens (Mount Vernon)	1,184
Highland Green Senior Apartments (Mount Vernon)	1,155
Skagit Station (Mount Vernon)	1,115
Ovenell Home Assisted Living (Burlington)	1,072
Creekside Care Community (Burlington)	1,068
Country Meadow Village (Sedro – Woolley)	1,002

Source: Skagit Transit (2026)

Skagit Transit provided data on the 20 most frequent paratransit trip origins and destinations for the 12-month period from May 2025 through April 2026. The service locations are ranked in Table 7 in order of trip frequency.

Within the top 20 destinations, the highest number of trips involved travel to and from medical destinations, with 9,668 (24 percent) of paratransit trips taken for this purpose. The next highest number of trips was retail or grocery store locations with 9,208 trips (23 percent). Other popular trip origins and destinations included senior centers, long term care facilities, apartments, Skagit Station and the Washington Vocational Services center in Burlington. These locations indicate that most trips taken using paratransit can be considered “essential travel”, further indicating that paratransit services are vital for those who rely on it. A total of 40,027 paratransit passenger trips were provided by Skagit Transit over the year.



SUMMARY OF UNMET NEEDS IDENTIFIED DURING PUBLIC INVOLVEMENT ACTIVITIES

Detailed comments and breakdowns of individual survey questions provided by members of the public during the public outreach efforts are provided in Appendix C. Results from outreach performance indicate Skagit Transit is doing an excellent job meeting many of the transportation needs of Skagit County residents. Given Skagit Transit's specific PTBA service area and constrained funding, it is not possible for the transit agency to meet all of the needs of county residents and inter-county travelers.

Six themes ("Needs") emerged from the sources of information on unmet transportation needs in Skagit County. While there are many specific individualized needs for transportation services, these six general needs summarize the overarching needs of those with mobility challenges within the Skagit region.



NEED 1: IMPROVE ACCESSIBILITY

Some residents wanted to use existing transit services but were unable to access them. This occurred because residents were unable to walk a long distance to the nearest bus stop, felt unsafe accessing the bus at certain times of day or lived outside of the $\frac{3}{4}$ mile paratransit service area around existing fixed route services.



NEED 2: IMPROVE SAFETY

Several survey respondents indicated that they do not feel safe taking the bus late at night or waiting at bus stops in rural areas. These respondents wanted to take transit services but felt unsafe doing so.



NEED 3: IMPROVE EASE OF USE OF TRANSIT

Several survey respondents noted that getting information about existing services was difficult.



NEED 4: MORE TRANSIT SERVICES AT TIMES WHEN NEEDED

Survey respondents indicated that they were often unable to make a complete trip using transit services. They may be able to reach their destination in the evening, but service did not extend late enough into the evening to complete their return journey. Some respondents also indicated reduced weekend service made certain trips impossible that they would like to make by transit.



NEED 5: IMPROVE ACCESS TO HEALTHCARE DESTINATIONS

Survey respondents often noted difficulty accessing healthcare locations both within and outside the Skagit region. Many users had trouble using existing services due to long wait times, too many bus connections or service only being available in one direction.



NEED 6: IMPROVE REGIONAL COORDINATION

Public outreach indicated that transit connections between regions (Whatcom to Skagit, or Skagit to Snohomish/King) can be very difficult. These often require long layovers, and trips to and from their destination cannot be made in one day on existing services.

4 EMERGENCY MANAGEMENT COORDINATION

This chapter of the Skagit Coordinated Public Transit-Human Services Transportation Plan summarizes the current arrangements with local emergency management agencies.

COLLABORATION WITH EMERGENCY MANAGEMENT AGENCIES

Skagit Transit has a defined role in two emergency management plans. The Comprehensive Emergency Management Plan developed by the Skagit County Department of Emergency Management identifies Skagit Transit as an Emergency Operations Center (EOC) member.

The plan calls for Skagit Transit to support transportation coordination efforts including the movement of persons with special needs, including in the case of evacuation. In this role, Skagit Transit acts as a support agency with guidance from other agencies at the EOC. The plan also identifies Skagit Transit as a resource to help provide a damage assessment throughout the county. The specifics of this coordination are clearly laid out in an interlocal agreement signed in September 2007 between Skagit Transit and Skagit County. The second plan, developed by the Regional Catastrophic Preparedness Grant Program includes emergency closure of I-5 and other major highways. In the long-term, increased transit service or new transit service provided by Skagit Transit was identified as a response strategy.

The Samish Indian Nation is working on building its capabilities in emergency management in partnership with local jurisdictions.

The Sauk-Suiattle Indian Tribe has a Department of Public Safety that is responsible for emergency management on the Reservation. The tribe's transportation services are not currently included in agreements with Skagit County emergency management agencies or first responders.

The Swinomish Tribe has its own Emergency Management Department which coordinates with local fire districts and the Skagit Department of Emergency Management. SITC has its own police department that has an interagency agreement with Skagit County Sheriff's Department.

Mercy Transportation is registered with the Federal Emergency Management Agency (FEMA).

Northwest Regional Council is an association of county governments for Island, San Juan, Skagit, and Whatcom counties and serves as an important support agency during an emergent event or disaster in the service area. Northwest Regional Council has an Emergency Response Plan that includes maintenance of services to high-risk clients and notification to local emergency management responders (e.g. police, fire, city emergency management, public health) when concerns for the safety of individual clients arise.

Northwest Regional Council is a member of COAD (Community Organizations Active in Disasters) in both Whatcom and Skagit counties and works with first responder organizations and the American Red Cross to coordinate services needed in the community.

DRAFT

5 FLEET ACCESSIBILITY OF DEMAND- RESPONSE SERVICES

FTA Circular C 9070.1H has a new requirement as of 2024 that the CPT-HSTP include the following required element:

“Where less than 100 percent fleet accessibility for demand-response service is anticipated, a demonstration of how the requirement for equivalent service will be met.” – FTA Circular C 9070.1H, Page V-8

As of October 2026, demand-response services offered in Skagit County are provided by :

- Community Action of Skagit County;
- Skagit Transit;
- Samish Indian Nation; and
- Swinomish Indian Tribal Community.

Demand-response services included within this element may not always meet the definition of “public transportation” in 49 USC 5302, particularly related to tribal transportation programs, but are generally described for planning purposes.

COMMUNITY ACTION OF SKAGIT COUNTY

Demand-response services are provided by Community Action of Skagit County to seniors, persons with disabilities, persons with low income, veterans, persons residing in rural areas and other populations with special transportation needs.

Demand-response services offered by Community Action of Skagit County are not 100% accessible, as they utilize a volunteer driver program that utilizes vehicles that may not be accessible. Equivalent service requirements are met by utilizing an ADA accessible van as a fleet vehicle, ensuring service is available to those that qualify and require an ADA accessible vehicle.

SKAGIT TRANSIT

Skagit Transit is a public transportation operator based in Skagit County. The transit agency provides complimentary paratransit services within $\frac{3}{4}$ mile of fixed routes located in their public transportation benefit area. Skagit Transit also provides microtransit as a demand-response service with ADA accessible vehicles.

100% of Skagit Transit's demand-response service fleet is accessible, so the requirement for equivalent service is not applicable.

SAMISH INDIAN NATION

Services are provided to Samish Nation youth, elders and veterans, and includes a 14-passenger vehicle that is ADA accessible.

Demand-response services provided by the Samish Indian Nation are not open to the general public or open to a

segment of the general public defined by age, disability, or low income.

SWINOMISH INDIAN TRIBAL COMMUNITY

Services are provided to Swinomish elders and other tribal members, and includes a 14-passenger vehicle that is ADA accessible. Other vehicles are utilized in the fleet that are not ADA accessible, such as minivans and a cargo van.

Demand-response services provided by the Swinomish Indian Tribal Community are not open to the general public or open to a segment of the general public defined by age, disability, or low income.



6 STRATEGIES AND PRIORITIES FOR IMPLEMENTATION

This chapter of the Skagit Coordinated Public Transit-Human Services Transportation Plan presents strategies that help meet the needs for transportation services identified among the target populations for this plan. WSDOT CPT-HSTP guidance calls for the development of broadly identified strategies to meet the identified gaps in service. Priorities for implementation are also provided in this chapter, presented as criteria and weights to evaluate projects in the Skagit region. Future projects will be prioritized regionally, and applications for funding under WSDOT's Consolidated Grant Program are evaluated at the regional level based on regionally established criteria (as discussed later in this section). These criteria and weights provide vital inputs to this regional prioritization process.

STRATEGIES

Unmet needs identified in chapter three are again included in this chapter with accompanying strategies to address the identified needs. Each need has between two and four strategies that may address the need. Needs and strategies are listed on the following pages.



NEED 1: IMPROVE ACCESSIBILITY

Strategy 1.A: Improve first/last mile connectivity for those living outside walking distance to transit

Improving first/last mile connectivity means more people are able to access existing transportation services. These improvements could range from implementing new door-to-door transit services to ensuring that existing infrastructure is ADA accessible.

Strategy 1.B: Improve the active transportation network for increased access to transit

Building a better pedestrian and bicycle network allows users to safely access existing transit services. Regional and local agencies should prioritize improving active transportation networks so people of all ages and abilities can travel safely.



NEED 2: IMPROVE SAFETY FOR USERS

Strategy 2.A: Increase safety at bus stops

Increasing safety at bus stops allows users to feel more comfortable taking transit, especially during non-peak times. Improved safety may include improved lighting, better bus stop facilities, real-time arrival information or other upgrades.

Strategy 2.B: Reduce wait times at bus stops

Reducing wait times at bus stops, especially for transfers will make taking transit much more appealing for travelers in the Skagit region. Improving on-time reliability of transportation services and better coordination between transportation providers (to reduce long transfer wait times) will help reduce the friction of travel by public transportation.



NEED 3: IMPROVE EASE OF USE OF SERVICES

Strategy 3.A: Increase access to information about available transportation services

Increasing access to information about available transportation services will help potential riders find available services. This may include: creation of a service like a comprehensive trip planning tool (One-Call/One-Click), travel training, creation of mobility coalitions, improved information referral and assistance for people with Limited English Proficiency (LEP), or others.

Strategy 3.B: Improve fare payment options for transit users

Skagit Transit uses the Umo electronic fare payment system which allows users to pay fares via a smartphone application and track buses in real time. This system is also used by neighboring Whatcom Transportation Authority for easy transfers. Increasing the use of this fare payment system for other transit providers will allow for smoother transfers and will reduce the need to download multiple applications and/or pay with cash. Tap to Pay is another system transit users may utilize for fare payment, which WTA implemented in 2026.



NEED 4: MORE SERVICES AT TIMES WHEN NEEDED

Strategy 4.A: Recruit and retain an ongoing pool of drivers; maintain rolling stock and facilities in a state of good repair

One of the biggest barriers to improved transportation services has been the availability of people to drive. Skagit Transit noted that they had to cancel services due to lack of available drivers. Veterans' services is another area that was identified as having a large need for available drivers. Recruiting and retaining an ongoing pool of drivers for both private and public agencies, as well as maintaining a fleet for services, will be critical to enable travel for special needs populations within Skagit County.

Strategy 4.B: Expanded fixed route and/or dial-a-ride service areas (geographically) to increase number of Skagit residents and visitors who can access transportation services.

Expanding the geographic service area of existing services will enable new riders to access transit services. Identifying ways to expand existing service areas should be a priority for ensuring everyone in Skagit County has access to transportation options.

Strategy 4.C: Expanded fixed route and/or dial-a-ride service times (later into evening and expanded weekend service) to increase number of Skagit residents and visitors who can access transportation services.

Skagit Transit's fixed route system generally runs from early morning into the early evening, depending on the route. Some survey respondents noted that they were often able to get to their destination in the evening on the bus but were unable to return home. Other survey respondents noted that reduced weekend hours made travel difficult on weekends. Expanding service hours will help enable Skagit County residents and visitors to travel to their destination using public transportation.

Strategy 4.D: Increase frequency of fixed route services.

Skagit Transit's fixed route system runs several routes with one-to-three-hour headways. During recent public outreach, Skagit Transit learned that increased frequency was one of the top three issues identified as a barrier to increased transit use. Increasing the frequency of fixed route transit will make it easier access for those needing service at all hours of the day.



NEED 5: IMPROVE ACCESS TO HEALTHCARE DESTINATIONS

Strategy 5.A: Improve transportation services for nonemergency medical appointments

Nearly 25 percent of the paratransit trips provided by Skagit Transit were to healthcare settings in the last 12 months. Accessing healthcare for those seeking to age in place, or who do not have access to their own vehicle can be a huge challenge. Ensuring that residents have access to nonemergency medical transportation will be important as the 'baby-boomer' population continues to age. Having to reschedule medical appointments due to transportation challenges was feedback provided by several survey participants.

Strategy 5.B: Develop a reliable and expanded network of veterans' medical transportation services.

Reliable transportation services for veterans were identified as a key need during the outreach process of the 2026 Skagit CPT- HSTP. Existing veterans' services are generally built on volunteer drivers and are struggling to keep up with the increasing demand from aging veterans. Ensuring this increasing demand is met with an expanded network of services will be important within the Skagit region.



NEED 6: IMPROVE REGIONAL COORDINATION

Strategy 6.A: Improve regional coordination among transit providers and volunteer agencies

Increasing regional coordination among transit providers, volunteer agencies and other groups will help ensure that travel options are well aligned between agencies. Existing transfers are often slow and difficult. Increasing the number of agencies who coordinate regionally will help reduce friction for regional travel.

Strategy 6.B: Define regional roles and responsibilities before, during and after emergencies, especially for transportation providers, emergency management agencies and jurisdictions.

Ensuring all agencies are aware of their own roles and responsibilities during emergencies will ensure quicker response times and less confusion during emergencies. SCOG has taken a lead role in implementing this strategy in 2026 in providing regional coordination on emergency management and has proposed expanding that role in 2027-2031 through WSDOT's Consolidated Grant Program.

PRIORITIES FOR IMPLEMENTATION

Table 10 includes the priorities for implementation of the strategies in this chapter. All these strategies are priorities, but the High, Medium and Low designations provide the relative importance of each strategy. The 2022 ad hoc Skagit Special Needs Transportation Committee assisted with prioritizing these strategies, which were included in the 2022 CPT-HSTP and continue in the 2026 CPT-HSTP.

Table 10. Prioritized Strategies

STRATEGY NUMBER	STRATEGY	HIGH	MEDIUM	LOW
1.A	Improve first/last mile connectivity for those living outside walking distance to transit	X		
1.B	Improve active transportation network for increased access to transit		X	
2.A	Increase safety at bus stops		X	
2.B	Reduce wait times at bus transfers	X		
3.A	Increase access to information about available transportation services	X		
3.B	Improve fare payment options for transit users			X
4.A	Recruit and retain an ongoing pool of drivers; maintain rolling stock and facilities in a state of good repair	X		
4.B	Expanded fixed route and/or dial-a-ride service areas (geographically) to increase number of Skagit residents and visitors who can access transportation services		X	
4.C	Expanded fixed route and/or dial-a-ride service times (later into evening and expanded weekend service) to increase number of Skagit residents and visitors who can access transportation services		X	
4.D	Increased frequency of Transit	X		
5.A	Improve transportation services for nonemergency medical appointments	X		
5.B	Develop a reliable and expanded network of veteran's medical transportation services	X		
6.A	Improve regional coordination among transit providers and volunteer agencies	X		
6.B	Define regional roles and responsibilities before, during, and after emergencies, especially for transportation providers, emergency management agencies, and jurisdictions			X

EVALUATION CRITERIA AND WEIGHTS

While each strategy identified in this chapter is important to improving travel options within the Skagit region, prioritization of these projects is required for obtaining WSDOT's Consolidated Grant Program funding. To prioritize these projects, a set of evaluation criteria was developed by SCOG, with advice from the Skagit Ad Hoc Mobility Committee and approval by the Transportation Policy Board. The evaluation criteria are included in Table 11, along with evaluation instructions and weights for each criterion.

