Skagit Coordinated Public Transit-Human Services Transportation Plan

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SCOG
Skagit Council of Governments

2026

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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.

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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.

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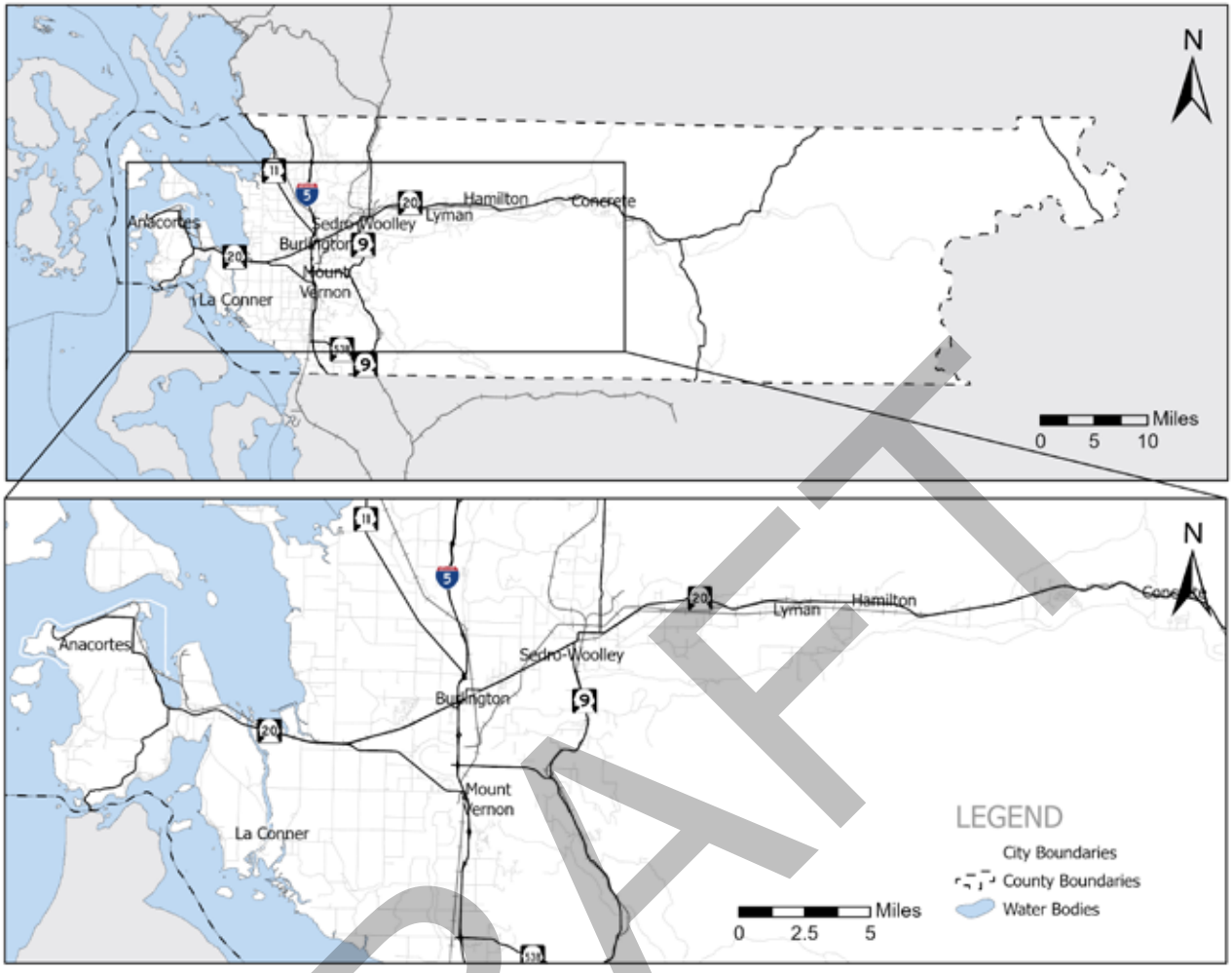

Figure 1. Skagit Council of Governments Planning Area

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.

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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.

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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.

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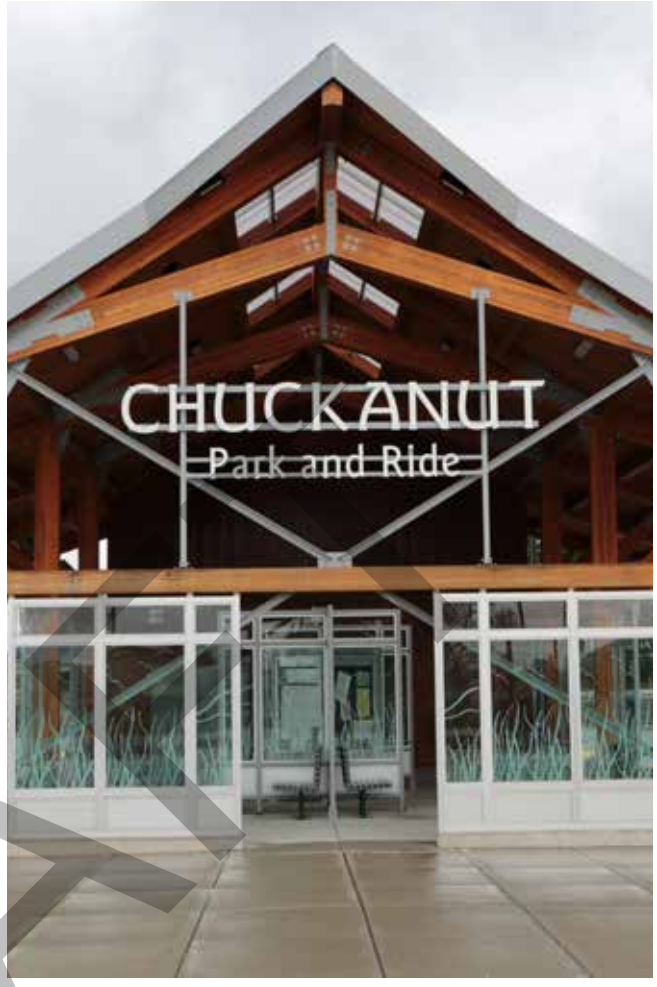

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2 INVENTORY OF EXISTING TRANSPORTATION SERVICES

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.

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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.

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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

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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 ¾ 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.

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.

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.

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.

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SAUK-SUIATTLE INDIAN TRIBE

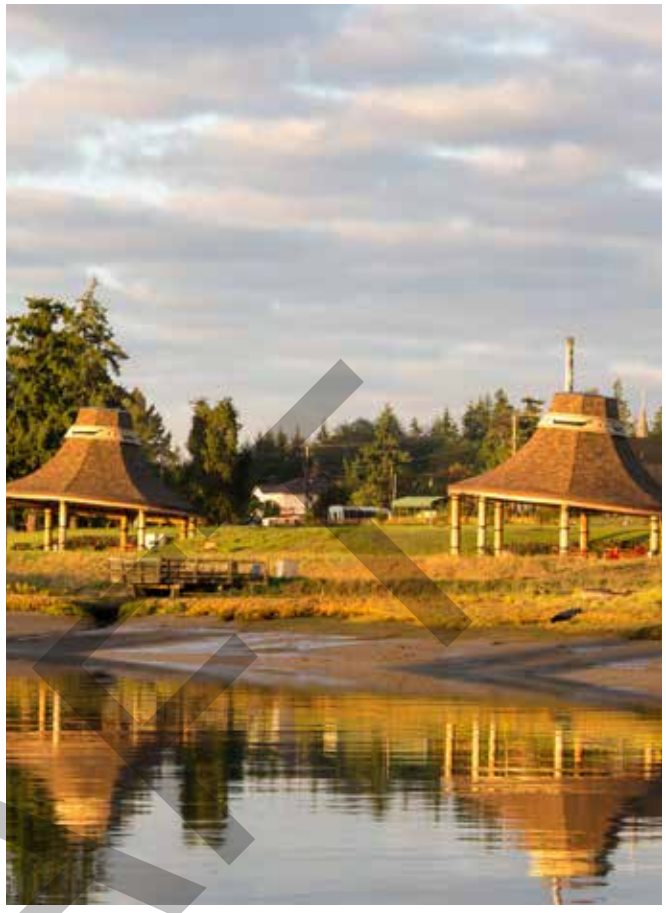
The Sauk-Suiattle Indian Tribe is headquartered near Darrington, with tribal lands at the junction of the Sauk and Suiattle rivers. The Sauk-Suiattle Indian Tribe provides two different transportation services:

- **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.

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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

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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

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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 didgwálič 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, didgwálič 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.

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- **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

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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.

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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.