Table 11. Criteria for Prioritizing Skagit Projects for Funding Under the WSDOT Consolidated Grant Program

CATEGORIES	#	CRITERIA	EVALUATION INSTRUCTIONS	WEIGHTS
Project Type	1	Continues/preserves an existing transportation service or program; expands/improves an existing transportation service or program; or creates a new transportation service or program	Determine how well the project type proposed meets criterion and score application for that project type	10
Needs Addressed	2	Fills need(s) identified in planning process for coordinated public transit-human services transportation plan	Refer to needs assessment for coordinated public transit-human services transportation plan	15
	3	Serves special needs populations and/or areas of high transit dependence	Refer to maps of persons with disabilities (physical or mental), seniors, youth, households without vehicles, low-income populations, minority populations and transit dependency needs index	15
	4	Serves local needs, includes trips entirely within Skagit County and local tribal lands	Evaluate the application on how well it proposes to address local needs	15
	5	Serves regional needs, including connections to Skagit County from other counties	Evaluate the application on how well it proposes to address regional needs	10
Efficiency and Effectiveness	6	Financial sustainability of project, resulting cost savings from project, leveraging of other funding sources (such as donations or volunteer support)	Evaluate the application using this cost related criterion	10
	7	Coordinate and/or collaborate with other organizations, locally and/or regionally	Evaluate the application based on documented coordination and/or collaboration with other organizations	15
	8	Utilizes innovative programs, processes and tools that improve efficiency and/or effectiveness	Score the application based on the service or programs proposed innovation - could be technological or other innovation	5
Other Project Benefits	9	Incorporates environmentally sustainable practices and/or improvements to local emergency management programs and partnerships	Determine if the project incorporates any environmentally sustainable practices and/or improvements to local emergency management programs and partnerships	5
TOTAL				100

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7 ONGOING COORDINATION

This chapter of the Skagit Coordinated Public Transit-Human Services Transportation Plan summarizes how coordination may continue after plan adoption in November 2026.

SCOG established the Skagit Ad Hoc Mobility Committee, continuing through June 2027, consistent with the term of grant agreement between SCOG and WSDOT funding a regional mobility management function at SCOG. Various iterations of this committee have been formed by SCOG in the past, primarily to assist with preparing the CPT-HSTP and prioritizing regional projects for WSDOT's Consolidated Grant Program. Historically, the committee has dissolved after concluding its work every couple years.

SCOG could change the committee from ad hoc to a standing committee, meeting perhaps quarterly, or more frequently when necessary. SCOG or another stakeholder organization or government might alternatively consider establishing an ongoing special needs transportation coordinating committee.



Members of the Skagit Ad Hoc Mobility Committee participate on other transportation coordination groups, such as the North Sound Transportation Alliance and SNOTRAC, and this could be another approach for continuing discussions among members of the Skagit Ad Hoc Mobility Committee.

The Skagit Transit Community Advisory Committee serves in an advisory role to the Skagit Transit Board of Directors and meets monthly to discuss transit issues, and the public is welcome and encouraged to attend these meetings. Other organizations and governments, beyond those formally appointed by the SCOG Transportation Policy Board to the Skagit Ad Hoc Mobility Committee, may be interested in participating in an ongoing coordination effort. SCOG has a contact list of stakeholders from the CPT-HSTP, and this would be a good foundation for potentially expanding the reach of ongoing efforts.

COORDINATED PLANNING

In regularly sharing information on transportation needs and planning efforts, participating stakeholders can more collaboratively work toward meeting needs and dovetailing services and supports when feasible. In preparation for future public participation and outreach activities related to planning efforts, working collaboratively to conduct these activities among overlapping planning efforts could expand the scope of the outreach, and potentially streamline (rather than duplicate) efforts to reach the same groups of people at different times.

Creating new transportation services without collaborating with existing providers could result in potential service duplication or services that do not effectively connect. When the organization or government seeking to establish new services is new to public transit services or FTA/WSDOT-funded special transportation services, they may not be aware of the myriad requirements that come with such a grant and complexities with planning and operating a transportation service.

2026–2030 COORDINATION

The next version of the Skagit Coordinated Public Transit-Human Services Transportation Plan is scheduled for adoption in 2030, as these plans are prepared and adopted every four years by RTPs, consistent with Washington state law.

SCOG submitted a grant application to WSDOT in 2026 to continue regional mobility management work that began in 2025 and is scheduled to end in June 2027, per the current applicable agreement between WSDOT and SCOG. If this project is funded, continued coordination implementing the CPT-HSTP is expected to occur from July 2027–June 2031.

APPENDIX A SKAGIT AD HOC MOBILITY COMMITTEE

Organization	Type
Anacortes Family Center	Private Nonprofit
Chinook Enterprises	Private Nonprofit
Community Action of Skagit County	Private Nonprofit
Helping Hands	Private Nonprofit
Cascade Job Corps	Federal Government
Northwest Educational Services District #189	Regional Agency
Northwest Regional Council	Area Agency on Aging
Samish Indian Nation	Tribal Government
Sauk-Suiattle Indian Tribe	Tribal Government
Swinomish Indian Tribal Community	Tribal Government
Skagit County	Local Government
Skagit Transit	Transit Agency
Volunteers of America	Private Nonprofit
Washington Vocational Services	Private Nonprofit

APPENDIX B PUBLIC INVOLVEMENT PLAN

Public Involvement Plan

Transportation Policy Board Approval: March 18, 2026

Project Overview

Document purpose

This public involvement plan identifies communications and engagement activities to reach key audiences and align those activities with decision points in development of the coordinated public transit human services transportation plan CPT-HSTP. The public involvement goal is to **consult** with organizations who serve human service transportation populations and community members who use special needs transportation to identify existing gaps in what is available for transportation for special needs populations and obtain feedback on the issues and transportation options that currently exist. This will help identify proposed strategies to address those gaps in transportation for these populations.

Project description

The Skagit Council of Governments (SCOG) is a regional transportation, land use and economic development planning agency. SCOG connects Skagit County's leaders to build a stronger Skagit region and plan for future growth. SCOG coordinates decision making and policy development in transportation and regional growth management. SCOG is made up of 15 local and tribal jurisdictions and works with partner agencies to administer programs and develop long-term solutions for the region's challenges.

WSDOT requires Skagit Council of Governments to update the Coordinated Public Transportation Plan Human Services Transportation Plan (CPT-HSTP) every four years. The last CPT-HSTP update was in 2022. This update of the CPT-HSTP will be done in-house by SCOG staff.

[The Federal Transit Administration \(FTA\) Circular 9070.1G Chapter V \(2\)\(b\)](#) provides federal guidance on CPT-HSTP. This guidance requires 1.) An assessment of available services that identifies current providers (public, private, and nonprofit). 2.) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service. 3.) Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery. 4.) Relative priorities for implementation based on resources, time and feasibility for implementing specific strategies/activities identified.

The plan will also identify regional priorities, which determine eligibility for funding under [WSDOT's Consolidated Grant Program](#). The grant includes funding from state and federal sources. To best identify regional priorities for the Consolidated Grant process, and meet FTA and WSDOT requirements for the plan, a public involvement plan is required

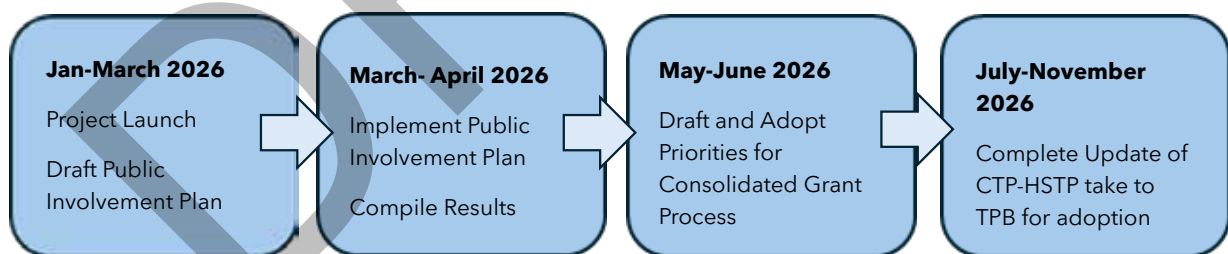
Problem statement

[FTA guidance](#) (FTA circular C 9070 1G) defines a coordinated public transit plan as one that identifies the transportation needs of individuals with disabilities and older adults; provides strategies for meeting those identified local needs; and prioritizes transportation services for funding implementation. The update of the CPT-HSTP will do an assessment of available services that identifies current providers and provides a gap assessment for which transportation needs from this population are not being met. Human services transportation populations are defined as those who have special needs for transportation including low income, seniors, persons with disabilities, tribal communities, and youth. The social and economic benefits are considerable when transportation access for all populations is provided. As Skagit County grows, the cost and infrastructure necessary to provide access to people with limited transportation options are most often not considered when new developments are cited or programs are put in place. The negative consequences of not filling these transportation needs include isolation of people who are transportation dependent (seniors or those with disabilities or other special needs populations) and a restriction of allowing these populations to participate in the programs that are designed for them (medical appointments, employment assistance, job access, or leisure activities), and insufficient funds and or transportation options to meet their needs. As a rural county, the transportation needs for these populations can be difficult to meet, with large distances often required for travel to basic services.

Decision makers and decision process

The SCOG Transportation Policy Board (TPB) directs the transportation work program and will adopt the CPT-HSTP in November 2026. The Ad Hoc Mobility Committee will advise on the update of the plan, including the public involvement plan and they will advise on the update of the project priorities for the Consolidated Grant process.

Project schedule



Guiding Principles and Strategy

Throughout the public involvement process, the project team will endeavor to:

Be consistent with SCOG and federal and state guidance for public engagement

- Adherence to SCOG's [Public Participation Plan of 2017](#)

- Meet SCOG's [Title VI Plan](#) (May 2023) for access and non-discrimination. The Title VI plan requires vital documents, including public notification documents or major planning documents, to be translated to Spanish.

Use existing and ongoing planning efforts to create efficiencies

- Integrate public outreach efforts with the efforts from the mobility management grant to best use outreach efforts for that project for the benefit of this plan.
- Apply public feedback related to human service transportation services done by other groups, such as Community Action.

Elevate the voices of people often underserved by transportation.

- SCOG will focus on engaging communities that are historically underrepresented and underserved. By making information accessible to these groups, we make information accessible to all. This includes, for example, Tribal members, recent immigrants who do not speak English, people who are transit dependent, and people whose don't have access to a smart phone, and youth. To encourage participation by often underserved communities, all public-facing project materials will be [ADA compliant. Translation and interpretation will be](#) available to those with limited English proficiency to facilitate an inclusive planning process.

Go directly to the community.

- Provide informational flyers at community locations and on bus routes that serve targeted populations
- Make the survey and informational flyer available on SCOG's website; so the planning process is available online.
- Focus groups will be held at the location of the focus groups participants so they do not have to travel to participate. If possible, we will try and combine or make the focus group right after an already existing event, so it is easy for participants to attend.

Close feedback loops.

- Inform partners, local organizations and the broader community how their input influenced the final plan and consolidated grant priorities.

Notification of Comment Period

- Advertise comment period opening in Skagit Valley Herald and on the website.
- Notify Ad Hoc Committee members of comment period.
- Include list of comments in the appendix of the plan.

Metrics for Participation (will be tracked and counted)

- Board Meetings
- Ad Hoc Mobility Committee Meetings
- Survey- number of participants and their geographic location (if answered)
- Website views

- Number of people who attend focus group and duration of focus group. Meeting minutes to capture discussion.
- Number of Informational Interviews and summary of the discussion. This will be included in the appendix of the plan.

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Public Involvement Actions

Strategy	Target Population	Major Tasks	Timeframe
Informational interviews with organizations or transportation providers that work with populations that have special needs for transportation	Organizations that work with: • Seniors • People with disabilities • Low Income Persons • At risk youth • Tribal members with transportation challenges	• Develop Questions • Set up Interviews • Summarize Interviews • Will provide an excel spreadsheet in the appendix of the plan with interview dates and summaries	Ongoing as part of Mobility Management Outreach Interviews: • Community Action • Anacortes Senior Center • Veterans Service Officer (Chris Diaz) • Samish Tribal Community • Mobility Manager RARET • Program Manager Find a Ride • Cascade Job Corps • Skagit Transit • Sauk-Suiattle Tribal Community • Washington Vocational Services • Chinook Enterprises • Anacortes Family Center

Strategy	Target Population	Major Tasks	Timeframe
Informational flyer and Comment Card for distribution at Community Events (would have link to survey)	Distribute to Drs offices, hand it out on paratransit or other transit, bring it to senior centers, have it handed out to meals on wheels customers.	• Develop flyer • Have flyer translated to Spanish • Put on SCOG website with link to survey • Distribute at community locations that have target populations • Flyer will have a link to the survey	• Spring 2026
Transportation Satisfaction Survey. Simple survey (2-3 pages) that lets users rate their forms of transportation and addresses out of county transportation needs. If possible, have a map pin as part of the survey to indicate destinations that respondent travels to, or if no pin option, ask open ended questions about destination of trips.	Online and Paper version of survey for distribution at: • Transit centers • To paratransit users • Senior Centers- give to meals on wheels participants • Worksites for youth or disabled • Shelters or Organizations that serve special needs populations • Distribution at Receptionist Offices for medical facilities • Distribution at focus groups • Distribution at organizations from Mobility Committee • Board members distribute. • To NWRC Clients	• Develop short survey • Have survey translated • Put on Survey Monkey or similar software • Put survey and flyer on SCOG website. • Have hard copies available • Have QR code link to survey on Informational Flyer • Compile Results	• Spring 2026

Strategy	Target Population	Major Tasks	Timeframe
Focus Groups Reach out to committee members to create targeted focus groups to discuss specific transportation challenges for different populations. Go to participants so they don't have to travel or offer an online focus group if that is the preference.	• Seniors focus group • People with disabilities focus group • Veterans focus group • Low-income focus group • Youth focus group (Job Corps) • Tribal Communities (Elder lunch Samish) • Emergency Management Professionals (no compensation for participation)	• Get recommendations for participants/locations from Ad Hoc Committee • Coordinate to find location/Advertise Event • Develop Poster and Outreach Workshop • Host Focus Group • Write up findings	• Spring 2026

Decisions to be made during the planning process

Several decisions are anticipated in the planning process. The results of the public involvement plan will inform the gap analysis and strategies recommended. The public involvement will also be used to revise the project priorities, which are used to evaluate the consolidated grant program.

- Communicate how the results of the public outreach feed into the strategies for the CPT-HSTP;
- Communicate how the results of the public outreach inform the update of the project priorities that are used to evaluate the [Consolidated Grant Process](#)

Goals, Objectives and Success Metrics

This section describes the public involvement goals and how project staff will measure and evaluate progress.

Goal 1: Outreach to specific special needs transportation populations is accomplished by targeting organizations that serve these populations and doing focus groups that ensure representation from all of these populations.

Objective 1.1 Planning team staff research and seek out input from those traditionally left out, and ensure that special needs transportation populations are represented in participation.

Objective 1.2 Input specifically from different special needs populations will be reported to identify different needs for different populations. This will be done by having focus groups that limit the conversation to one population's specific challenges. The survey will also ask for optional demographic and age identification so that survey responses can be tabulated according to different special needs transportation populations.

Measures of success:

- Focus groups from each of the special needs populations: low income, seniors, persons with disabilities, youth, tribal communities, and emergency management ensure all groups are represented.

Goal 2: The survey is distributed in all geographic locations of Skagit County to ensure good representation of the different transportation challenges in different parts of the County

Objective 1.1 Clearly communicate information about the planning process in the outreach flyer and any Posters or Informational information distributed

Objective 1.2 Audiences have multiple accessible channels, the survey can be taken online or by a hard copy. The informational flyer will be translated into Spanish

Measures of success:

- Key materials are developed to meet the region's information needs, language needs, Americans with Disabilities Act guidelines and an 8th grade literacy level.

- Results from the survey are geographically distributed with enough participation from east county to ensure their voices are represented.
- There is a survey question for participants to give geographic location.
- Ad Hoc Committee distributes flyers and survey throughout their networks, which includes east county locations.

Stakeholder Assessment

Demographics

SCOG developed a demographic analysis in 2023.