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3 NEEDS ASSESSMENT AND GAP ANALYSIS

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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)

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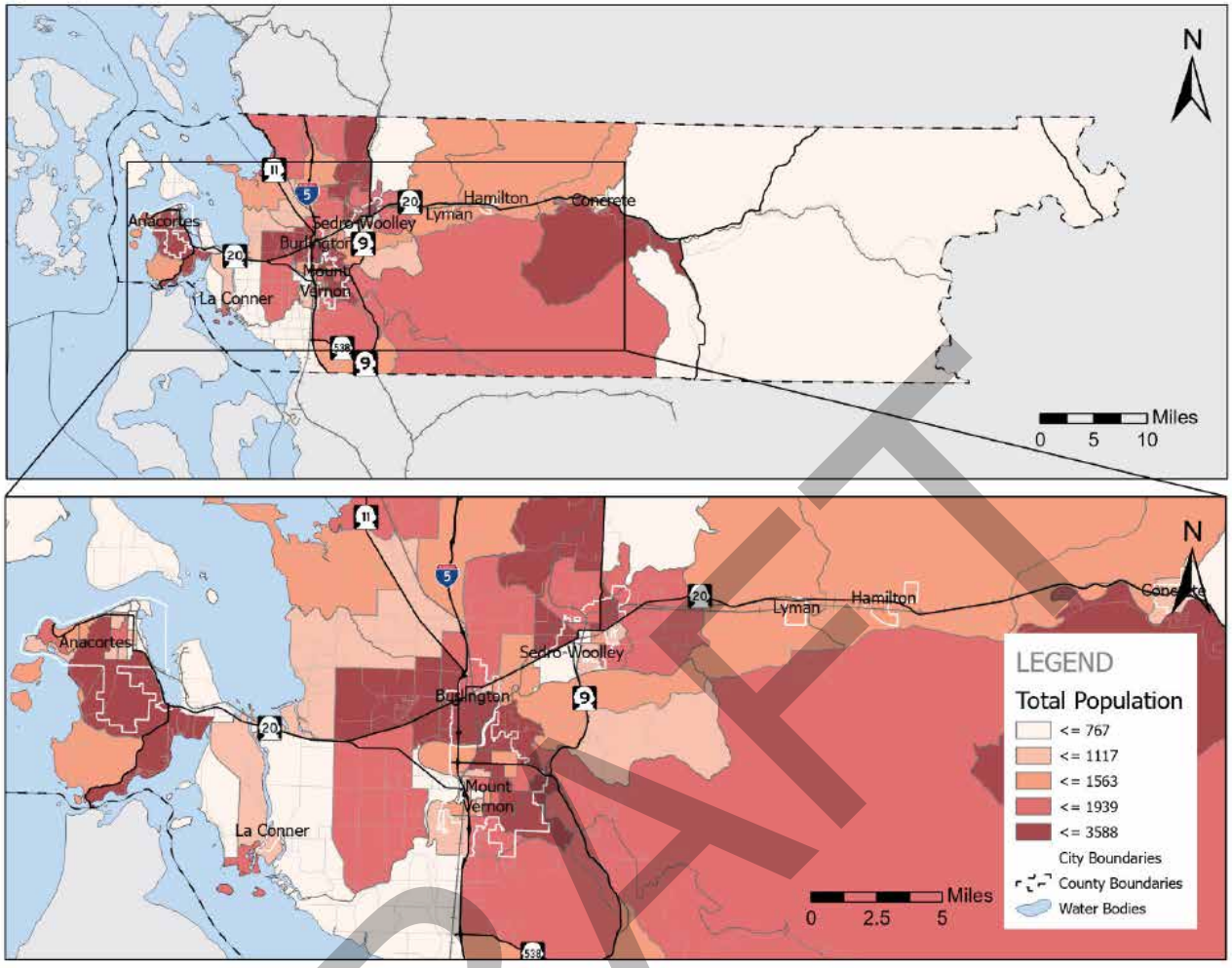

Figure 2. Total Population in Skagit County

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)

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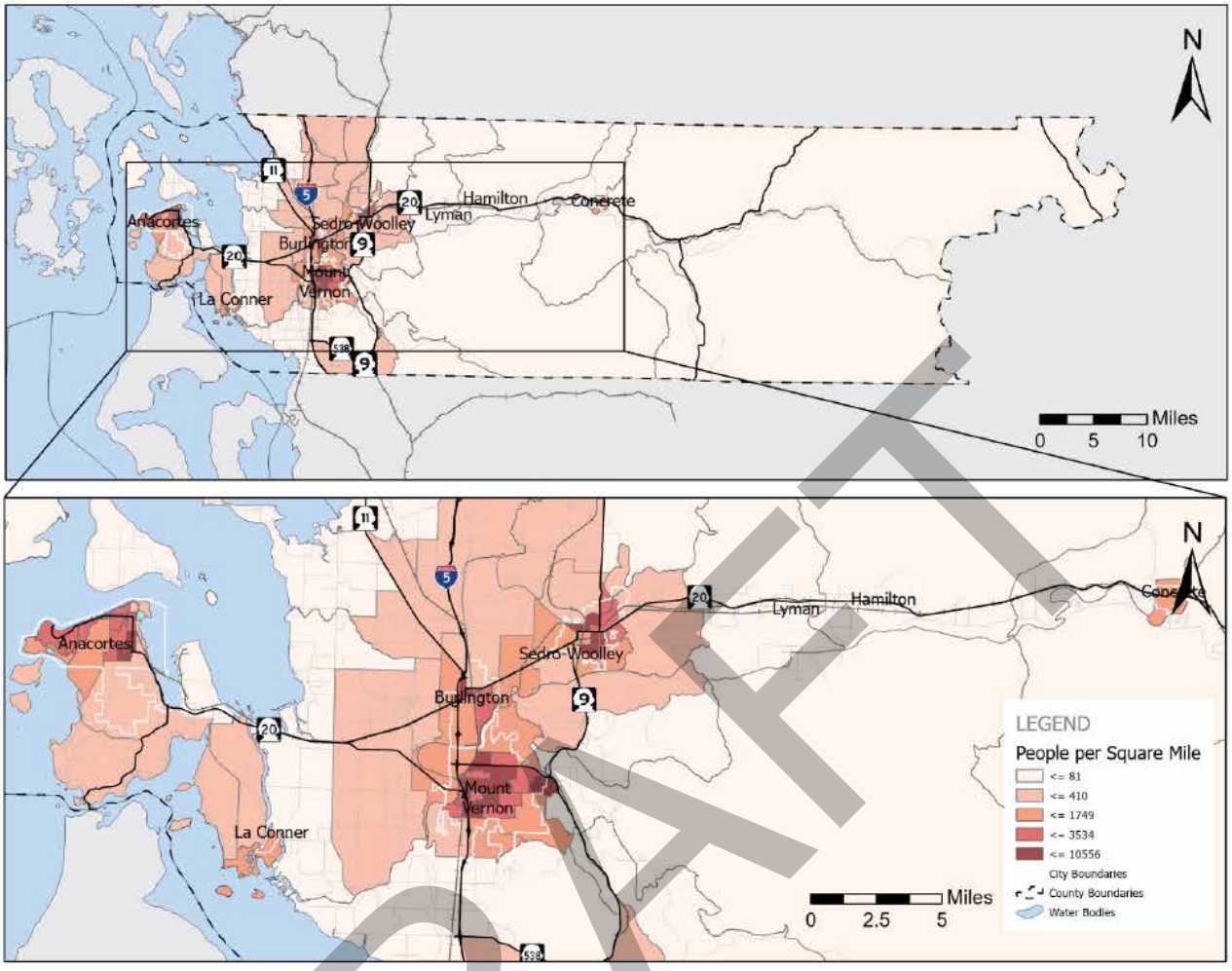

Figure 3. Skagit County Persons per Square Mile by Block Group

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.

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)

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.

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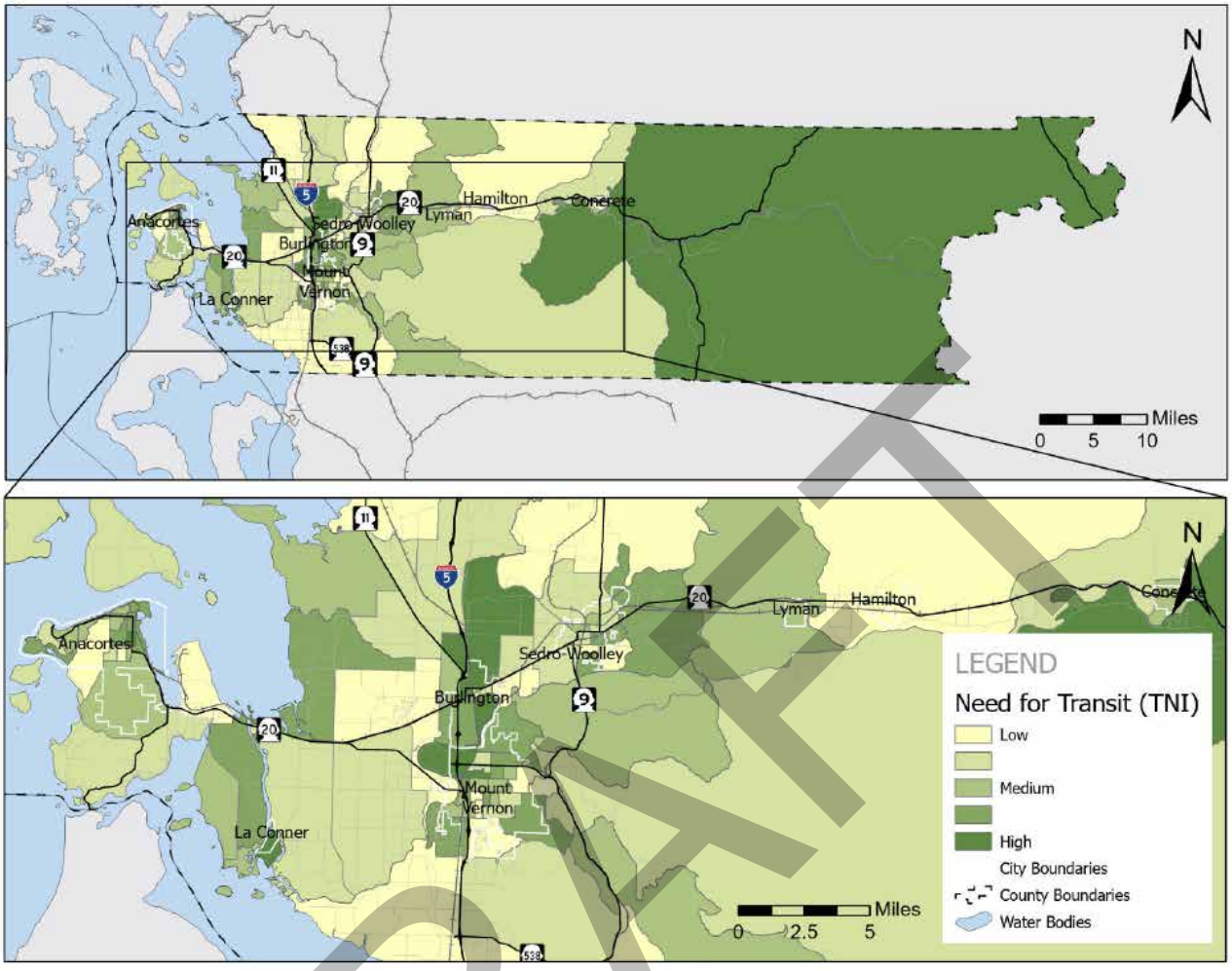

Figure 4. Transit Need Index

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.

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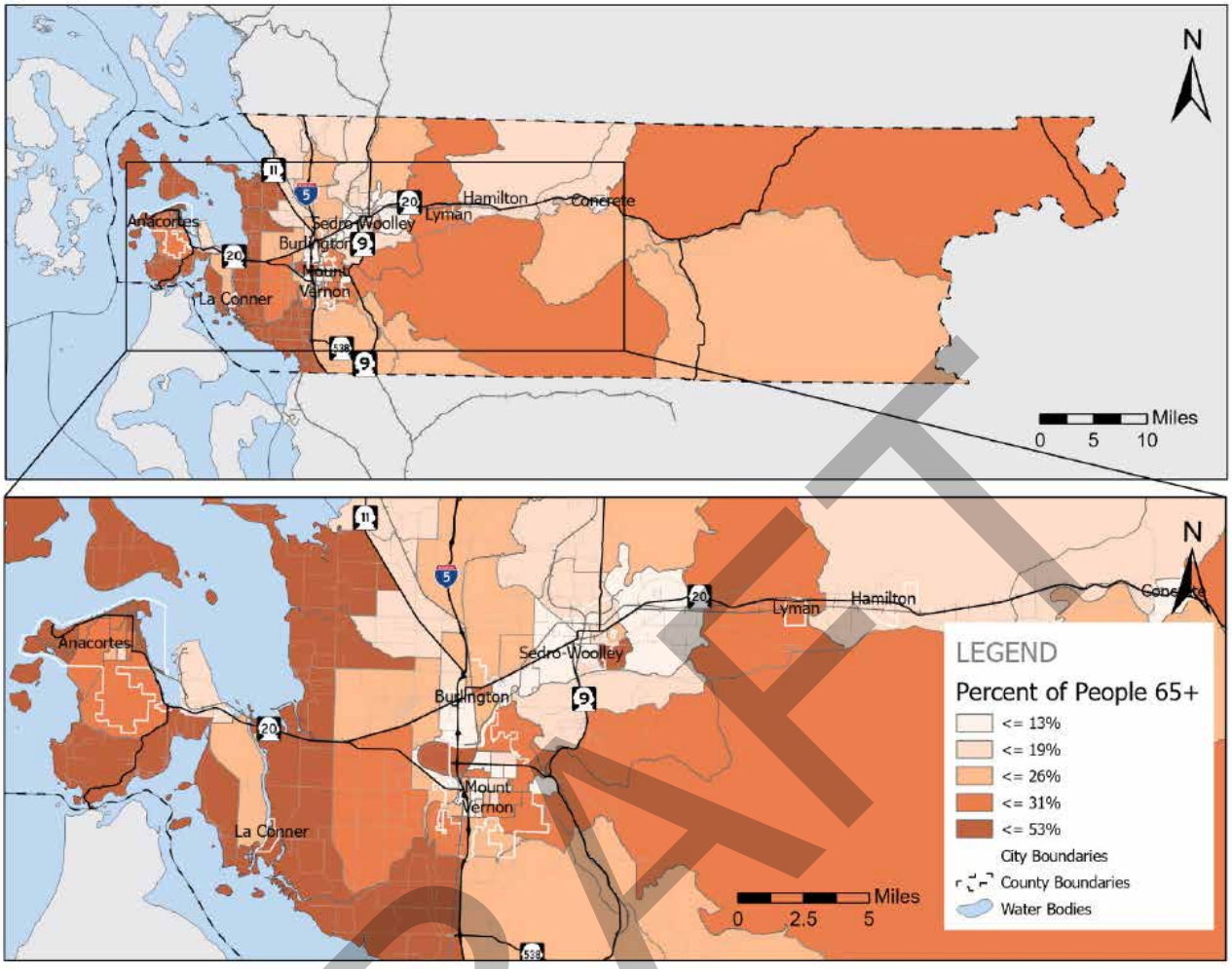

Figure 5. Percent of Population Over 65 Years Old

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.

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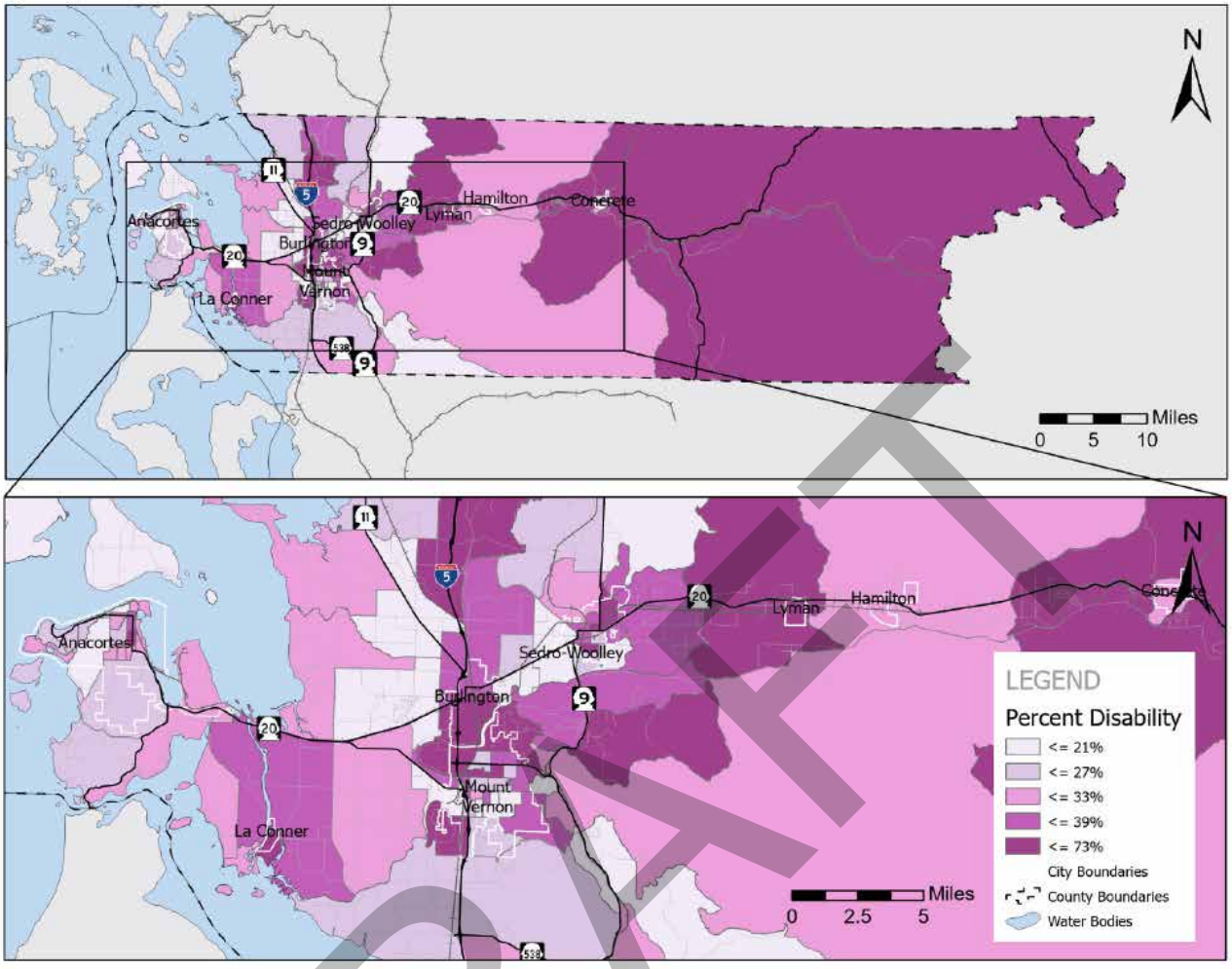

Figure 6. Percent of Households with Disabilities

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.