Demographic Information	Skagit County	Washington
Total Population	130,696	7,812,880
Race/Ethnicity:		
Hispanic/Latino	18.4%	14.6%
Not Hispanic/Latino:		
American Indian/Alaska Native	2.2%	2%
Asian	2.2%	10.8%
Black or African American	0.7%	4.7%
Caucasian/White	74.5%	64.2%
Native Hawaiian/Pacific Islander	0.3%	0.9%
Multi-racial	20%	5.4%
Economically disadvantaged	11.1%	10.3%
Language other than English spoken at home	6.2%	20.5%
Spanish or Spanish Creole		
Slavic languages		
Other Asian and Pacific Island languages		
Tagalog		
With a disability	14.5%	13.9%
Age 65 and older	22.1%	17.1%
Youth (age 19 and below)		
Households with a computer	95.4%	96.1%
Households with a broadband Internet subscription	91.9%	92.1%

Washington state demographic information was collected from www.census.gov. Some parallels to Skagit County demographic information could be unreliable. Sources:

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington,WA/PST045223>

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223>

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223>

Skagit County demographic takeaways to inform inclusive engagement strategies:

- People responding that they were of Hispanic or Latino ethnicity, and of any race including White, totaled 18.4% of the population in 2020, which is a higher proportion than the state. About 7,600 residents are estimated to have been born in Latin America. **Community Action has a internal working group Latinx that can specifically reach out to this population. Community Action is an Ad Hoc Committee member.**
- Population age groups in Skagit County have continued to shift since 2010, showing that the population is aging. Seniors make up largest group of those who experience disabilities.

The outreach strategy proposes going to special needs transportation populations, including Senior Centers, and meals on wheels participants, to distribute the survey. A focus group with Senior is proposed.

- Overall, youth and seniors make up 44.7% of the countywide total population. Both of these populations are included in both focus groups and distribution of surveys.
- About 13% have incomes at 200% or less of the federal poverty level. The two lowest median household incomes by race were those of the following groups: American Indian or Alaska Native, and Some Other Race. A focus group will be done with low income populations and the survey will be distributed to different locations that include these populations.
- Access to a computer and broadband internet is above 90% of the population.
- According to SCOG's demographic profile and Title VI plan, about 94% of the population speak English very well. Of those that speak English less than very well, Spanish is spoken most frequently and more than 5% speak the language. The County meets the Safe Harbor threshold of 5% of the population or 1,000 total LEP speakers, which means **certain vital documents must be translated into Spanish**. The informational flyer and survey will both be translated into Spanish and included on the website.

Stakeholders

The table below identifies special needs transportation providers and organizations that work with those populations, and the communication needs and methods to best inform and engage them during the planning process.

Audience	Anticipated Areas of Interest	Communication Channels & Needs
SCOG Transportation Policy Board	Resilience Plan is a primary responsibility of TPB	Board meetings Website
WSDOT Region (state routes)	Oversees implementation of state law related to update of CPT-HSTP Administers the Consolidated Grant Program	Katie Stanford, Transportation Planner Ad Hoc Committee meetings; email and GMS reports
Anacortes Family Center	Low income and families are represented	Attends and is a member of the Ad Hoc Mobility Committee. Has indicated a willingness to do a focus group.
Boys and Girls Club Skagit County	Youth represented	Reach out with survey and information flyers
Cascade Job Corps	Youth and people with disabilities represented	Attends and is a member of the Ad Hoc Mobility Committee. Has indicated a willingness to host a focus group.
CCS Farmworker Center	Low Income and Latino and Hispanic populations	Distribute survey and informational flyers

Audience	Anticipated Areas of Interest	Communication Channels & Needs
Center for Independence North Sound	Job placement for persons with disabilities	Is a member of the Ad Hoc Mobility Committee Distribute survey and informational flyers
Chinook Enterprise	Job placement for persons with disabilities	Is a member of the Ad Hoc Mobility Committee Distribute survey and informational flyers, has indicated a willingness to do a focus group
Communities in Schools	Youth	Distribute survey and informational flyers
Community Action Skagit County	Low income populations, Latinx Advisory Group, assistance to seniors and those with mobility challenges	Is a member of the Ad Hoc Mobility Committee Distribute survey and informational flyers
DAV Van Shuttle	Veterans transportation to medical appointments	Distribute survey and informational flyers
Helping Hands Food Bank	Low income, veterans transportation to medical appointments, connects to east county with food distribution	Is a member of the Ad Hoc Mobility Committee Distribute survey and informational flyers as part of their distribution of food to east county and other parts of Skagit County
North Intertribal Vocational Rehabilitation Program (NIVRP)	Low income, tribal members	Distribute survey and informational flyers
North Sound Behavioral Health Organization	Low income	Distribute survey and informational flyers
Northwest Educational Services District #189	Youth, low income	Is a member of the Ad Hoc Mobility Committee, distribute survey and informational flyers
Northwest Youth Services	Youth, low income	Distribute survey and informational flyers
NW Career and Technical Academy	Youth, low income	Distribute survey and informational flyers
Northwest Regional Council	Low income, medical transportation for Medicare and medicaid	Is a member of the Ad Hoc Mobility Committee, distribute survey and informational flyers
MVPD Integrated Outreach Services	Low income, homeless	Distribute survey and informational flyers
Road to recovery	Transportation for cancer patients	Distribute survey and informational flyers
Samish Indian Nation	Tribal Community	Is a member of the Ad Hoc Mobility Committee, distribute survey and informational flyers. Has indicated a willingness to host a focus group.
Sauk-Suiattle Indian Tribe	Tribal Community	Is a member of the Ad Hoc Mobility Committee, distribute survey and informational flyers. Has indicated a willingness to host a focus group.
SCSO Crisis Response Team	Low income, homeless	Distribute survey and informational flyers

Audience	Anticipated Areas of Interest	Communication Channels & Needs
Skagit Adult Day Care Program	Seniors	Distribute survey and informational flyers
Skagit and Island Counties Council of the Blind	Persons with disabilities	Distribute survey and informational flyers
Skagit County Veterans Affairs	Veterans	Is a member of the Ad Hoc Committee Distribute survey and informational flyers
Skagit Transit	Persons with disabilities and persons of low income	Is a member of the Ad Hoc Committee Distribute survey and informational flyers
Skagit YMCA-teen oasis shelter	Youth, homeless youth	Distribute survey and informational flyers
Swinomish Indian Tribal Community	Tribal Community	Is a member of the Ad Hoc Committee Distribute survey and informational flyers
Volunteers of America	Low income, homeless	Is a member of the Ad Hoc Committee Distribute survey and informational flyers
Washington Vocational Services	Persons with disabilities	Is a member of the Ad Hoc Committee Distribute survey and informational flyers
Skagit Valley College	Youth	Distribute survey and informational flyers

Messaging Themes

The messages below are intended to provide general information about the CPT-HSTP, and the process to develop it.

- Update of the plan informs the priorities that determine the criteria for the consolidated grant process, so your input shapes the funding for new projects.
- Transportation needs and services change over time and there are many organizations that provide assistance with special needs transportation. It is hard to understand what transportation needs are not being met. Let participants know that their input is critical in determining the gaps in the system.

Public Involvement and Communications Tactics

Tactic and description	Purpose	When to Use?
Meetings at Transportation Policy Board	The SCOG Transportation Policy Board directs the CPT-HSTP update and will adopt the plan in November 2025.	Use existing scheduled and publicly noticed meetings of the SCOG TPB to share new information and gain feedback.
Meetings with Ad Hoc Mobility Committee	The Ad Hoc Mobility Committee meets monthly to discuss work related to the mobility management grant and the update of the CTP-HSTP	Use existing scheduled and noticed meetings of the Ad Hoc Mobility Committee to regularly share new information and gain feedback.

Tactic and description	Purpose	When to Use?
Informational Interviews	Gain input for key decision points from organizations that serve the transportation needs of human services transportation populations	This work is on-going as part of the mobility management work, but also is relevant to the CTP-HSTP update
Website	The informational flyer which describes the project and timeline will be put online. The electronic survey will also be put online on SCOG's website	This will be put on SCOG's website; including Spanish translated materials Notification of comment period will be put on SCOG's website
Informational Handout (including translated version)	General overview of CTP-HSTP and schedule	Distributed at public involvement events and as part of the survey. Also available on the website. Spanish versions of these materials will be at events and on the website.
Advertising in local news outlets	Alert community of public comment opportunity	Advertise the opening of public comment period in the Skagit Valley Herald.

Evaluation and Reporting

A final report that summarizes the outreach to the community will be included in an appendix of the draft CPT-HSTP. A list of the comments received during the comment period will be in an appendix of the plan. Redlines to address comments, where needed will be presented to the TPB before they take final action on the plan.

APPENDIX C SUMMARY OF PUBLIC INVOLVEMENT ACTIVITIES

Summary of Public Involvement Activities

This document serves as a summary of the engagement efforts conducted by SCOG staff for the 2026 CPT-HSTP planning process. The engagement activities follow the strategies outlined in the adopted public involvement plan.

SCOG staff conducted 13 informational interviews with organizations and transportation providers that work with populations that have special needs for transportation. The interviewees were typically the directors or staff from organizations that work with people with special transportation needs. Additionally, seven focus groups were held to hear about the gaps in the system directly from people who experience them the most. SCOG staff worked with members of the Ad Hoc Mobility Committee to schedule focus groups at a time and location that was the most accessible for the clients they serve.

The adopted public involvement plan does not list tabling events as an engagement strategy but SCOG saw an opportunity to engage with more people who may not have been able to attend a focus group. SCOG also partnered with Skagit Transit for a few of the tabling events which was helpful for engaging more Spanish speakers since a member of Skagit Transit's tabling team is fluent in Spanish and could help explain the planning effort to Spanish speakers and encourage them to participate in the survey.

SCOG staff developed an informational flyer that explained the purpose of the CPT-HSTP and encouraged the public to get involved by following the QR code on the flyer to the online survey or by filling out the hard copy version of the survey which was stapled to the back of the flyers that were handed out at events. Both the flyer and the survey were translated into Spanish, and they were distributed through members of the Ad Hoc Committee, through tabling events, on SCOG's website, and through the Meals on Wheels Program. The 12-question survey included questions about people's travel habits and modes of transportation, barriers to transportation, gaps in the system, and demographic information.

The following sections provide more detail about each strategy and key takeaways from each engagement activity.

Engagement Strategies

Informational Interviews

SCOG staff conducted 13 informational interviews with organizations and transportation providers that work with populations that have special needs for transportation. The interviews were guided by a list of questions that included questions about the mission of the organization, what type of transportation they may provide, the transportation needs and gaps for their clients, whether their clients have cross-county transportation needs, and which transportation needs are the most difficult for their clients to access. The key information from each interview is summarized below.

Anacortes Family Center: Beatriz De La Rosa Perez (January 16, 2026)

- Beatriz said that “transportation is the number one barrier for families” and she has had to turn away clients from the program if they aren’t able to navigate transportation to their job and childcare. Most people have jobs outside of Anacortes, so they must commute and the bus times limit job opportunities. Accessing childcare using public transit is also a major barrier. The center can cover critical transportation, such as to a court appearance, but otherwise they try to hold most activities on site. Due to the coordinated entry system, they also have cross-county transportation needs.

Anacortes Senior Center: Karl Wofswinkel and Amanda Miller (November 17, 2025)

- Transportation was identified as a high priority need in their Needs Assessment conducted in 2025. The Senior Center provides referrals for people in need of transportation but does not coordinate any transportation themselves. They have met with Skagit Transit and are hopeful that a microtransit pilot program in Anacortes could help fill some of the transportation gaps.

Children of the Valley: Flora Lucatero (July 6, 2026)

- Transportation has been a huge barrier for the organization, and it has prevented many kids from being able to participate in their programs. They have been working on addressing the gaps and own four vans that provide pick-up and drop-off services, but there is not enough capacity to take the

children on field trips, so they often must pay a school district to use their buses or try to ride public transit.

Chinook Enterprises: David Wagner (January 15, 2026)

- Most Chinook Enterprises employees use public transportation to reach their jobs. Chinook has a car and a van as part of their fleet, but they rarely use them since they do not have drivers. David also discussed the difficulty of accessing information about transit without a smart phone which is common for those with a disability on a limited income.

Community Action: Mariana Brandt (October 2, 2025)

- Community Action has around 25-30 volunteers, with about 10 assisting on a regular basis that typically help fill the gaps for seniors who are not eligible for paratransit. Volunteer drivers use their own vehicles, but Community Action inspects them and there is an orientation and training for volunteers. They struggle to find drivers that will go up to Concrete or East Skagit County and sometimes if there are no volunteer drivers available, Community Action tries to fill the need with their own staff and vehicles. Mariana estimates that trips out of Skagit County are less than 10% of the total requests.

Helping Hands Veteran's Van: Rebecca Skrinde (January 30, 2026)

- Helping Hands has seven vehicles in its fleet, including the veterans' shuttle which it uses to help veterans get to appointments so they can receive their disability claims and benefits. The van takes veterans to appointments in Mount Vernon, Seattle, and Olympia, but the drivers are currently volunteers and they would really like to be able to pay them. Many Veterans live in East County which makes transportation especially difficult for them since Skagit Transit stops at Concrete.

Hopelink RARET Program: Dean Syndor (October 20, 2025)

- Dean described how the RARET program hosted the quarterly meeting of transportation professionals, emergency management professionals, and emergency response professionals to discuss mobility issues in emergency situations. This group meets quarterly and has at least one yearly mock scenario where the group goes through an emergency event from each of their roles to better understand mobility gaps and communication gaps.

Job Corps: Kendra Watson and Marikka Matheny (January 6, 2026)

- Less than 5% of the students have cars so most rely on public transportation. Many of the students are new to the county and find the buses hard to navigate, especially at night. Their own transportation fleet provides limited transportation for medical and mental health appointments. Some churches send vans and there are bikes that students can check out, but many report feeling stuck due to the limited transportation options. There are some employers who would like to work with JobCorps but are not able to since there is not a nearby bus route.

Samish Indian Nation: Nick Dorr (October 21, 2025)

- Samish has a couple of vehicles that provide transportation for their Elders. They would like to work on applying for future grants to help provide transportation for youth to cultural gatherings and to fund a maintenance facility for their vehicles. Tribal members in rural areas, such as Concrete, struggle to find reliable rides. They are currently working on updating their Emergency Management Plan.

Sauk-Suiattle Indian Tribe: Steve Laberta (January 9, 2026)

- The Darrington-Concrete Direct Shuttle connects Darrington and Concrete to the Sauk-Suiattle Reservation. They have worked with SNOTRAC and Community Transit to modify stop times and allow for better connections to Snohomish County and they have a partnership with Homage to bring people to Darrington. Community Transit is also operating a microtransit pilot program with an on-demand eight-passenger van (Zip Shuttle) and residents have been loving the service. Tribal transportation provides access to medical appointments and will take people as far as Mount Vernon if needed.

Skagit Transit: Maleah Kuzminsky (October 9, 2026)

- Skagit Transit is interested in ways to use technology to increase ridership and improve the experience of riding transit. They would also like to improve the travel training materials they hand out to make transit easier to navigate. Additionally, they would like to increase accessibility on the bus and on their website by making sure that the map and the website are easily readable for Spanish speakers. Skagit Transit also works with various community providers to provide travel vouchers.

Skagit Veterans Public Health: Chris Diaz (October 2, 2025)

- Chris discussed the work that it took to get a veterans shuttle by having a vehicle donated from Skagit County and having Helping Hands take over the administration. He also discussed that finding transportation is especially difficult for veterans with specific health needs that require multiple stops between medical appointments.

Washington Vocational Services: Angela Pratt (January 23, 2026)

- There are many issues with transportation, especially for people who live in East Skagit County and do not qualify for paratransit. They also work with people who live in group homes who struggle with accessing transportation which greatly limits their social options.

Focus Groups

SCOG staff hosted seven focus groups with people who have direct experience with the gaps in the current transportation system. The focus group discussion was guided by an activity with sticky-notes where participants wrote their responses to the questions and stuck them on the corresponding board. The questions asked people about what transportation services they currently use, what barriers limit their mobility, and what their ideas are for how to improve transportation options and access.

Anacortes Family Center (April 2, 2026)

- Six people attended the focus group and the group agreed on the importance of having a car to access jobs and be punctual, but that even for people who own a car, the rising cost of gas is a barrier. They suggested that expanding bus service into the evening and Sundays could allow more people to access employment using transit.

Chinook Enterprises (March 20, 2026)

- Three Chinook Enterprises staff members attended the focus group. Many of their clients use transit or paratransit. Accessing medical appointments often requires help from family or friends. Cross-county trips, especially those that require multiple transfers and transit agencies, are difficult. Clients in rural areas outside the service areas have fewer job options because they don't have access to transportation. They highlighted some organizations in other areas that connect people outside of the service area to transit which could be helpful models for how to help East County residents.