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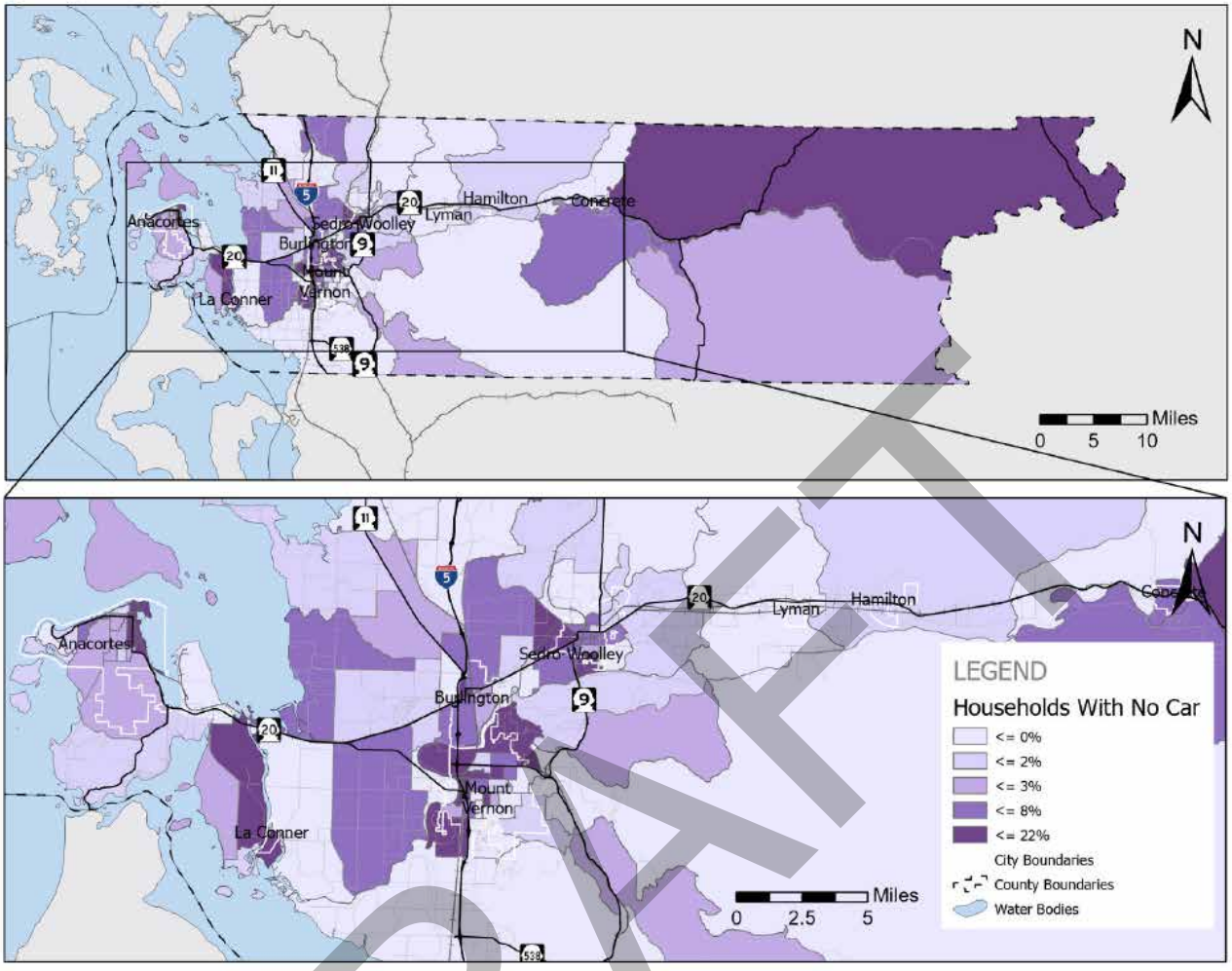

Figure 7. Percent of Households with No Vehicle Available

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.

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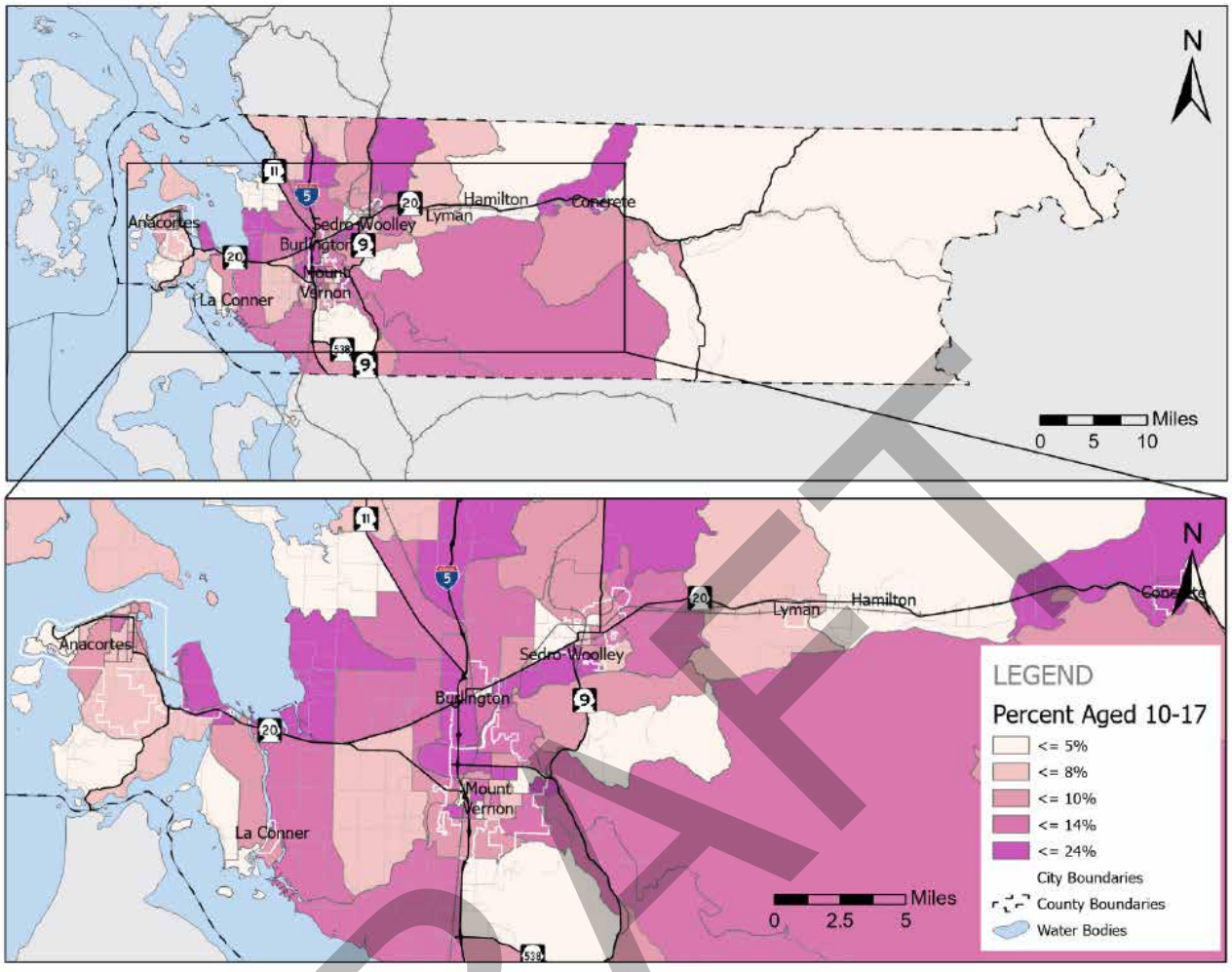

Figure 8. Percent of Youth Population (Ages 10 to 17)

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.