Emergency Responders (March 26, 2026)

- Eleven people attended the focus group, and the primary discussion was about how to support facilities that house people who are unable to evacuate themselves in an emergency (nursing homes, group homes, etc.). There is currently no comprehensive list of where facilities are located and what their evacuation plan is. The suggested plan includes mapping the facilities and creating a standardized plan for facilities to fill out and DEM to reference.

Samish Indian Nation Elders Lunch (March 24, 2026)

- Fourteen people attended the focus group, and their answers were primarily collected using sticky-notes. People use a variety of transportation including their own vehicle, rides from family and friends or a caregiver and tribal transportation services. The mobility barriers listed included the lack of Sunday bus service, the difficulty of cross-county travel, the struggle to time appointments to the bus schedule and the time waiting for the bus to return after their appointment. They requested more weather protection and benches at bus stops, transportation options to airports, and increasing funding for transportation.

Sauk-Suiattle Indian Tribe Elders Lunch (March 19, 2026)

- Eight people attended the focus group. The Darrington-Concrete Direct Shuttle and Zip Shuttle microtransit (operated by Community Transit) are the primary transportation. A common transportation need is to go to the pharmacy and stores in Arlington and there is no bus service from the reservation to Arlington. Zip Shuttles are popular, but are often full at peak times, such as when the Casino opens, which prevents people from getting to work on time. The Zip Shuttle also only runs until 8:00 p.m.



Veterans Advisory Group (March 10, 2026)

- Ten people attended the focus group. Common barriers discussed included physical disabilities limiting access, few transportation options outside of the urbanized areas, and the difficulty of accessing appointments. Appointments in Seattle must be scheduled before 11:00 a.m. because of traffic and the time to get back, which makes scheduling extra difficult. The DAV vans also struggle to



find drivers since the insurance does not allow Veterans with PTSD to drive, which greatly reduces the pool of possible drivers. Ideas for improvement include adding a bus stop closer to the Skagit Vets Connect, having the County Vets Shuttle on call, and providing scheduled

shuttle trips to the CBOC in Mount Vernon and the VA in Seattle to make scheduling appointments easier.

Job Corps (March 30, 2026)

- A focus group was scheduled at Job Corps to learn about the transit needs of youth, but unfortunately there were no attendees.

Tabling Events

SCOG staff tabled at seven events in Skagit County and met with people of various ages and a wide range of transportation needs. Staff interacted with about 70-90 people during the tabling events. Staff distributed surveys and talked with people about their transportation barriers. People commonly mentioned that they relied on friends and family for rides and for accessing basic needs such as grocery stores and medical appointments. One senior shared that they shopped at a more expensive grocery store since the travel time on the bus to a store with cheaper options required transfers and was too long. Veterans struggled with transportation to Seattle for specialized medical appointments and noted that they prefer to use services geared towards veterans since they have a better understanding of their disabilities and

specific medical needs. Youth shared that they use public transportation to access afterschool activities and a few also used public transportation to get to school.

Event	Location	Date	Estimated Interactions
Developmental Disabilities Resource Fair	Mount Vernon	March 25, 2026	15-20
Concrete Community Resource Day	Concrete	March 31, 2026	3
Burlington Senior Center Easter Lunch	Burlington	April 2, 2026	6-10
Skagit County Veterans Stand Down	Mount Vernon	April 3, 2026	12-15
Anacortes Senior Center	Anacortes	April 6, 2026	12-15
Healthy Kids Day	Mount Vernon	April 18, 2026	15-20
Family Days at Skagit Valley College	Mount Vernon	April 22, 2026	6-10

Flyer

The purpose of the flyer was to inform people about the CPT-HSTP planning effort and encourage them to respond to the survey. The flyer included a brief explanation of the plan and an invitation for people to take the survey with a link and a QR code to access the digital survey. The flyer was distributed in both English and Spanish and was posted on SCOG's website, distributed to members of the Ad Hoc Mobility Committee, hung in various public locations around Skagit County and stapled to the front of each paper-copy of the survey. The flyer and the survey were also distributed through the Meals on Wheels program.



Figure 1: English Flyer for the CPT-HSTP which explains the purpose of the plan and invites people to participate in the survey



Figure 2: Spanish Flyer for the CPT-HSTP which explains the purpose of the plan and invites people to participate in the survey

Survey

The survey asked 12 questions about peoples' travel habits and mobility barriers and included a mix of question types, such as multiple choice and write-in options. The survey was distributed in English and Spanish with both an online Microsoft Forms option and a hard copy option. 445 hard copies of the flyer and survey were distributed to Meals on Wheels clients in Skagit County: 144 in Anacortes, 133 in Burlington, 139 in Mount Vernon, and 59 in Sedro-Woolley. In total, 114 people took the survey, but 5 survey responses were removed since they provided ZIP codes from other counties. The results from the remaining 109 survey responses are included below. The number of responses to each question differs since none of the survey questions were required, so not everyone chose to respond to every question.

Question 1: Please provide your home ZIP Code (104 responses)

Table 1: Responses to Question 1 – Please provide your home ZIP Code

Location	Number of Responses
Concrete (98237)	2
Sedro-Woolley (98284)	5
Burlington (98233)	6
East Mount Vernon (98274)	18
Downtown Mount Vernon (98273)	36
Anacortes (98221 & 98222)	37

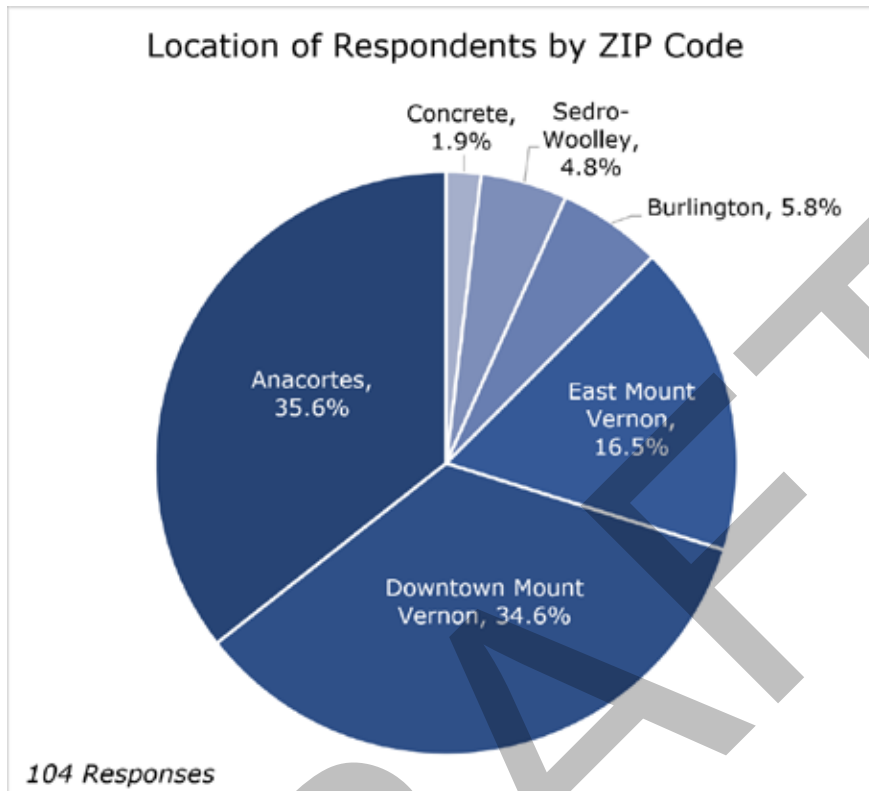


Figure 3: Pie chart showing the responses to Question 1. Please provide your home ZIP Code.

109 people responded to the survey and 104 people provided their ZIP Code which is roughly 0.1% of Skagit County's population. The largest portion of respondents reside in Anacortes with 37 respondents and 35.6% of the respondents followed closely by Downtown Mount Vernon with 36 respondents and 34.6% of the total respondents. In comparison to the population estimates from the American Community Survey, 2024 Five-Year Estimates, Table B01003, Anacortes and Mount Vernon are both overrepresented in the survey since Anacortes' population only makes up about 17.8% of the county's population and Downtown Mount Vernon makes up about 22.6%. East Mount Vernon makes up 16.5% of the survey respondents and is the most accurately represented since about 14.2% of Skagit's population lives in East Mount Vernon.

Burlington, Sedro-Woolley, Concrete, and all the remaining areas of Skagit County are underrepresented in the survey. For example, Burlington accounts for 5.8% of survey respondents, but 13.4% of Skagit County's population and Sedro-Woolley accounts for only 4.8% of survey respondents even though 21% of Skagit's population resides

in Sedro-Woolley's ZIP Code. There are also some areas of Skagit County that are entirely unrepresented in the survey, such as La Conner and Bow.

Question 2: Which of the following transportation challenges do you (or those you help) face? How limiting are these challenges? Select all that apply (102 responses)

Table 2: Responses to Question 2 - Which of the following transportation challenges do you (or those you help) face? How limiting are these challenges? Select all that apply

	Very limiting	Somewhat limiting	Not a limitation
Existing services do not take me where I want to go	16	29	44
I cannot drive myself for other reasons (age, no license, etc.)	45	9	43
I cannot afford transportation (either a car or fares on public transit)	13	29	51
I have physical limitations and need assistance to get where I want to go	30	25	44

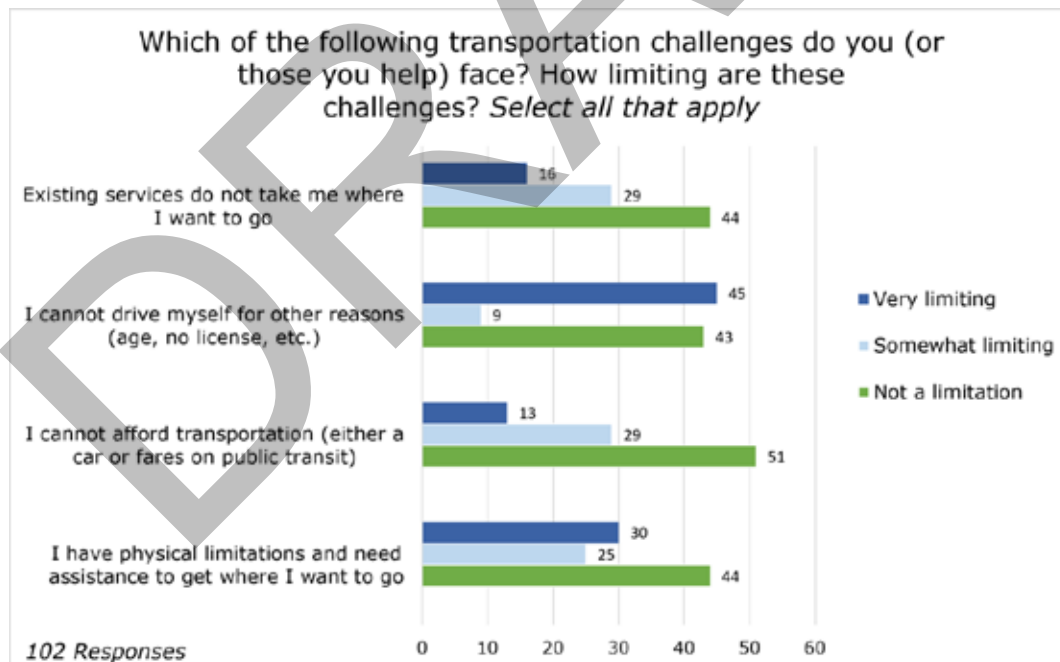


Figure 4: Clustered bar chart showing the responses to Question 2.

The challenge that is the most limiting for the largest amount of people is not being able to drive themselves. However, while 45 people selected that not being able to drive is very limiting, it is roughly equal to the amount of people (43) who selected that it is not a limitation suggesting that for those who can't drive there are not alternative transportation options to get them where they want to go. The second most limiting challenge is people's physical limitations that require them to have assistance to get where they want to go. Given that the majority of survey respondents are over 65, age may be a factor preventing people from being able to drive and limiting their independent mobility.

The least limiting challenges are existing services not going where people want to go and not being able to afford transportation (either a car or fares on public transit). The responses from question 5 show that the cost of a vehicle trip was the top barrier to making a trip, but this question grouped together the cost of a car and the cost of public transportation fares, which may have affected the responses for question 2.

Question 3: What methods of transportation do you use, and how often do you use them? (105 responses)

Table 3: Responses to Question 3 - What methods of transportation do you use, and how often do you use them?

	Every Day	A few times a week	A few times a month	A few times a year	I Never Use
Drive alone	17	25	8	0	42
Transit (bus, ferry)	9	5	5	12	61
Paratransit	0	9	5	7	69
Carpool only with household members	7	18	13	6	49
Carpool with others not in my household	1	9	10	14	57
Bicycle	5	5	4	7	68
Walk or wheelchair	17	5	8	7	57
Taxi, Uber, Lyft, or other ride-hailing service	1	1	1	7	76
Borrow a vehicle from friends or family	0	3	7	5	76
Ask for rides from friends or family	3	17	19	20	35
Get rides through a volunteer driver program	0	2	2	2	84

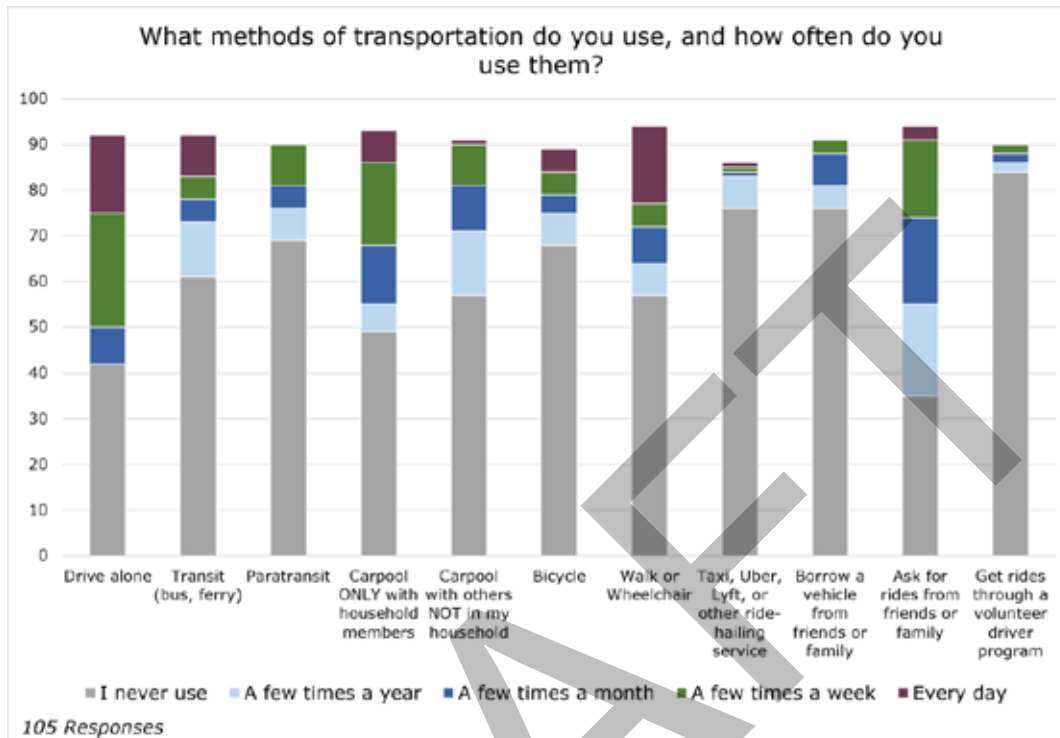


Figure 5: Stacked column chart showing the responses to Question 3. What methods of transportation do you use, and how often do you use them?

Driving alone is the most common form of transportation with 40% of respondents saying that they drive alone daily or a few times a week. Private vehicles account for the majority of trips people take given that 23.8% of respondents carpool with family members a few times a week or more and 19% ask for rides from family and friends a few times a week or more. Walking or using a wheelchair to get around is also one of the more common ways to get around with the same number of people reporting that they drive alone daily as the number of people who report walking or using a wheelchair daily.

Utilizing public transit is less common with 13.3% of respondents reporting using the bus or ferry a few times a week or more and 8.6% of respondents using paratransit a few times a week or more. Getting rides from volunteer driver programs is the least used method of transportation with only 1.9% of respondents using volunteer driver services a few times a week or more.

Question 4: How often do you travel outside of Skagit County? (106 responses)

Table 4: Responses to Question 4 - How often do you travel outside of Skagit County?

Frequency of travel outside Skagit County	Number of responses
Daily	0
A few times a week	10
A few times a month	22
A few times a year	42
Rarely/never	29
Other	3

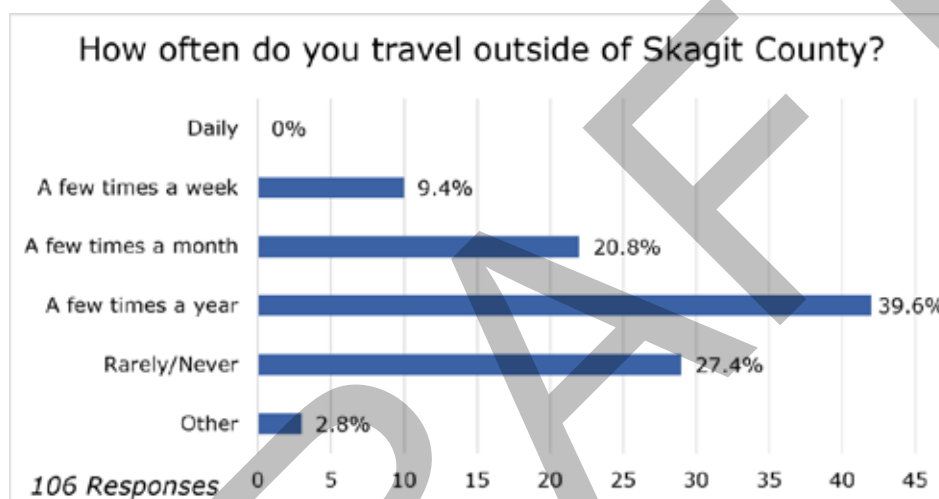


Figure 6: Bar chart showing the responses to Question 4. How often do you travel outside of Skagit County?

Traveling outside of Skagit County is fairly rare as demonstrated by no respondents traveling outside of Skagit County daily and less than 10% traveling outside of the county each week. 71 of the 106 respondents travel outside of Skagit County a few times a year or less with 27.4% of respondents selecting that they rarely or never leave Skagit County. Comments from the informational interviews, focus groups, and tabling events discussed the need for people to leave Skagit County for specialized medical care, which may only be necessary a couple times a year.

Question 5: Which of the following, if any, prevented you from making a trip you wanted to make in the past month? Select all that apply (56 responses)

Table 5: Responses to Question 5 - Which of the following, if any, prevented you from making a trip you wanted to make in the past month? Select all that apply

Barriers to Making a Trip	Number of Responses
Cost of vehicle trip was too high	21
Weather conditions prevented travel	20
No transit (bus) available to get to destination on time	18
Travel time was too long	16
No working vehicle	13
No safe walking or biking route	11
No accessibility for a mobility device (wheelchair, walker)	6

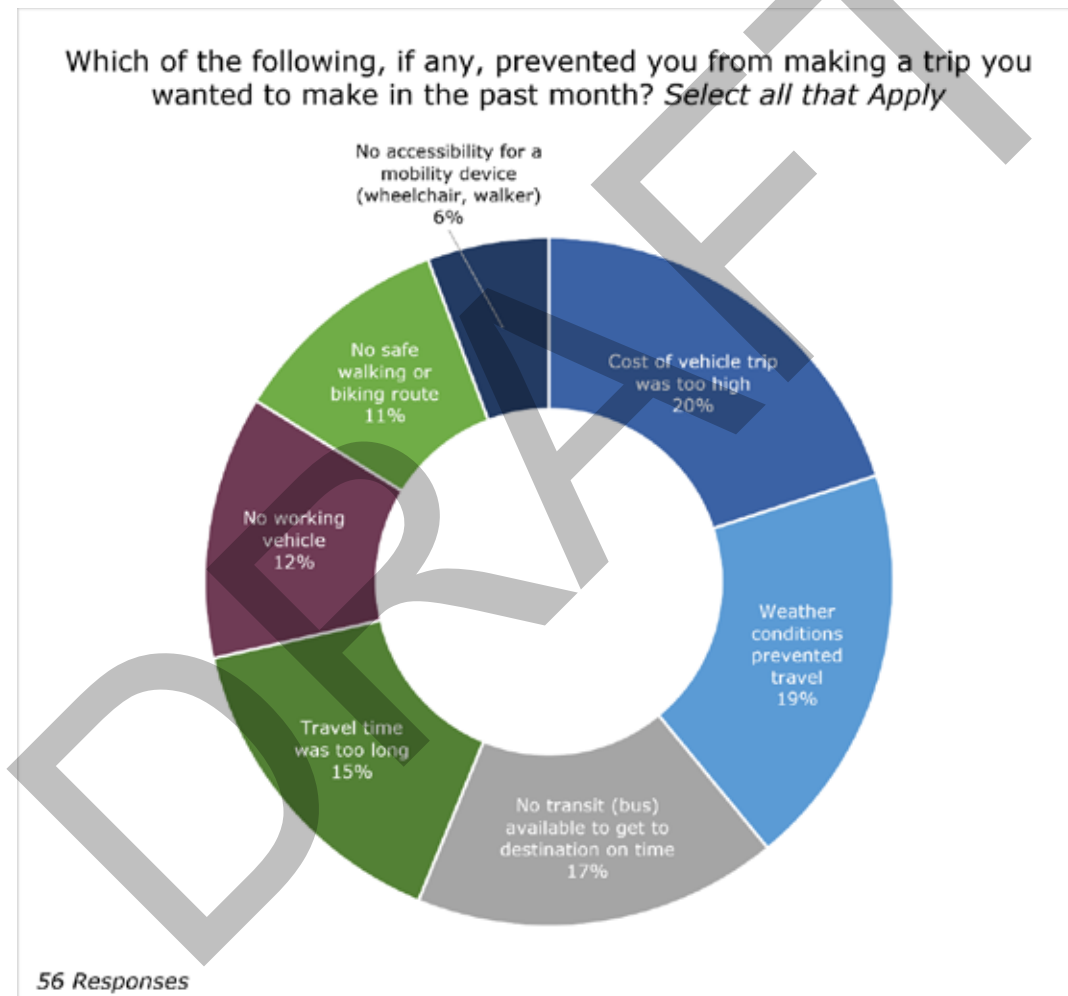


Figure 7: Doughnut chart showing the responses to Question 5. Which of the following, if any, prevented you from making a trip you wanted to make in the past month? *Select all that apply*

Only 56 people responded to question 5, which may show that only about half of the respondents had a trip prevented by one of these factors in the past month. 20% of respondents identified the cost of the vehicle trip as the barrier to their travel which made it the most common trip barrier.

Weather conditions came in second with 19% of people selecting that weather prevented them from making a trip. The question doesn't specify whether the weather conditions caused a service to be canceled or if individuals chose that they didn't wish to travel given the current weather conditions.

No transit (bus) available to get to the destination on time was selected as a barrier by 17% of respondents and travel time being too long was selected by 15% of respondents which is echoed in many of the comments received from the survey and other outreach activities. People commonly mentioned that the bus routes are inefficient, don't serve the places they want to go, and that the paratransit boundary is too limited.

Question 6: In the past 30 days have you had to reschedule an appointment because of a problem with transportation? (106 responses)

Table 6: Responses to Question 6 - In the past 30 days have you had to reschedule an appointment because of a problem with transportation?

Has transportation forced an appointment to be rescheduled?	Number of Responses
Yes	21
No	85

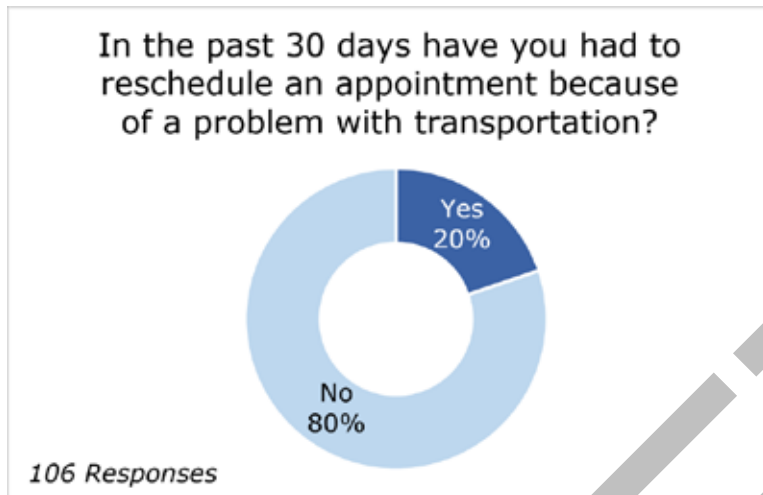


Figure 8: Doughnut chart showing the responses to Question 6. In the past 30 days have you had to reschedule an appointment because of a problem with transportation?

The majority of respondents have not had an appointment disrupted due to a problem with transportation in the past 30 days, but 20% of the 106 respondents had to reschedule an appointment due to transportation issues.

Question 7. If yes, what type of appointment did you have to reschedule? Select all that apply (33 responses)

Table 7: Responses to Question 7 - If yes, what type of appointment did you have to reschedule? Select all that apply

Type of Appointment Rescheduled	Number of Responses
Medical appointment	24
Pharmacy or medicine pick-up	7
Shopping trip	10
To visit family or social activity	9
Employment related appointment	2
Other	3

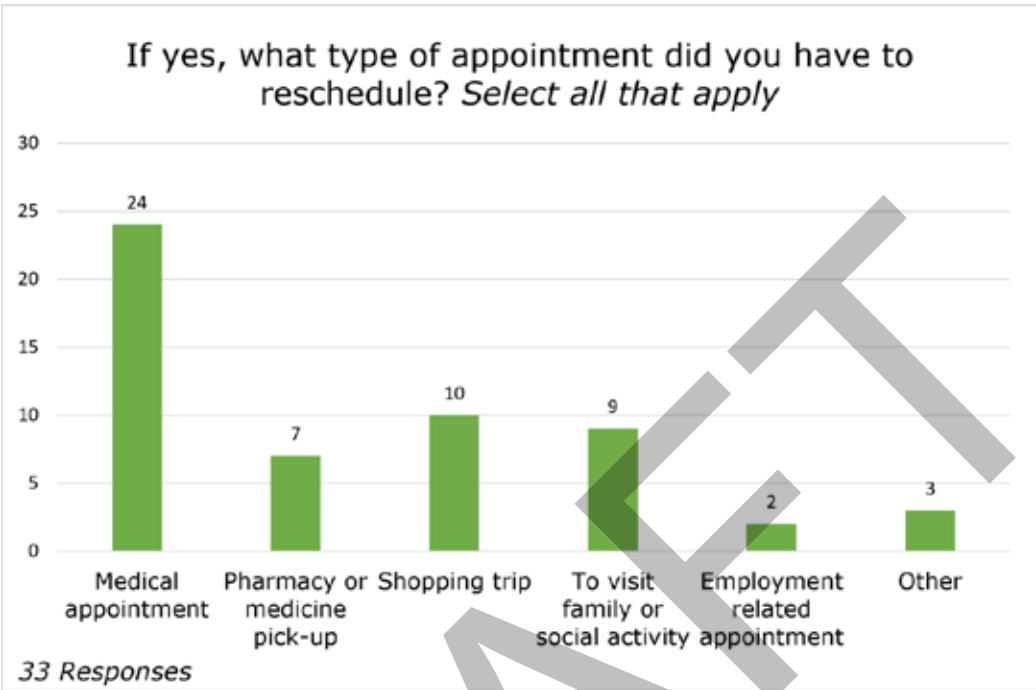


Figure 9: Column charts showing the responses to Question 7. If yes, what type of appointment did you have to reschedule? *Select all that apply*

The most common type of appointment that people had to reschedule if they had an issue with transportation was a medical appointment. 24 out of the 33 respondents selected that they had to reschedule a medical appointment due to transportation issues in the last 30 days. About a third of the respondents also responded that they had to cancel a shopping trip due to an issue with transportation. People’s access to their basic needs, such as groceries and medical care, is limited if transportation is unreliable.

Question 8. How do public transportation challenges impact you? How much of an impact is it? *Select all that apply* (89 responses)

Table 8: Responses to Question 8 - How do public transportation challenges impact you? How much of an impact is it? *Select all that apply*

	Significant Impact	Some Impact	Minimal Or No Impact
Employment or business opportunities	7	5	66
Medical appointments	19	16	46
Community support or social services	11	17	10
Complete daily tasks (errands/shopping)	18	20	17

Visit friends and family	11	18	47
Ability to participate in recreational/entertainment activities	16	12	47
Other	4	3	18

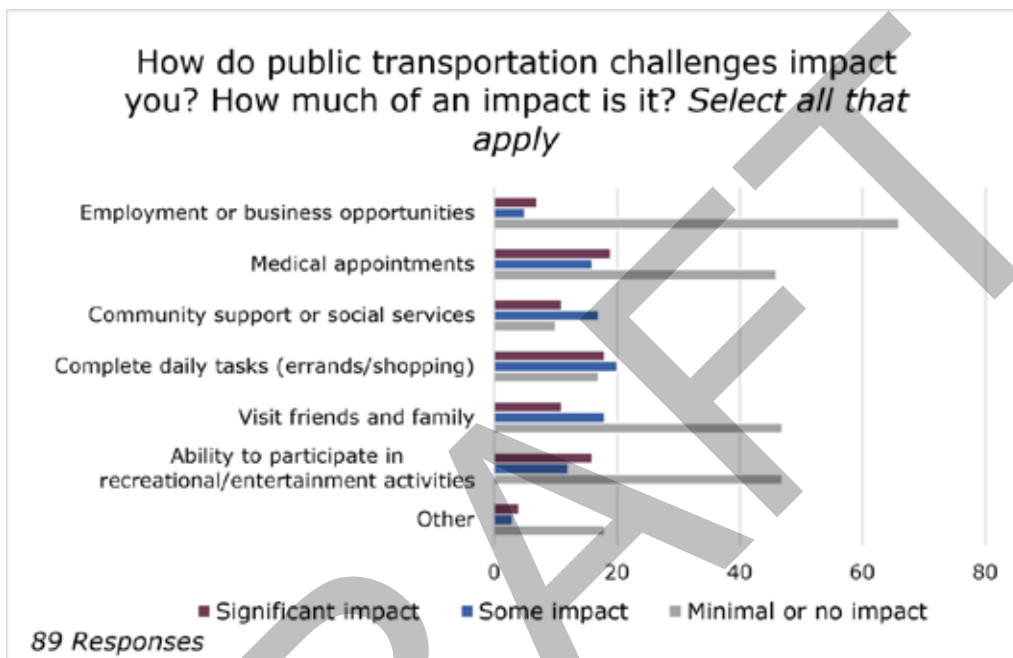


Figure 10: Clustered bar chart showing the responses to Question 8. How do public transportation challenges impact you? How much of an impact is it? *Select all that apply*

Similar to the responses to question 7, respondents identified medical appointments and completing daily tasks as the most significantly impacted by challenges with public transportation. 39% of the 89 respondents selected that challenges with public transportation have some or a significant impact on their ability to access medical appointments. 43% of respondents selected that public transportation challenges have some or a significant impact on their ability to complete daily tasks such as errands or shopping. 33% of respondents selected that there was some impact or more on their ability to visit friends and family and 31% of respondents identified some impact or more on their ability to participate in recreational and entertainment activities or accessing community support or social services.

Only 13% of people identified some or a significant impact on employment or business opportunities, but 77.8% of the survey respondents are over 65 so it is likely that the majority of the people responding to the survey are retired.

Question 9. Are you of Hispanic, Latino/a/x, or Spanish origin? (101 responses)

Table 9: Responses to Question 9 - Are you of Hispanic, Latino/a/x, or Spanish origin?

Hispanic, Latino/a/x or Spanish Origin	Number of Responses
Yes	9
No	92

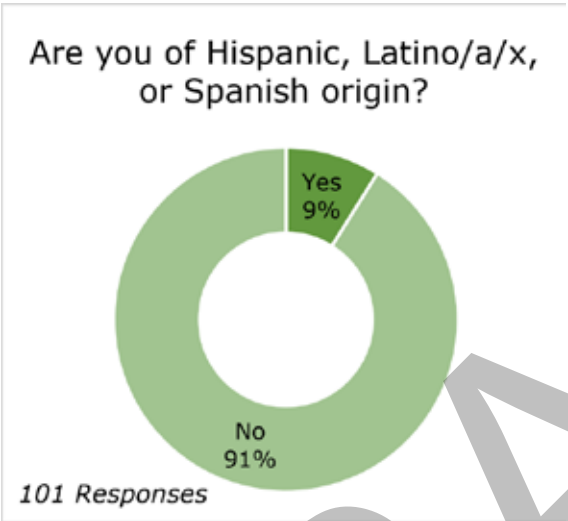


Figure 11: Doughnut chart showing the responses to Question 9. Are you of Hispanic/Latino/a/x, or Spanish origin?