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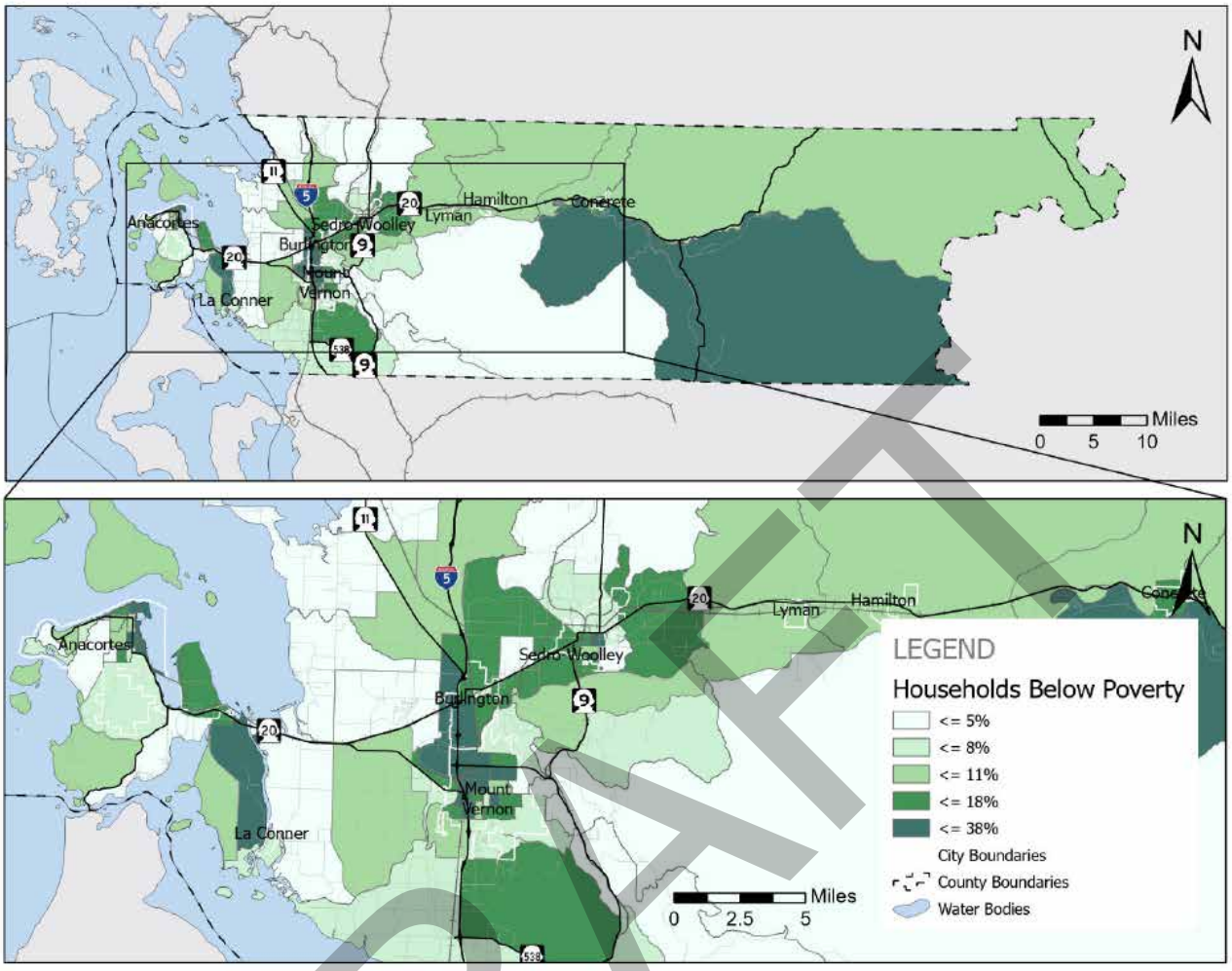

Figure 9. Percent of Households Below Poverty

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.

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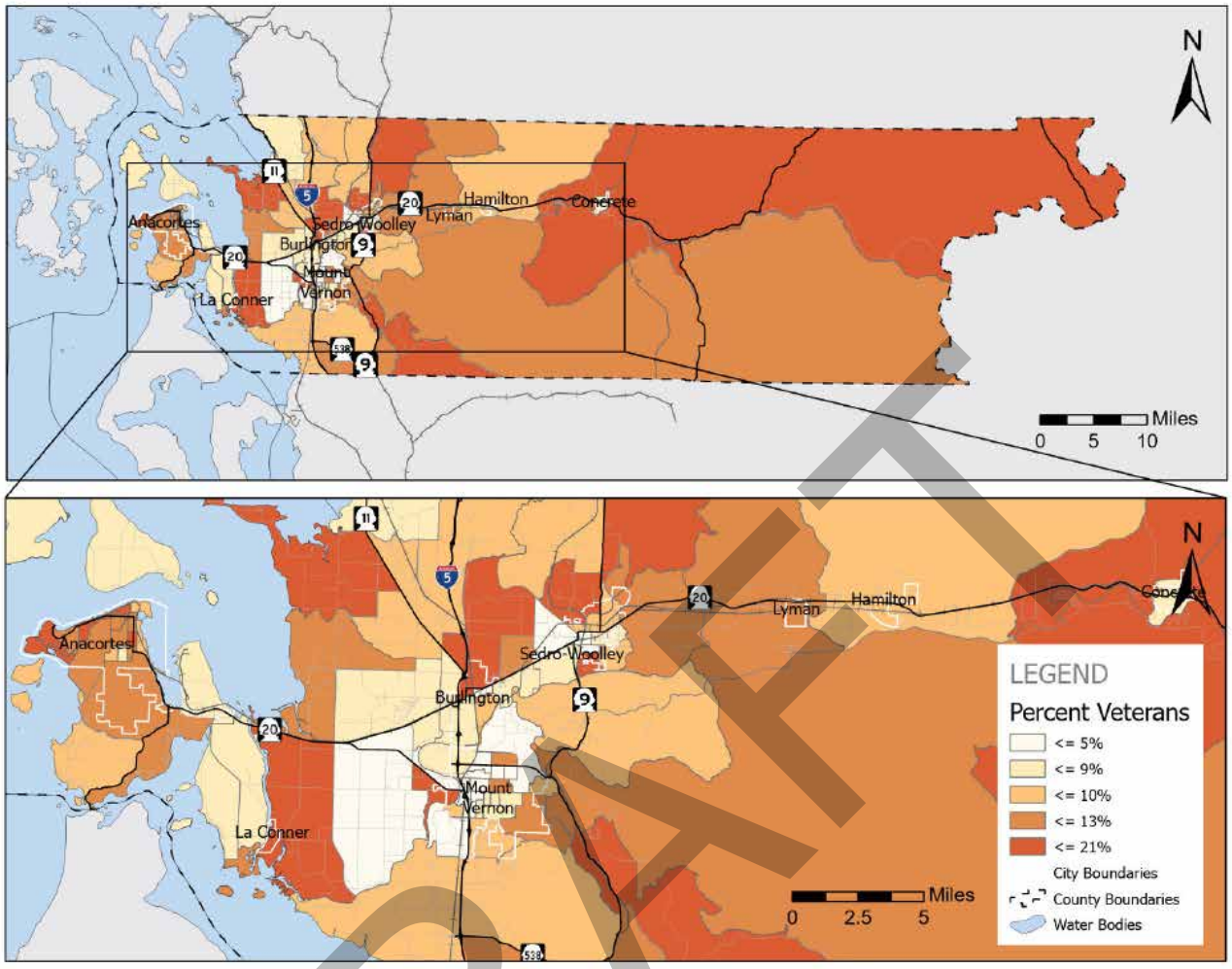

Figure 10. Percent of Veterans (Ages 18 and Over)

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.

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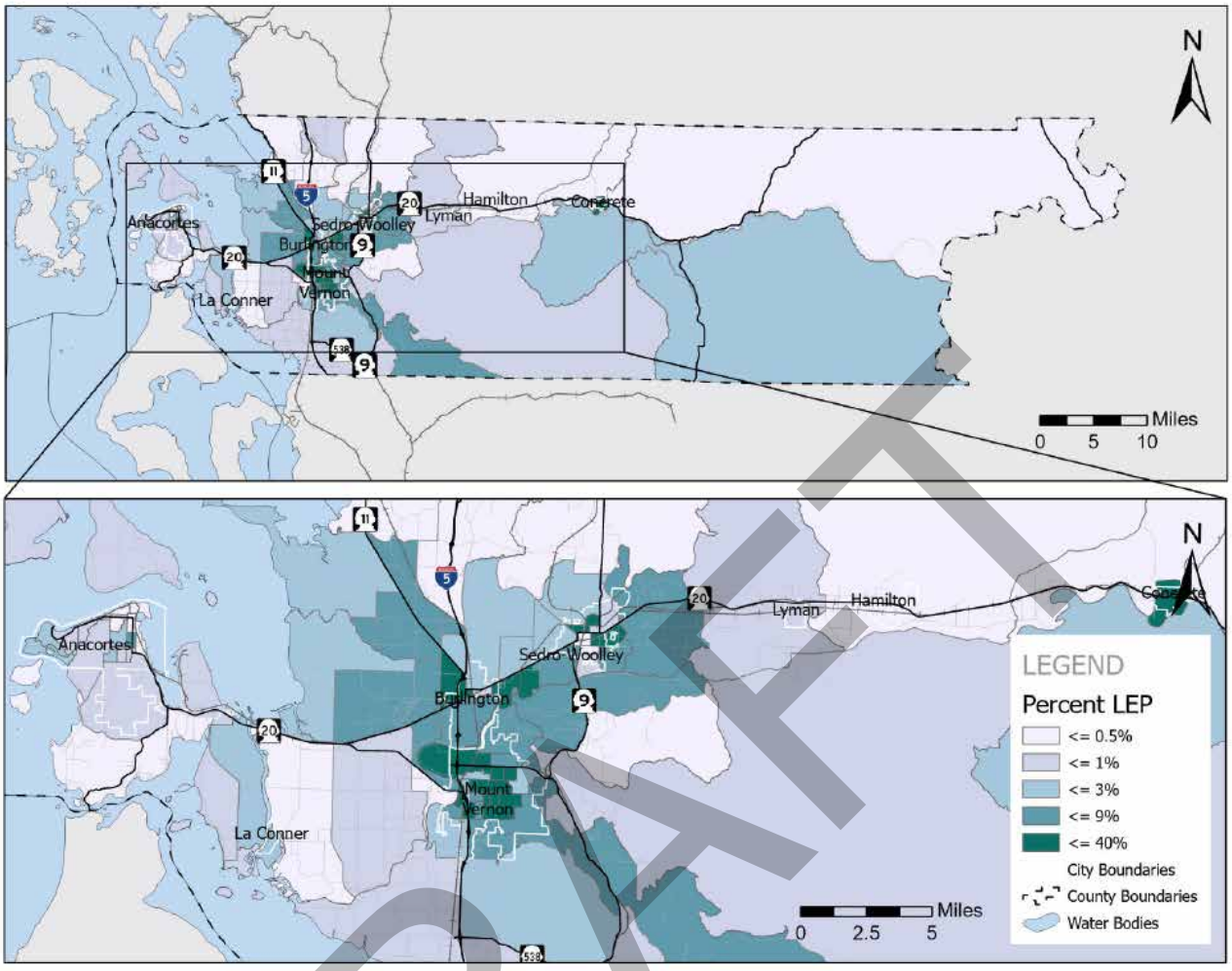

Figure 11. Percent of Population Limited English Proficiency (Ages 5 and Up)

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

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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).