Of the 101 respondents who answered question 9, 9 people identified themselves as Hispanic, Latino/a/x, or of Spanish origin which is about 9% of the respondents. Hispanics and Latinos are underrepresented in the survey results since data from the American Community Survey, 2024 One-Year Estimates, Table B03003 estimates that about 20% of Skagit County's population is Hispanic or Latino.

Question 10. How would you describe your race? Select all that apply (98)

Table 10: Responses to Question 10 - How would you describe your race? Select all that apply

Race	Number of Responses
American Indian or Alaska Native	0
Asian	2
Black or African American	1
Native Hawaiian or Asian/Pacific Islander	1
White	90
Other	7

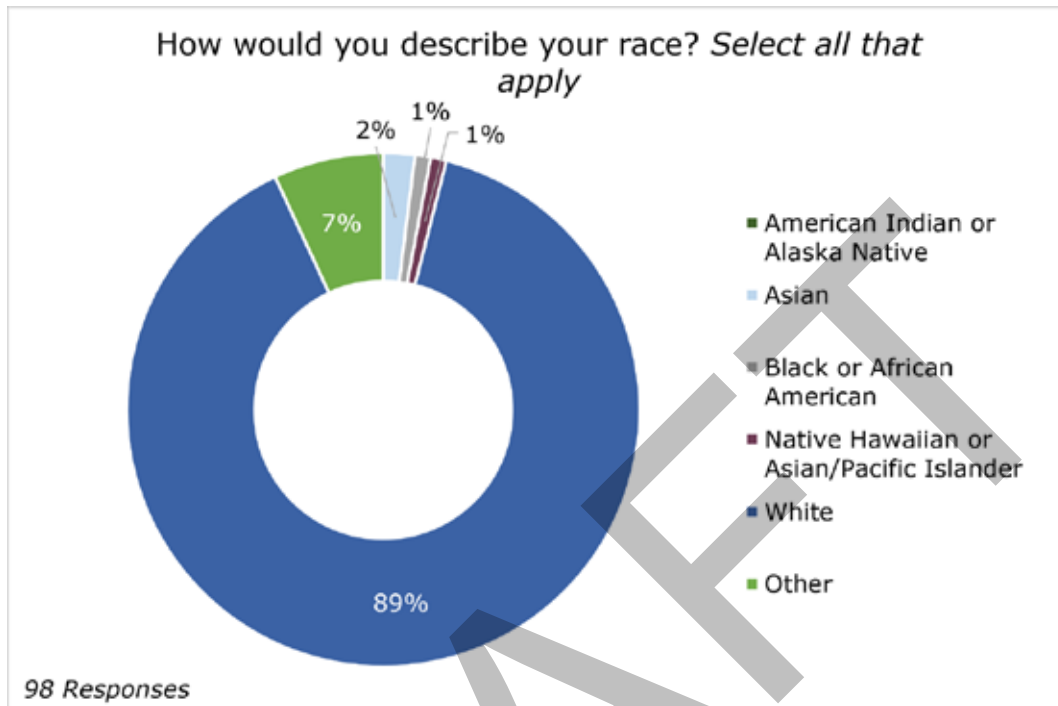


Figure 12: Doughnut chart showing the responses to Question 10. How would you describe your race? *Select all that apply*

A significant majority of survey respondents selected that they are White. The American Community Survey, 2024 One-Year Estimates, Table B02001 estimates that the county's population is 76% white, so the survey is over representative of white people. 7% of respondents identify as another race which is less than the 9% of the county's population that identifies as another race, but the 7% is likely under representative of the population since most people included multiple races in the write-in box and the American Community Survey includes a separate category for two or more races instead of allowing respondents to select multiple races as the survey did so the distribution of responses may differ based on the way the responses were collected. The percentage of Asian, Black or African American, and Native Hawaiian or Asian/Pacific Islander is close to the county population percentage estimates, but given the small sample size of the survey, there were still only a few responses total. No survey respondents selected American Indian or Alaska Native as their race and while the American Indian and Alaska Native population in Skagit County is small, tribal members are commonly identified as a group with more barriers to transportation.

Question 11. What is your age? (108 responses)

Table 11: Responses to Question 11 - What is your age?

Age Category	Number of Responses
Under 18	5
18-34	8
35-64	11
65 and older	84

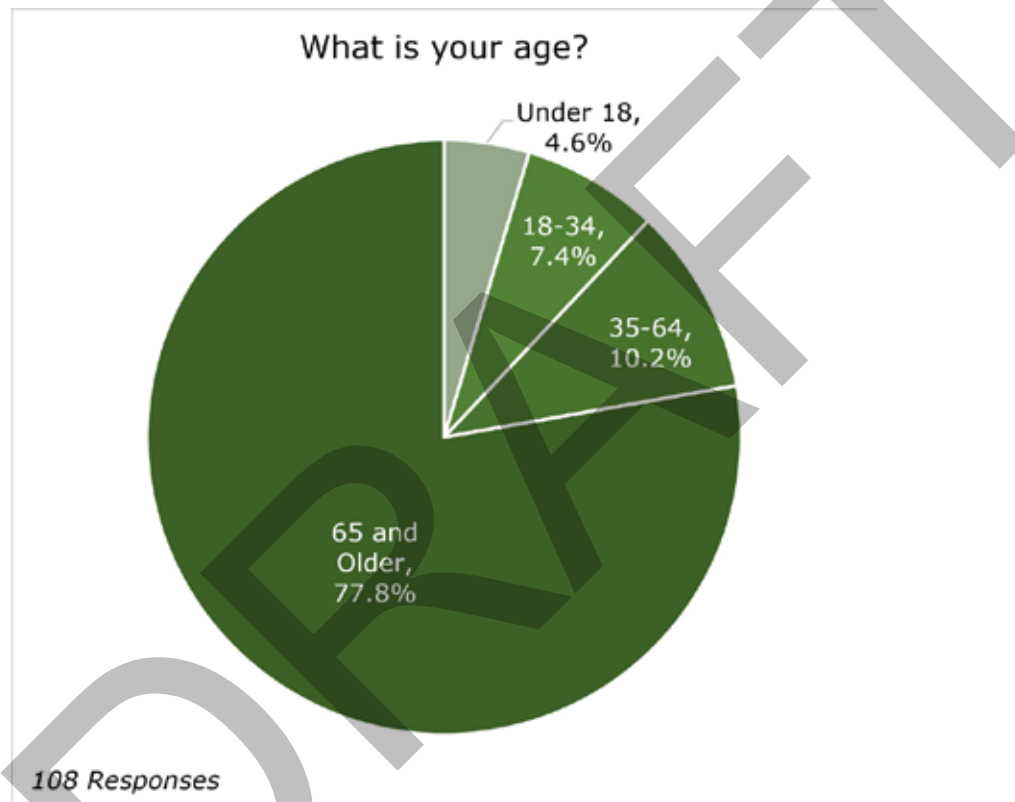


Figure 13: Pie chart showing the responses to Question 11. What is your age?

The 65 and older population is vastly overrepresented in the survey results since 77.8% of the respondents are 65 and older while only 22.6% of Skagit County's population is 65 and older according to data from the American Community Survey, 2024 One-Year Estimates, Table S0101. The other age categories are underrepresented since 4.8% of the survey respondents are under 18 and 20.9% of Skagit County's population is under 18. Similarly, 19.3% of the county is 18-34 years old compared to 7.4% of survey respondents and 36.6% of the county is 35-64 years

old compared to only 10.2% of survey respondents. Seniors tend to have more transportation barriers than their younger counterparts, but disabilities and other transportation barriers are present in all age groups, so a representative survey is important for understanding the current gaps.

Question 12. Do you have any other comments or questions regarding transportation services in Skagit County? (55 responses)

55 comments were received, although 9 of them just said “no” so those comments were not factored into the analysis. Many of the comments mentioned multiple things and so the recurrent themes are listed below with a count of how many comments mentioned the theme and a couple of example comments. Some comments have been edited to remove personal details, such as addresses.

Service time or area needs to be expanded to make bus travel a viable option: 11 mentions

- I rarely use bus public transit because the routes and schedules are inconvenient. I can afford to drive, so this doesn't prevent me from making trips, but if the service were convenient I would prefer to use transit to cut down on traffic and vehicle emissions. I live in Anacortes and would love to be able to take the bus to Mt Vernon or Burlington, but with current service it's a multi hour trip (vs a 20 min drive).
- There is no bus service to a grocery store I can afford. Need to have a bus from Sedro Woolley that goes to Wal-Mart without transfers.
- Paratransit does not come to my house in Big Lake. I have to find rides to Big Rock in order to catch paratransit. My mom and dad both work and are not able to get me to Big Rock whenever I want to go somewhere. They sometimes have to rely on friends and family. This is very limiting for me. I don't understand why the paratransit can't come to my house to pick me up when it is only 1.5 miles from Big Rock. Please change this.
- Few bus routes and inconvenient bus stops. Unexpected appointments not available as paratransit must be scheduled the day before
- Non verbal autism with delays—will never drive. Outside Anacortes city limits so NO PARA bus! Where promised micro transit promised trial Fidalgo Island.
- The busses stop running on weekends too early

Don't drive and rely on public transportation or other services: 8 mentions

- In home caregivers and family provide all transportation
- I am 85 yrs young and para bus is a life saver for me. I had to give up driving due to my mobility issues. Thank you all for the service.

- I live near Skagit Station and work near the Chuckanut Park & Ride. Groceries, household supplies, and medical care are in walking distance. I'm happy for the ability to reduce my carbon footprint with transit and active transportation, but many in Mount Vernon outside of my immediate area would not have these opportunities.

Currently drive, but would like to ride transit more or plan to rely mostly on public transit when they're no longer able to drive themselves: 6 mentions

- Only drive locally. Still driving in my late 80's. Do not go on freeway unless I have to. I see myself needing public transportation when I quit driving. That is hard.
- When I no longer drive I will want to use public transportation
- While I do not need additional services at this moment, as a disabled veteran I can see a time in the near future that I will not be able to drive myself and will need transportation services.
- With the cost of gasoline so high I have to reevaluate my use or lack of use of public transportation. Thank you for providing practical transportation in Skagit County.
- I have no needs of transportation services at this time but I am aware that most likely will need in the future as I age.

The remaining comments that did not fit into one of the categories above mentioned the importance of having a transportation system and 14 commenters thanked Skagit Transit for their services. Three comments protested about not qualifying for paratransit or the cost to the taxpayers for the transit services. Other comments included a request for more bike infrastructure, a request for shelters at bus stops, and requests for specific services such as microtransit on Fidalgo Island, a minibus from the Mount Vernon Senior Center to Burlington, and a public transportation system in Anacortes.

Sources

U.S. Census Bureau. Total Population. American Community Survey, ACS 5-Year Estimates Detailed Tables, Table B01003. Retrieved September 10, 2026, from <https://data.census.gov/table/ACSDT5Y2024.B01003?q=B01003:+Total+Population&g=860XX00US98221,98222,98233,98237,98273,98274,98284>.

U.S. Census Bureau. Hispanic or Latino Origin. American Community Survey, ACS 1-Year Estimates Detailed Tables, Table B03003. Retrieved September 10, 2026, from <https://data.census.gov/table/ACSDT1Y2024.B03003?q=b03003&g=050XX00US53057>.

U.S. Census Bureau. Race. American Community Survey, ACS 1-Year Estimates Detailed Tables, Table B02001. Retrieved September 10, 2026, from <https://data.census.gov/table/ACSDT1Y2024.B02001?q=b02001&g=050XX00US53057&y=2024>.

U.S. Census Bureau. Age and Sex. American Community Survey, ACS 1-Year Estimates Subject Tables, Table S0101. Retrieved September 10, 2026, from <https://data.census.gov/table/ACSST1Y2024.S0101?q=s0101&g=050XX00US53057>.

APPENDIX D PUBLIC COMMENT TRACKER (RESERVED)

DRAFT

DRAFT



DISCUSSION ITEM 6.B. – 2027 SKAGIT REGIONAL TRANSPORTATION PRIORITIES

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	10/01/2026	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/21/2026	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

Skagit Council of Governments (SCOG) staff is working with member jurisdictions to update the [Skagit Regional Transportation Priorities](#). The Skagit Regional Transportation Priorities is an annual list of projects created as an information item for the Washington state legislature to provide visibility for regionally important projects. The list includes information such as a project description, sponsoring agency, project cost, existing funding and funding needed. Projects will be updated based on information provided by member jurisdictions. Where applicable, programmatic funding need amounts will be updated based on best available estimates.

SCOG staff is in the process of gathering updates and finalizing the draft document prior to presenting it to the Technical Advisory Committee at their December 3, 2026 meeting for review and recommendation. SCOG staff anticipates that the Transportation Policy Board will take action on the 2027 Skagit Regional Transportation Priorities at the December 16, 2026 meeting.



Skagit Regional Transportation Priorities

January 2026

Contents

- About SCOG
 - 2026 Legislative Priorities
 - 2026 Regional Summary
 - 2026 List of Regional Transportation Priorities
 - Project Information (available upon request)
-

About SCOG

The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local and tribal governments, the Washington State Department of Transportation (WSDOT), Skagit Transit and other stakeholders to plan for all modes of transportation.

SCOG Transportation Policy Board Consists of Representatives From:

- City of Anacortes
 - City of Burlington
 - City of Mount Vernon
 - City of Sedro-Woolley
 - Port of Anacortes
 - Port of Skagit
 - Samish Indian Nation
 - Skagit County
 - Skagit PUD
 - Swinomish Indian Tribal Community
 - Town of Concrete
 - Town of Hamilton
 - Town of La Conner
 - Town of Lyman
 - Washington State Department of Transportation
-

2026 Legislative Priorities

Approved by the SCOG Transportation Policy Board on December 17, 2025

Support Increased Funding for Regional Transportation Planning Organizations

Increase the Regional Transportation Planning Organization (RTPO) program budget by a minimum of \$7 million per biennium in order to achieve the transportation planning outcomes and requirements of RCW 47.80. The original 1990 appropriation for the state-wide RTPO program began at \$3.2 million and is currently at \$4.9 million. RTPO's have an important responsibility to provide transportation planning in support of rural and tribal areas across the state. Duties outlined in RCW 47.80 include developing Long Range Transportation Plans, creating Transportation Improvement Plans and coordinating with local planning agencies. Since the creation of RTPO's, their duties have been expanded and RTPO's are struggling to keep up with the requirements at the current funding levels. SCOG supports the Washington State MPO-RTPO Coordinating Committee request to increase the biennium total to \$12 million to begin to address the RTPO workload reality.

WSDOT Highway System Needs

Maintenance, preservation, safety, operations, seismic resilience, environmental retrofit and other needs are estimated at approximately \$61 million per year for the Skagit region. These needs are for Interstate 5 and state routes in Skagit County. Currently, 36% of these needs are funded. Environmental retrofits, principally to improve fish passage, are the highest estimated need.

Local Roadway System Needs

The vast majority of the roadway network in the Skagit region is owned and maintained by local jurisdictions. Maintenance and preservation needs for these local facilities are estimated at \$27 million per year. Of these local needs, nearly 60% are being met with available revenues (~\$16 million) and the other 40% are unmet needs (~\$11 million). Transportation benefit districts have been utilized in recent years by local jurisdictions to provide funding for maintenance and preservation, but these districts have not provided the funding necessary to address all unmet needs. Deferred maintenance due to these unmet needs are leading to further degradation of local roadways.

2026 Regional Summary

Approved by the SCOG Transportation Policy Board on December 17, 2025

New Projects

- Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements, Anacortes
- F&S Grade Road Improvements Phase 1, Sedro-Woolley
- Garden of Eden Road Improvements, Sedro-Woolley
- SR 20/Reed Street Intersection Improvements, Sedro-Woolley

Removed Projects

- South Commercial Avenue Corridor Plan, Anacortes
- Zero Emission Vehicles and Infrastructure, Skagit Transit

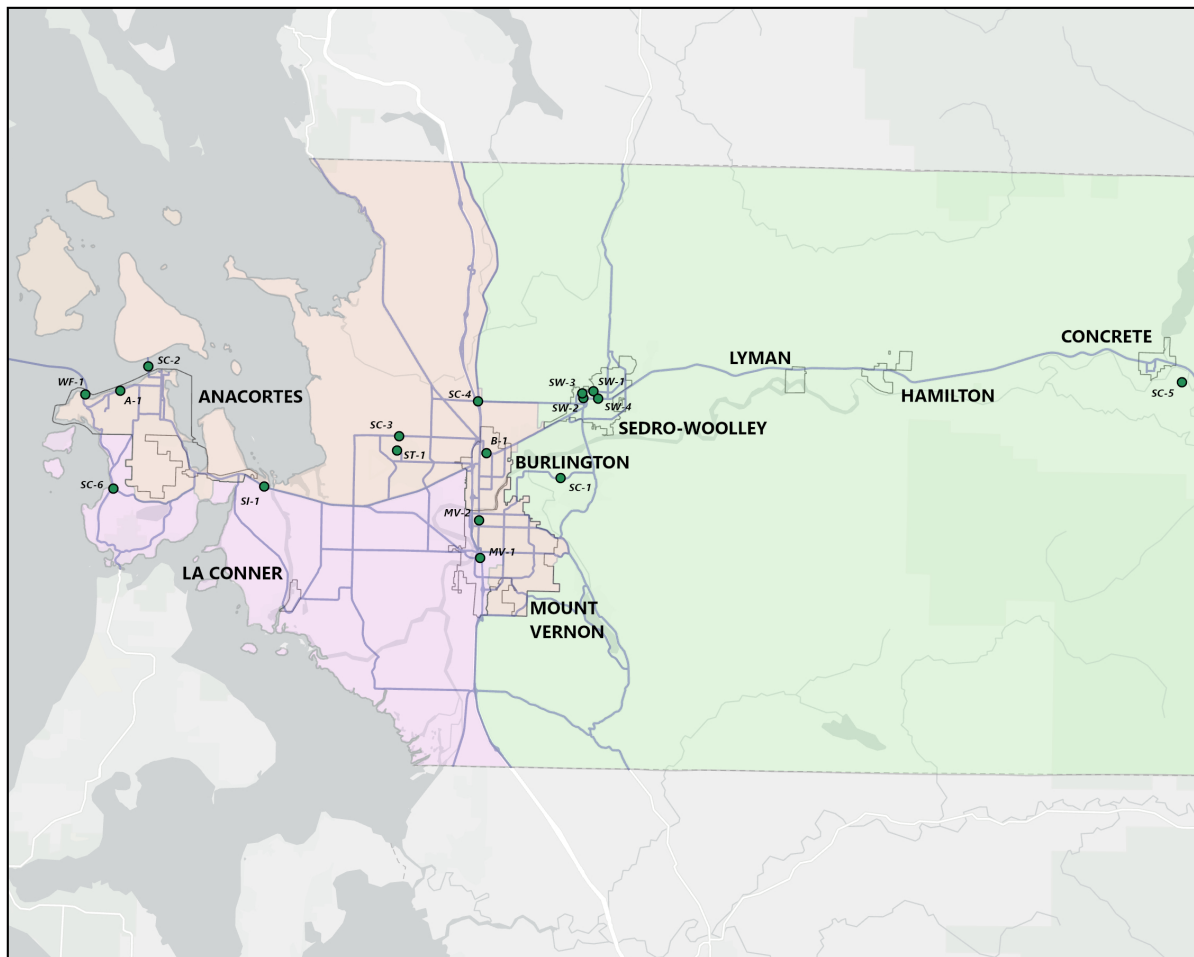
Financial Summary

	Number of Projects	Project Cost	Existing Funds	Funding Needed
Legislative District 10	3	\$46,612,000	\$2,809,000	\$43,803,000
Legislative District 39	7	\$48,703,794	\$20,327,951	\$28,375,843
Legislative District 40	9	\$300,479,801	\$163,708,484	\$120,537,976
Skagit Region Total*	17	\$364,641,103	\$194,407,521	\$170,233,582

* Some projects overlap Legislative District boundaries. Legislative District totals will not match Skagit Region totals

2026 List of Regional Transportation Priorities

Approved by the SCOG Transportation Policy Board on December 17, 2025



Regional Transportation Priorities

- Priority Project
- Legislative District 10
- Legislative District 39
- Legislative District 40
- Regional Roadway Network
- City Limits

2026 List of Regional Transportation Priorities

Approved by the SCOG Transportation Policy Board on December 17, 2025

Map ID	Project Title	Agency	Leg. Dist.	Description	Total Cost	Existing Funding	Funding Needed
A-1	Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements	Anacortes	40	Construction of a 10 to 12 foot wide two-way paved multiuse pathway separated from Oakes Avenue (SR 20 Spur) between Anacopper Mine Road and A Avenue	\$6,250,000	\$0	\$6,250,000
B-1	SR 20 (Alder St to Cascade Hwy) Non-Motorized and Safety Improvements	Burlington	40	Safety improvements for multi-modal users along SR 20 within Burlington City limits from Alder Street to Cascade Highway	\$4,000,000	\$700,000	\$3,300,000
MV-1	I-5/Kincaid Interchange Vicinity Improvements	Mount Vernon	10	Corridor improvement project to improve safety, mobility, circulation and economic vitality	\$20,000,000	\$0	\$20,000,000
MV-2	Riverside Drive Improvements - 2	Mount Vernon	40	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance and underground overhead utilities	\$7,350,000	\$2,550,000	\$4,800,000
SW-1	Jones/John Liner Corridor Improvements	Sedro-Woolley	39	Four separate projects around the SR 20 corridor that consist of two new roadways, a RR undercrossing, culvert replacement and intersection improvement.	\$10,240,000	\$2,899,055	\$7,340,945
SW-2	F&S Grade Road Improvements Phase 1	Sedro-Woolley	39	Reconstruct F&S Grade Road from Edward Murrow to 700' N of Garden of Eden to Minor Arterial street standards.	\$2,527,000	\$0	\$2,527,000
SW-3	Garden of Eden Road Improvements	Sedro-Woolley	39	Reconstruct Garden of Eden Road from F&S Grade Road to Jones Road to Minor Arterial street standards.	\$2,360,000	\$0	\$2,360,000
SW-4	SR 20/Reed Street Intersection Improvements	Sedro-Woolley	39	Signalize SR 20/Reed Street intersection	\$1,350,000	\$0	\$1,350,000
SC-1	Francis Road Reconstruction (Sections 1,3 & 4)	Skagit County	39	Reconstruct Francis Road to current standards in order to provide alternate route from I-5 to SR 9	\$16,572,302	\$8,457,641	\$8,114,661
SC-2	Guemes Island Ferry Replacement	Skagit County	40	Replace the aging diesel powered Guemes Island Ferry with an all-electric ferry	\$45,102,650	\$30,133,321	\$14,969,329
SC-3	Josh Wilson Road Reconstruction (Phase 2, 2A, 3 & 4)	Skagit County	40	Reconstruct Josh Wilson Road, an alternate route to SR 20, to current standards	\$18,743,558	\$608,148	\$18,135,410

2026 List of Regional Transportation Priorities

Approved by the SCOG Transportation Policy Board on December 17, 2025

Map ID	Project Title	Agency	Leg. Dist.	Description	Total Cost	Existing Funding	Funding Needed
SC-4	Cook Road /I-5 Interchange Improvements	Skagit County	39, 40	Adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signaling the on/off ramps to reduce collisions and alleviate congestion	\$10,154,492	\$8,471,255	\$1,683,237
SC-5	Concrete Sauk Valley Road Stabilization	Skagit County	39	Design and Construct Bank Protection measures along Concrete Sauk Valley Road due to erosion caused by the Skagit River.	\$5,500,000	\$500,000	\$5,000,000
SC-6	Rosario Road / Marine Drive Roundabout	Skagit County	10	Design and construct intersection improvements at the three intersecting roads.	\$5,612,000	\$2,609,000	\$3,003,000
ST-1	Construction of New Maintenance, Operations and Administration Facility	Skagit Transit	40	Construction of new facility to support ongoing and future transit service support activities	\$65,479,101	\$46,245,760	\$3,000,000
SI-1	SR 20 Safe Access Improvements	Swinomish Indian Tribal Community	10, 40	Project to improve safety and access on SR 20 at Casino Drive and at Long John Drive	\$21,000,000	\$200,000	\$20,800,000
WF-1	Anacortes Terminal Replacement	Washington State Ferries	40	Construct a new or enhanced ferry terminal that meets current safety, security and accessibility requirements	\$122,400,000	\$74,800,000	\$47,600,000



Project Information

AVAILABLE UPON REQUEST

UNIFIED PLANNING WORK PROGRAM – ANNUAL PERFORMANCE AND EXPENDITURE REPORT



State Fiscal Year

2026

July 1, 2025 – June 30, 2026

Photograph courtesy of Andy Porter Photography

ABOUT SCOG

The Skagit Council of Governments (SCOG) is a voluntary organization of governments whose purpose is to foster a cooperative effort in resolving problems that are common and regional. SCOG is the metropolitan planning organization (MPO) and the regional transportation planning organization (RTPO) in Skagit County, Washington. Through these organizations, federal- and state-required planning activities are carried out. One of these activities is the development of a unified planning work program (UPWP).

WHAT IS A UPWP?

The [2026 Unified Planning Work Program](#) details the planned work tasks, cost estimates and anticipated expenses for state fiscal year 2026 (July 1, 2025 through June 30, 2026). The UPWP identifies how state and federal planning requirements are addressed, who performs the work, the schedule for completing the work and a summary of estimated revenues and expenditures.

WHAT IS THE ANNUAL PERFORMANCE AND EXPENDITURE REPORT?

SCOG, as a subrecipient of federal funding through the Washington State Department of Transportation (WSDOT), is required by [23 CFR 420.117](#) to report annually on UPWP progress. SCOG must submit performance and expenditure reports detailing the progress made in fulfilling the UPWP, which include:

- Comparison of actual performance with established goals;
- Progress in meeting schedules;
- Status of expenditures in a format compatible with the UPWP, including a comparison of budgeted amounts and actual costs incurred;
- Cost overruns or underruns;
- Approved work program revisions; and
- Other pertinent supporting data.

This report addresses the requirements listed above.

APPROVED AMENDMENTS TO THE 2026 UNIFIED PLANNING WORK PROGRAM

There were two amendments to the 2026 Unified Planning Work Program:

1. In October 2025, an amendment included revisions to increase the direct cost for the Regional Transportation Plan work task, an increase in the consultant contract associated with the work task and other UPWP revisions reflecting this cost increase. The Regional Transportation Plan was adopted in March 2026 and the consultant contract ended in June 2026; and

2. In December 2025, an amendment included documenting grants received by SCOG late in calendar year 2025 and related financial information in the UPWP, and revised two work tasks to reflect updated project schedules.

Both amendments were approved by the Transportation Policy Board at their regular monthly meetings.

UNIFIED PLANNING WORK PROGRAM ELEMENTS

ELEMENT 1: ADMINISTRATION

The Administration work program element focuses on all aspects of agency and personnel management, Transportation Policy Board support, advisory committees support, meeting coordination, budgeting, transportation and land use policy development and review, and annual work program preparation and reporting.

STATE FISCAL YEAR (SFY) 2026 ACCOMPLISHMENTS

- Prepared and adopted calendar year [2026 SCOG Operating Budget](#);
- Prepared [2025 Annual UPWP Performance and Expenditure Report](#);
- Developed and adopted [SFY 2027 UPWP](#);
- Twice amended [SFY 2026 UPWP](#);
- Completed monthly UPWP activity reports;
- Completed [Public Participation Plan annual report](#);
- Conducted meetings of the Transportation Policy Board, Technical Advisory Committee and Non-Motorized Advisory Committee;
- Completed annual [Title VI Accomplishments & Goals Report](#);
- Developed and adopted [2026 Cost Allocation Plan](#);
- Began update to SCOG website (completed in September 2027);
- Executed grant agreements with WSDOT;
- Hired new Executive Director;
- Hired new Associate Planner (employment began in August 2027);
- Employed intern;
- Participated in webinars, trainings and other sessions provided by the United States Department of Transportation, American Association of State Highway Transportation Officials and WSDOT;
- Attended Transportation Research Board's 2026 Annual Meeting;
- Participated in quarterly meetings of MPOs-RTPOs and MPO-RTPO-WSDOT coordinating committee;
- Composed letters of support for projects;

- Completed metropolitan planning organization self-certification process;
- Prepared and revised financial forecasts and revenue projections supporting the transportation program; and
- Consulted with tribal governments on planning, programming and project selection processes.

WORK NOT COMPLETED

Work Task 1.1 – MPO and RTPO Administration: the SCOG website update included in this work task was not completed until September 2027.

Work Task 1.6 – Metropolitan Planning Agreement: this work task was led by WSDOT and was not initiated by WSDOT during SFY 2026. The SFY 2027 UPWP also includes this work task with WSDOT as the lead.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$222,200	\$270,796	\$48,596 Over	122%

The percent expended for Element 1: Administration (**122%**) exceeded the estimate for SFY 2026, while most work tasks were completed. This overage is primarily due to more staff time devoted to this element than expected.

ELEMENT 2: MULTIMODAL PLANNING

The Multimodal Planning work program element includes regional planning efforts. Many of the plans identified in this element are responsibilities of MPOs and RTPOs, as required by federal law and state law. Additional planning projects and coordination efforts are documented as well.

SFY 2026 ACCOMPLISHMENTS

- Completed [Regional Transportation Plan](#), the metropolitan-regional transportation plan for the Skagit region, with consultant assistance;
- Amended [professional services agreement](#) for Regional Transportation Plan;
- Completed [Regional Safety Action Plan](#), with consultant assistance;
- Completed [Regional Transportation Resilience Improvement Plan](#), with consultant assistance;
- Completed update to [Title VI Plan](#);
- Began process to update the [Coordinated Public Transit-Human Services Transportation Plan](#);

- Participated in the [North Sound Transportation Alliance](#) at steering committee and general assembly levels;
- Participated in statewide planning initiatives;
- Continued ongoing nondiscrimination activities;
- Began process to update Skagit County Walking Trail Guide;
- Distributed Skagit County Walking Trail Guide and Skagit County Bike Map;
- Certified [City of Anacortes Comprehensive Plan Transportation Element](#) and [City of Sedro-Woolley Comprehensive Plan Transportation Element](#);
- Prepared [Non-Motorized Advisory Committee 2026 Work Program](#);
- Began regional mobility coordination and outreach following grant execution with WSDOT;
- Provided transportation planning assistance to member jurisdictions; and
- Worked with government agencies as they prepared multimodal level of service standards.

WORK NOT COMPLETED

Work Task 2.5 – Nondiscrimination Planning: a major update to ADA Self-evaluation and Program Access Plan did not begin in SFY 2026 and the update is now anticipated in SFY 2027.

Work Task 2.6 – Nonmotorized Transportation Planning: the Skagit County Walking Trail Guide update was not completed until September 2026.

Work Task 2.8 – Public Participation Plan: a minor update to this plan had been anticipated in SFY 2026. This plan update has been delayed into SFY 2027.

Work Task 2.14 – Intelligent Transportation Systems Architecture: an update to Intelligent Transportation Systems Architecture was not completed until August 2026.

Work Task 2.15 – Regional Mobility Coordination and Outreach: the resource guide for this work task was not completed until September 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$1,064,500	\$1,051,965	\$12,535 Under	99%

The percent expended for Element 2: Multimodal Planning (**99%**) aligned well with the amount budgeted for SFY 2026, though several work tasks were not completed during this timeframe.

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

The 2021 Infrastructure Investment and Jobs Act introduced a requirement that MPOs utilize not less than 2.5% of funds provided under 23 USC 104(d) be utilized on activities described in federal law that improve safe and accessible transportation options, which primarily focus on active transportation and public transportation modes. There is an exemption to this requirement for MPOs that have Complete Streets standards and policies in place, along with an updated Complete Streets prioritization plan. SCOG does not qualify for this Complete Streets exemption.