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

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.

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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)	1072
Creekside Care Community (Burlington)	1068
Country Meadow Village (Sedro – Woolley)	1002

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.

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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 ¾ 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.

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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.

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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.

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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.

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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.

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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 ¾ 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.

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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.

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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.

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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.

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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.

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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

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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.

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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 RTPOs, 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.

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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

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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 CTP-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 CTP-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

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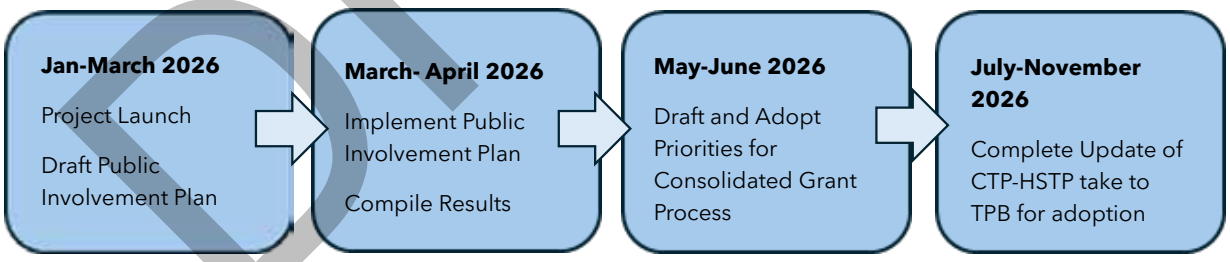
Problem statement

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

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- 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

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- 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

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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

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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

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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.

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- 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.

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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 populaions.
- 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 Standford, 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

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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 medicade	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

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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.

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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.

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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.

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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

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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.

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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.

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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 quality 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.

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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.

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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

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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.

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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

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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

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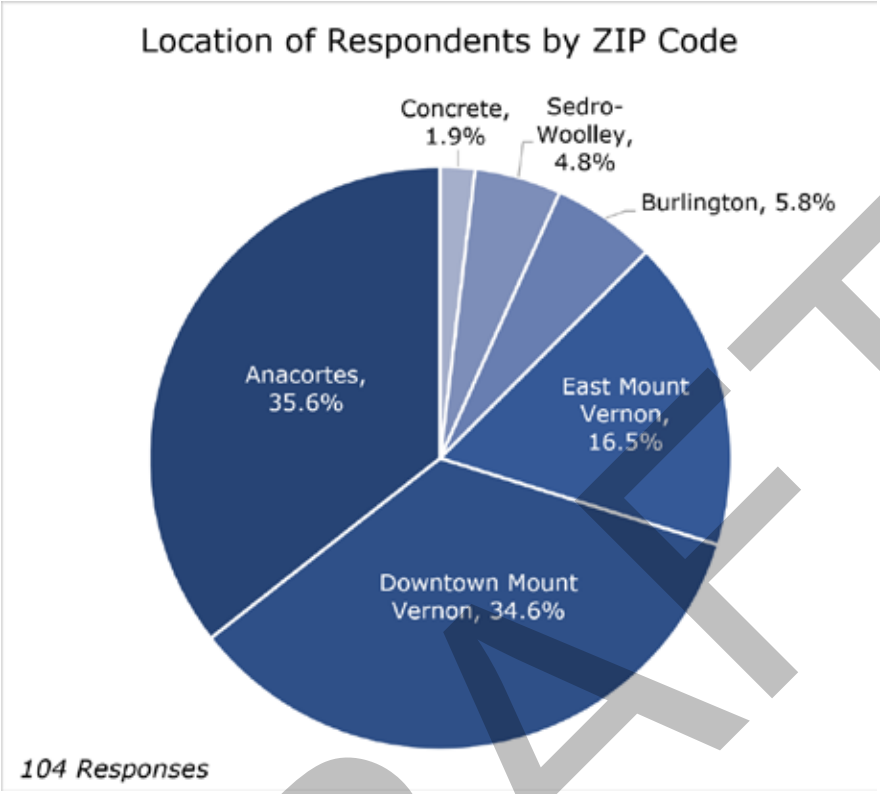

Figure 3: Pie chart showing the responses to Question 1. Please provide your home ZIP Code.

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

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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

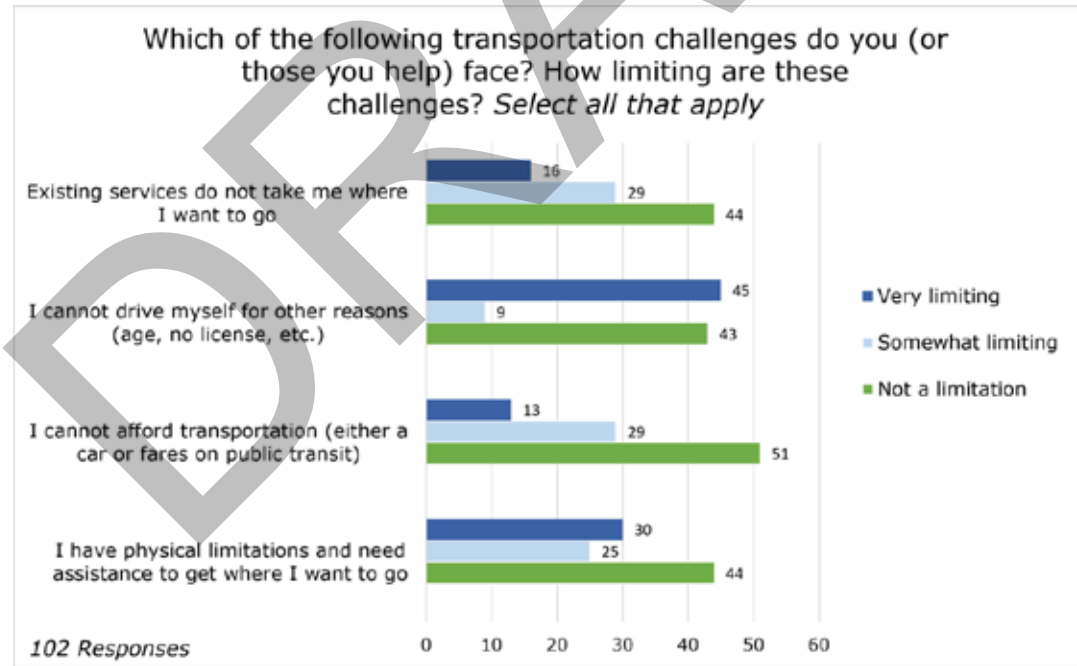

Figure 4: Clustered bar chart showing the responses to Question 2.

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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

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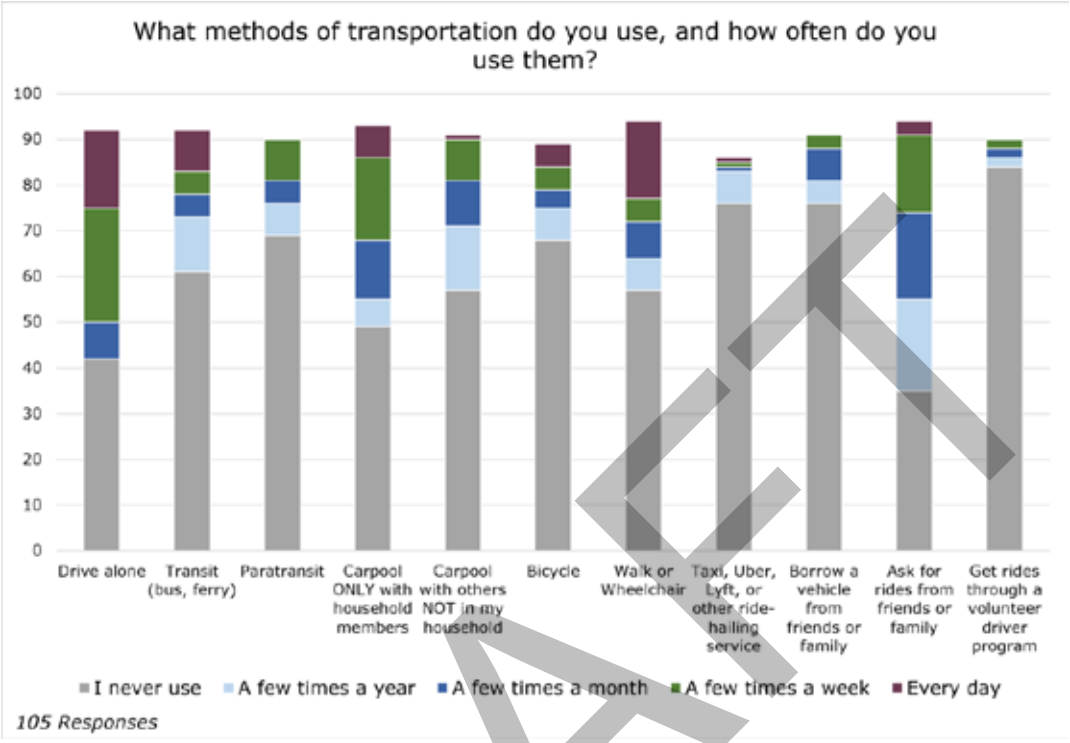

Figure 5: Stacked column chart showing the responses to Question 3. What methods of transportation do you use, and how often do you use them?