In Washington state, FHWA and WSDOT ask MPOs to identify which UPWP work tasks address these requirements, for the MPOs that do not meet the Complete Streets exemption. The following work tasks have been identified in the SFY 2026 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

- 2.1 – Regional Transportation Plan
- 2.2 – Statewide Planning Initiatives
- 2.3 – Local Transportation Planning
- 2.4 – North Sound Transportation Alliance
- 2.5 – Nondiscrimination Planning
- 2.6 – Nonmotorized Transportation Planning
- 2.7 – Infrastructure Investment and Jobs Act
- 2.8 – Public Participation Plan
- 2.9 – Regional Multimodal Level of Service
- 2.10 – Transportation Elements and Countywide Planning Policies
- 2.11 – Regional Planning Duties
- 2.12 – Regional Transportation Resilience Improvement Plan
- 2.13 – Regional Safety Action Plan
- 2.14 – Intelligent Transportation Systems Architecture

All Multimodal Planning element work tasks in the SFY 2026 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

The Programming & Project Selection work program element guides how federally funded and regionally significant transportation projects are selected, prioritized and programmed. The six-year Regional Transportation Improvement Program is updated annually and amended as needed throughout the year. The RTIP is an ongoing process, where funding is programmed to meet regional planning goals as well as federal and state planning emphases. Project selection and prioritization processes typically occur every year.

SFY 2026 ACCOMPLISHMENTS

- Adopted [2026–2031 Regional Transportation Improvement Program](#);
- Managed 2026–2031 Regional Transportation Improvement Program through formal amendments and administrative modifications;
- Exceeded 2026 regional obligation authority target, making jurisdictions in the Skagit region eligible for the FHWA August Redistribution;

- Continued regional obligation authority process and implemented with project sponsors;
- Coordinated with project sponsors on expected obligations for Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds, as well as regional obligation authority target delivery;
- Prepared, adopted and revised 2026 Obligation Authority Plan;
- Prepared quarterly obligation reports;
- Prepared and adopted [List of Regional High Priority Projects](#);
- Began process to prepare a regional list of prioritized human services transportation projects; and
- Prepared [Annual Listing of Federal Obligations](#).

WORK NOT COMPLETED

All work tasks in Element 3: Programming & Project Selection were completed during SFY 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$103,500	\$43,845	\$59,655 Under	42%

The percent expended for Element 3: Programming & Project Selection (**42%**) was substantially below the estimate for SFY 2026, while all work tasks were completed. Underage is due to less staff hours necessary on work tasks in this element than estimated.

ELEMENT 4: DATA COLLECTION & ANALYSIS

The Data Collection & Analysis work program element focuses on the data SCOG needs for regional transportation planning, programming, project selection and project prioritization processes. SCOG maintains databases of regional transportation, employment and housing data. These primarily serve as inputs to the regional travel demand model, but also as a valuable information resource in tracking performance of the regional transportation system. SCOG member organizations rely upon these data maintained by SCOG.

SFY 2026 ACCOMPLISHMENTS

- Completed update to [Travel Demand Model](#) and posted to GitHub;
- Integrated Household Travel Survey data into Travel Demand Model;
- Revisited and adjusted projections and allocations of population, housing and employment as part of Travel Demand Model update;

- Revisited and adjusted traffic analysis zones as part of Travel Demand Model update;
- Coordinated with Skagit Transit on annual amendments to their Public Transportation Agency Safety Plan and Transit Asset Management Plan;
- Participated in statewide efforts related to performance targets, including TPM Framework Group;
- Adopted annual [Regional Highway Safety Performance Targets](#), consistent with performance-based planning and programming requirements;
- Completed 10-year update to highway functional classifications in Skagit County;
- Completed regional process to assist WSDOT with reporting asset management information;
- Geocoded and analyzed employment data in the Skagit region;
- Continued coordination with WSDOT and the Whatcom Council of Governments on a potential Interstate 5 traffic counter at the border of Whatcom and Skagit counties;
- Prepared GIS maps, revised webmaps and conducted geospatial analysis on an as-needed basis;
- Participated in ESRI training to migrate from ArcMap to ArcGIS Pro;
- Conducted over 500 traffic counts and participated in annual traffic counts meeting with Skagit County;
- Continued implementation of interlocal agreement with Skagit County to provide traffic counting services;
- Began review of a highway functional classification request from Anacortes;
- Provided regional input to Freight and Goods Transportation System update led by WSDOT; and
- Maintained [Skagit Region Traffic Counts](#) webmap to disseminate information on traffic counts in the Skagit region.

WORK NOT COMPLETED

Work Task 4.2 – Travel Demand Model: completion of interim model updates in 2025 for utilization in 2025 local comprehensive plan updates did not occur in SFY 2026 due to project delays.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$133,200	\$71,399	\$61,801 Under	54%

The percent expended for Element 4: Data Collection & Analysis (54%) was substantially below the estimate for SFY 2026. Underage is due to less staff hours necessary on work tasks in this element than estimated.

CONCLUSIONS

Expenses incurred were \$85,385 less than budgeted in the SFY 2026 UPWP. Reasons explaining differences between budgeted amounts and expenditures are highlighted in each UPWP element. Overall, SCOG was again a careful steward of federal and state funding coming to the agency in SFY 2026 for the continuing, cooperative and comprehensive planning process.

TOTAL EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$1,523,400	\$1,438,005	\$85,385 Under	94%

SUMMARY OF EXPENDITURES

	Program Fund Source	Budgeted/Expended	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Total
Federal Funds & Local Match	Federal Highway Administration & Federal Transit Administration – Consolidated Planning	Budgeted	\$107,700	\$129,700	\$27,900	\$18,800	\$284,100
		Expended	\$125,748	\$82,812	\$17,548	\$23,594	\$249,702
	Federal Transit Administration – Enhanced Mobility of Seniors and Individuals with Disabilities	Budgeted	\$0	\$80,300	\$0	\$0	\$80,300
		Expended	\$0	\$82,096	\$0	\$0	\$82,096
	Federal Highway Administration – Surface Transportation Block Grant Program	Budgeted	\$105,200	\$363,700	\$72,100	\$77,500	\$618,500
		Expended	\$105,118	\$449,997	\$19,599	\$32,093	\$606,807
	Federal Highway Administration – Safe Streets and Roads for All	Budgeted	\$0	\$167,300	\$0	\$0	\$167,300
		Expended	\$0	\$110,600	\$0	\$0	\$110,600
	Federal Highway Administration – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program	Budgeted	\$0	\$249,600	\$0	\$0	\$249,600
		Expended	\$0	\$263,037	\$0	\$0	\$263,037
	Subtotal Budgeted		\$212,900	\$990,600	\$100,000	\$96,300	\$1,399,800
	Subtotal Expended		\$230,866	\$988,542	\$37,147	\$55,687	\$1,312,242
State Funds	Regional Transportation Planning Organization – Planning	Budgeted	\$9,300	\$22,800	\$3,500	\$36,900	\$72,500
		Expended	\$39,930	\$23,999	\$6,698	\$15,712	\$86,339
	Special Needs	Budgeted	\$0	\$27,100	\$0	\$0	\$27,100
		Expended	\$0	\$15,393	\$0	\$0	\$15,393
	Rural Mobility	Budgeted	\$0	\$24,000	\$0	\$0	\$24,000
		Expended	\$0	\$24,031	\$0	\$0	\$24,031
	Subtotal Budgeted		\$9,300	\$73,900	\$3,500	\$36,900	\$123,600
	Subtotal Expended		\$39,930	\$63,423	\$6,698	\$15,712	\$125,763
Total	Budgeted		\$222,200	\$1,064,500	\$103,500	\$133,200	\$1,523,400
	Expended		\$270,796	\$1,051,965	\$43,845	\$71,399	\$1,438,005

Note: expenditures are rounded to the nearest dollar.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

October 1, 2026

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... John Norris
- City of Burlington Brad Johnson
- City of Mount Vernon Frank Reinart
- City of Sedro-Woolley Peter Lane
- Samish Indian Nation..... Nick Dorr
- Skagit County Gael Fisk, Tom Weller
- Skagit Transit..... Crystle Stidham, Rebekah Tuno
- Washington State Department of Transportation (WSDOT)..... Grant Johnson

STAFF PRESENT

- Skagit Council of Governments Jill Boudreau, Mark Hamilton, Jayden Packard, Anika Nelson

OTHERS PRESENT

No members of the public attended the meeting.

AGENDA

1. Call to Order: 1:34 p.m.

Roll Call: Roll was taken with a quorum present.

2. August 6, 2026 Technical Advisory Committee Meeting Minutes: Mr. Weller moved to approve the August 6, 2026 Technical Advisory Committee meeting minutes and Mr. Grant Johnson seconded the motion. The motion carried unanimously.
3. 2027 Skagit Regional Transportation Priorities: Mr. Hamilton presented this agenda item. He reviewed the background and outreach process for updating the priorities. He requested that each agency with projects listed in 2026 provide a point of contact for follow-up. Ms. Packard will contact those identified staff members to gather project descriptions, cost information and details on secured funding. A final draft of the updated priorities will be sent to the Technical Advisory Committee for the December 3 meeting to provide a recommendation to the Transportation Policy Board for their meeting on December 16.

Technical Advisory Committee members provided contact information for the 2027 Skagit Regional Transportation Priorities.

4. 2027–2032 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He provided context for the discussion and noted that the public comment period remains open through October 2. SCOG staff are currently reviewing comments submitted on projects from Skagit Transit, Skagit County and WSDOT.

Mr. Hamilton also presented a proposal to reorder the gap strategies in the Obligation Authority Procedures. Mr. Lane recommended moving Adding to past Federal Project Awards to the top of the list, followed by Advancing 2028-2030 Fiscally Constrained Projects, Advancing 2031–2032 Illustrative Projects, then Advancing Contingency List Projects. He explained that rising project costs and uncertainty make it increasingly difficult to complete ongoing projects, and prioritizing additional funding for existing projects would help agencies avoid having to use local funds to fill gaps. Committee members expressed mixed views. Some supported Mr. Lane’s proposal, while others raised concerns about impacts on the Contingency List and WSDOT Local Programs Headquarters’ past reluctance to allocate additional federal funds to already-funded project phases.

For the discussion on the Obligation Authority Procedures, Mr. Hamilton provided data tables showing the region’s obligation history from 2016–2026. Since implementing the current procedures in 2020, the region has consistently met its targets and gained approximately \$6 million in redistributed obligation authority and sanctioned funds.

Mr. Brad Johnson moved to approve the reorganization of the 2027-2032 RTIP obligation authority gap strategies to reorder the list, putting Adding to Past Federal Project Awards at the top of the list, followed by Advancing 2028-2030 Fiscally Constrained Projects, Advancing 2031-2032 Illustrative Projects, then Advancing Contingency List Projects. Mr. Lane seconded the motion. The motion carried with two votes, Mr. Reinart and Mr. Weller, in opposition.

Mr. Grant Johnson moved to recommend approval the 2027–2032 RTIP, and Mr. Reinert seconded the motion. The motion carried unanimously.

5. 2027 Obligation Authority Plan: Mr. Hamilton presented the list of projects expected to obligate federal funding by March 1, 2027. He noted that extension and appeal processes remain unchanged from 2026 to 2027. He also explained that the estimated obligation authority target may change depending on the federal surface transportation reauthorization. Committee members identified three projects unlikely to obligate by the March 1 deadline or within the federal fiscal year. Due to the feedback Mr. Hamilton recommended removing Peterson Road (Urban) and Kulshan Trail Safety Lighting Phases 2 and 4 from the 2027 plan.

Mr. Reinart moved to recommend approval of the 2027 Obligation Authority Plan, with the SCOG staff recommendation to remove the three projects, and Ms. Fisk seconded the motion. The motion carried unanimously.

6. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He reported that the Skagit region exceeded its obligation authority target for the federal fiscal year. No projects were deprogrammed for missing the March 1 deadline, and projects granted extensions have either already obligated federal funding or remain on track to obligate funds by December 31.

7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
8. Next Meeting: November 5, 1:30 p.m.
9. Adjourned: 2:57 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

September 14, 2026

Crystle Stidham
Chief Executive Officer
Skagit Transit
600 County Shop Lane
Burlington, Washington 98233

RE: FTA Bus Program Request for 16 Revenue Vehicles & 12 Non-Revenue Vehicles

Dear Mrs. Stidham,

Skagit Council of Governments recognizes Skagit Transit's need to replace aging vehicles. We are supportive of your request to the Federal Transit Administration's Bus Program funding opportunity for \$6,839,950 to purchase: nine paratransit vehicles, seven fixed route coaches, and 12 non-revenue vehicles supporting operator shift change, security and supervisors. This funding request is in alignment with your asset management plan and State of Good Repair principles. Additionally, these vehicles are crucial to ensuring consistent, reliable & safe public transportation services for residents in our community. Service must meet riders' needs to cultivate utilization of public transportation, especially for commuters across our region. Your request will bolster your ability to ensure successful service delivery in alignment with your long-range transportation development plan.

Skagit Council of Governments supports Skagit Transit services and recognizes the need for these vital vehicles. It will enable Skagit Transit's services to keep pace with current and future public transportation needs and support regional connectivity while enabling reductions in single occupancy vehicles and vehicle emissions. A modern and nimble public transportation system is an essential factor in ensuring our region continues to flourish.

Sincerely,



Jill Boudreau
Executive Director
Email: jillb@scog.net
Phone: 360-416-7871

September 14, 2026

Crystle Stidham
Chief Executive Officer
Skagit Transit
600 County Shop Lane
Burlington, Washington 98233

RE: FTA Low-No Emissions Program Request for 9 Paratransit Vehicles

Dear Mrs. Stidham,

Skagit Council of Governments recognizes Skagit Transit's need to replace aging paratransit vehicles and their importance in serving the disability community. We are supportive of your request to the Federal Transit Administration's Low-No Emissions Program funding opportunity for \$1,759,500 to purchase six cutaway replacement vehicles and three expansion cutaway vehicles in alignment with your asset management plan and State of Good Repair principles. These vehicles are crucial to ensuring consistent, reliable & safe public transportation services for residents with disabilities in our community.

Skagit Council of Governments supports Skagit Transit services and recognizes the need for these vehicles. It will enable Skagit Transit's services to keep pace with current and future public transportation needs and support connectivity for our disability community, ensuring their continued access to spaces that support their health and well-being.

Sincerely,



Jill Boudreau
Executive Director
Email: jillb@scog.net
Phone: 360-416-7871

2026 OBLIGATION AUTHORITY PLAN

The following projects¹ had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

The following project must obligate federal funding before **August 1, 2026**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	✓	\$343,891

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS²: \$2,212,922
OBLIGATION AUTHORITY TARGET: \$381,616

¹ Skagit Transit’s Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design project removed from 2026 Obligation Authority Plan due to STBG fiscal-constraint limitation in 2026. Project should be reprogrammed in 2027 Obligation Authority Plan.

² Includes a total of \$2,212,922 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – September 18, 2026. Includes any Extensions and Appeals that have obligated funding.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2026**. These projects will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

To be granted an extension, any extension request must have been received by SCOG no later than **February 25, 2026**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	\$275,000
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	✓	\$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	✓	\$50,268
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	✓	\$173,598

TOTAL STBG-TA-CR EXTENSIONS: \$532,077

Appeals³

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2026–2031 RTIP. The following project phase must obligate federal funding by **December 31, 2026**. This project will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR APPEALS: \$0

³ Two appeals were approved by the Transportation Policy Board on January 21, 2026. However, both project phases were reprogrammed to future years so do not appear as Appeals on the 2026 Obligation Authority Plan as they do not need to obligate federal funding by December 31, 2026.

Dates		Total Funding Available	FHWA/FTA CPG (13.5%)	STBG (13.5%)	RTPO	HSTP	Regional Mobility (5%)
06/30/2026 Carryforward		\$ 903,857	\$ 584,542	\$ -	\$ 56,947	\$ 20,969	\$ 241,399
STBG	7/21/2026 - 6/30/2027	343,891		343,891			
		-					
Authorized		\$ 1,247,748	\$ 584,542	\$ 343,891	\$ 56,947	\$ 20,969	\$ 241,399
Expenditures							
July 2026		\$ 52,153	17,485	9,359	4,564	988	19,757
August		67,339	13,449	11,756	4,659	14,903	22,571
September		-					
October		-					
November		-					
December		-					
January 2027		-					
February		-					
March		-					
April		-					
May		-					
June		-					
Expenditures to Date		\$ 119,491	\$ 30,934	\$ 21,116	\$ 9,223	\$ 15,891	\$ 42,328
Balances		\$ 1,128,257	\$ 553,608	\$ 322,775	\$ 47,724	\$ 5,078	\$ 199,071