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.

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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

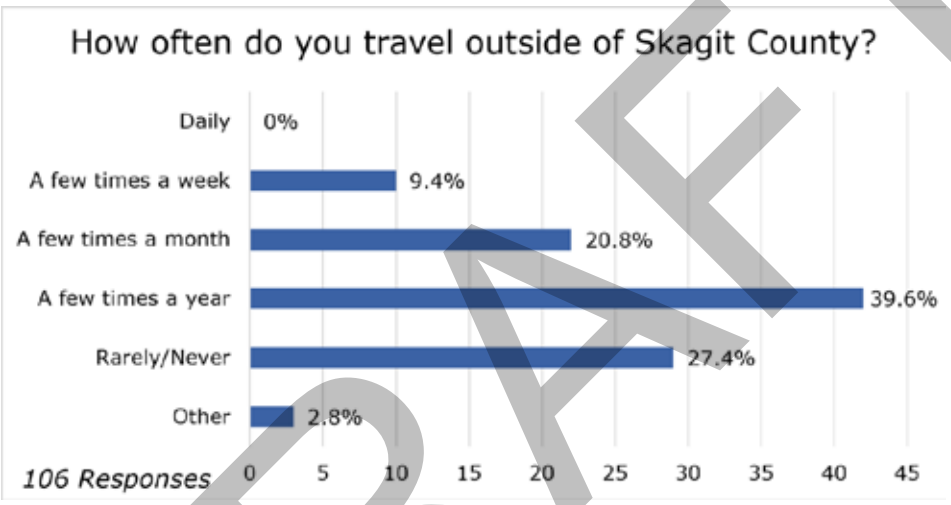

Figure 6: Bar chart showing the responses to Question 4. How often do you travel outside of Skagit County?

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

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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

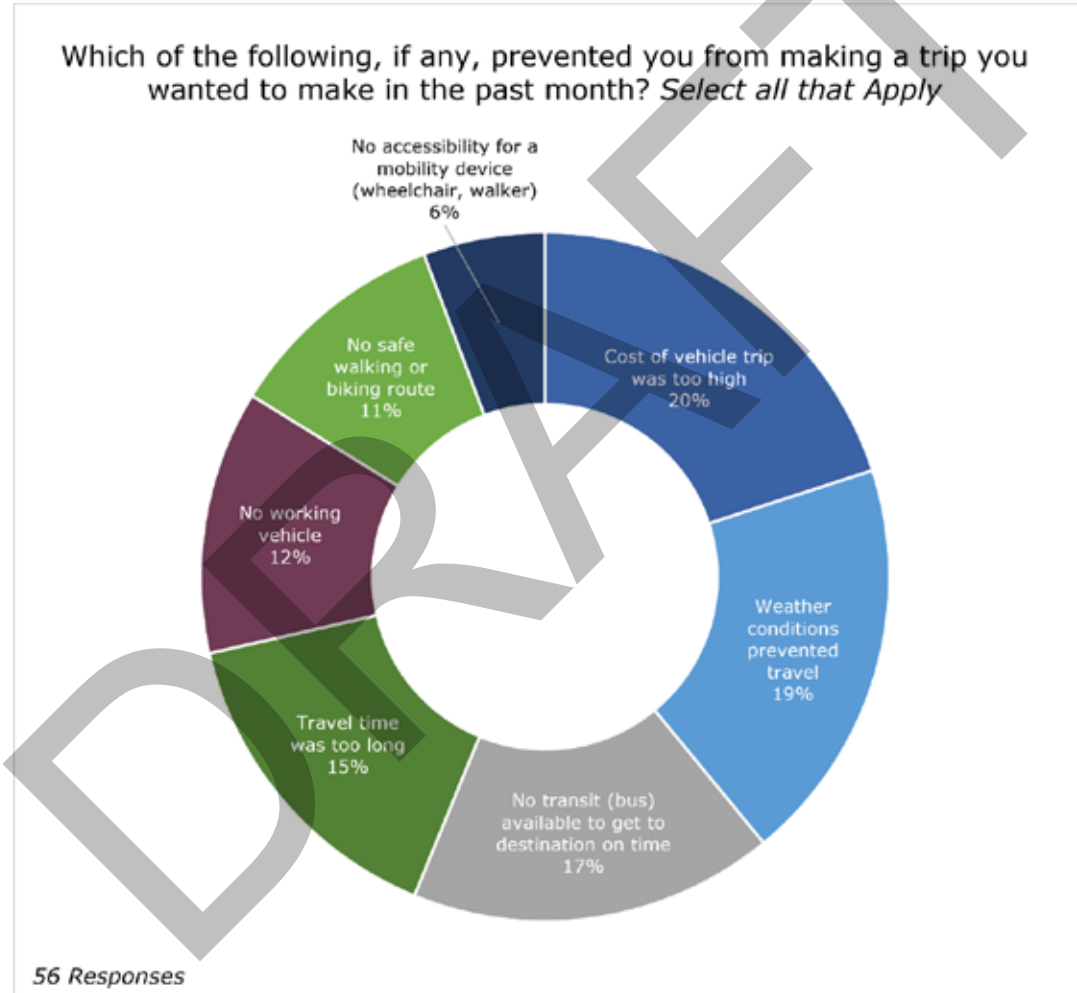

Figure 7: Doughnut chart showing the responses to Question 5. Which of the following, if any, prevented you from making a trip you wanted to make in the past month? Select all that apply

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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

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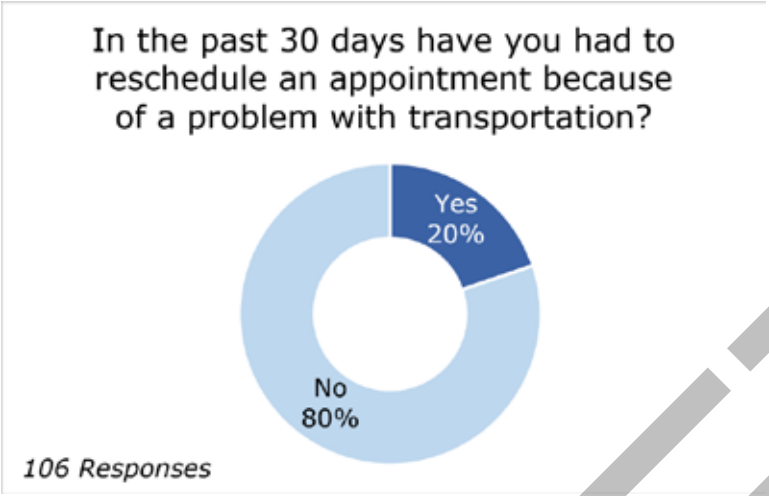

Figure 8: Doughnut chart showing the responses to Question 6. In the past 30 days have you had to reschedule an appointment because of a problem with transportation?

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

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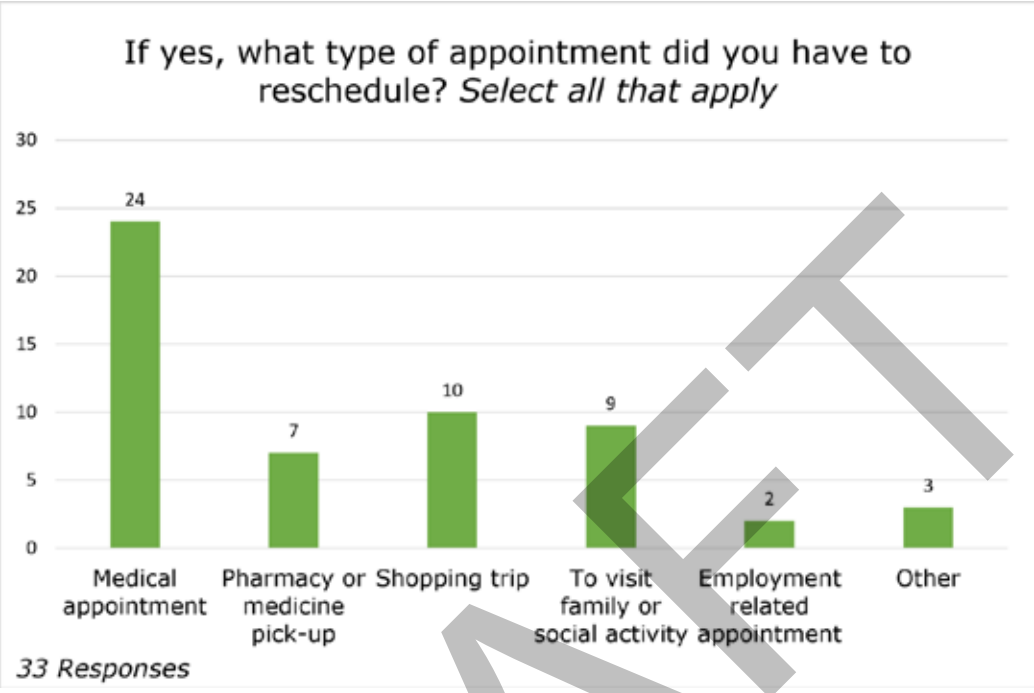

Figure 9: Column charts showing the responses to Question 7. If yes, what type of appointment did you have to reschedule? Select all that apply

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

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

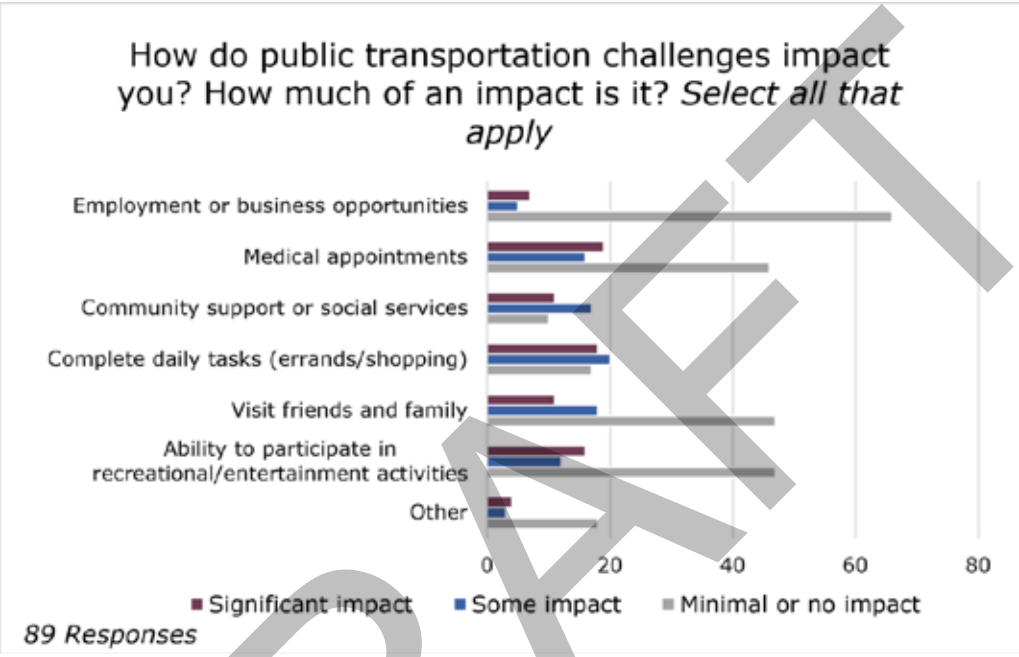

Figure 10: Clustered bar chart showing the responses to Question 8. How do public transportation challenges impact you? How much of an impact is it? Select all that apply

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.

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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

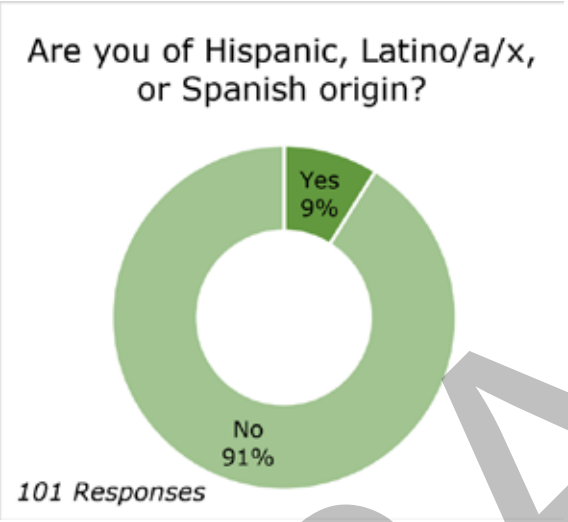

Figure 11: Doughnut chart showing the responses to Question 9. Are you of Hispanic/Latino/a/x, or Spanish origin?

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

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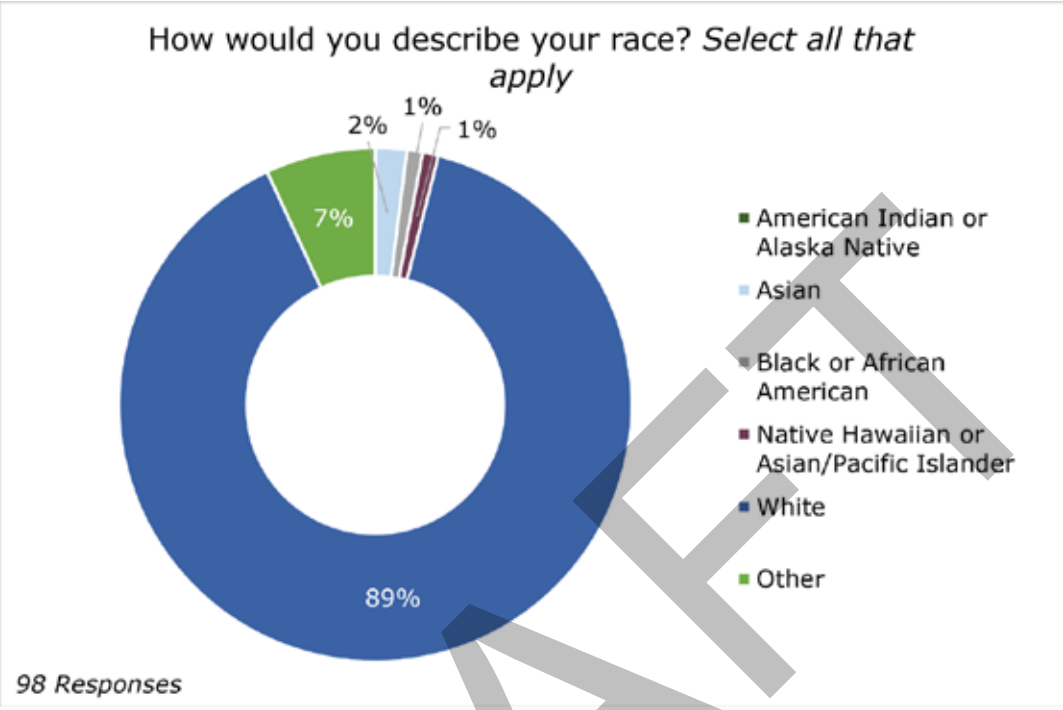

Figure 12: Doughnut chart showing the responses to Question 10. How would you describe your race? Select all that apply

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 Islandser 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.

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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

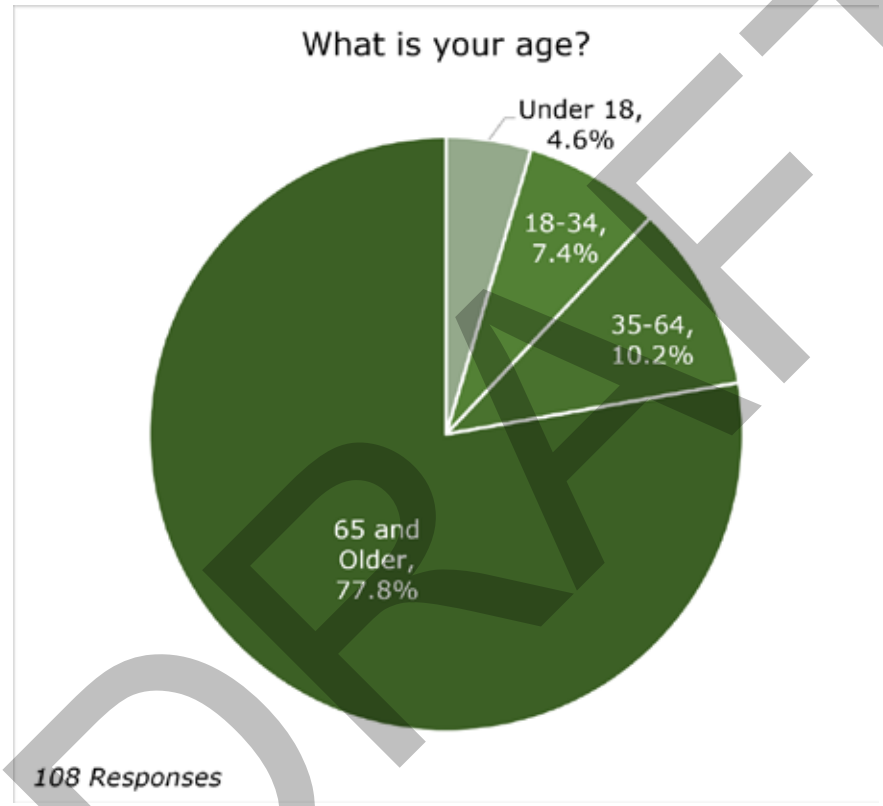

Figure 13: Pie chart showing the responses to Question 11. What is your age?

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

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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.

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- 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.

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Sources

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APPENDIX D PUBLIC COMMENT TRACKER (RESERVED)

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