



Island Regional Transportation Planning Organization (IRTPO)

COORDINATED PUBLIC TRANSIT –
HUMAN SERVICES TRANSPORTATION PLAN (CPT-HSTP)

Transportation Equity Island Style

Adopted November 30, 2022

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Plan Purpose and Background

Federal guidance requires Regional Transportation Planning Organizations (RTPOs) to develop regional coordinated public transit – human services transportation plans for the purpose of obtaining funding to address specialized transportation needs. The Washington State Department of Transportation (WSDOT) is given authority by the Federal Transit Administration (FTA) to oversee these plans and distribute funding to Washington RTPOs, and to prepare a state plan that is coordinated with the seventeen (17) RTPOs in Washington and their local plans.

Washington's 2021 Statewide Human Services Transportation Plan identifies and discusses Special Needs Transportation issues on a statewide level. This plan, Transportation Equity - Island Style, focuses on transportation challenges or barriers to transportation for those with special transportation needs in the Island County Region. While Island County primarily consists of Whidbey and Camano Islands, human services transportation for the Island Region may include travel to adjacent counties for services, training, and jobs.

The purpose of this plan is to comply with federal and state requirements for funding associated with specialize needs transportation projects and programs. The plan builds a framework for identifying and prioritizing projects and providing an equitable process for selecting projects to receive grant funding.

Human services transportation are types of transportation services that are specifically designed to serve people with special transportation needs. Washington state law defines people with special transportation needs as “persons, including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.

[Credit 2021 Statewide Human Services Transportation Plan – Washington State Department of Transportation (WSDOT)]



WHAT WE MEAN BY HUMAN SERVICES PROVIDERS

Human services providers are those agencies and organizations that provide a variety of resources. These include job training and skill development, physical and behavioral health services, life skills assistance, coordination of basic needs (such as childcare and food assistance), and even employment. A list of providers who participated in this plan is included in the **Outreach** section of this document.



WHAT WE MEAN BY TRANSPORTATION PROVIDERS

Transportation providers include all public transit options: buses and ferries; private vehicle services, such as WI-Drive or taxi services; Medicaid ride services; Angel Flight West (air service to medical appointments); and ride programs under the umbrella of other agencies, such as the Veterans' Resource Center's Ride Share. A list of providers who participated in this plan is included in the **Outreach** section of this document.



WHAT WE MEAN BY TRANSPORTATION DISADVANTAGED POPULATIONS

Transportation-disadvantaged people are those who have specialized transportation needs due to their health, age, income, ability, or other factors that prevent them from being able to freely transport themselves. Washington State Law, RCW 81.66.010, states that people with special transportation needs are *“those people, including their attendants, who because of physical or mental disability, income status or age, are unable to transport themselves or purchase transportation.”* This plan will also refer to “special needs transportation” and “vulnerable transportation system users” when discussing transportation-disadvantaged individuals and populations.

Transportation-disadvantaged people have the same mobility needs as the general traveling public, but face significant barriers to travel due to their mobility or economic challenges. This plan looks at where transportation disadvantaged groups are generally located in the Island Region; transportation services currently available; the existing network of service agencies, organizations, and advocates; and transportation or accessibility gaps that restrict travel for those with special transportation needs.

Outreach to the public and coordination with transportation agencies and human services organizations provided strategies and projects to address the gaps and opportunities to achieve a coordinated transportation system.





Regional Context

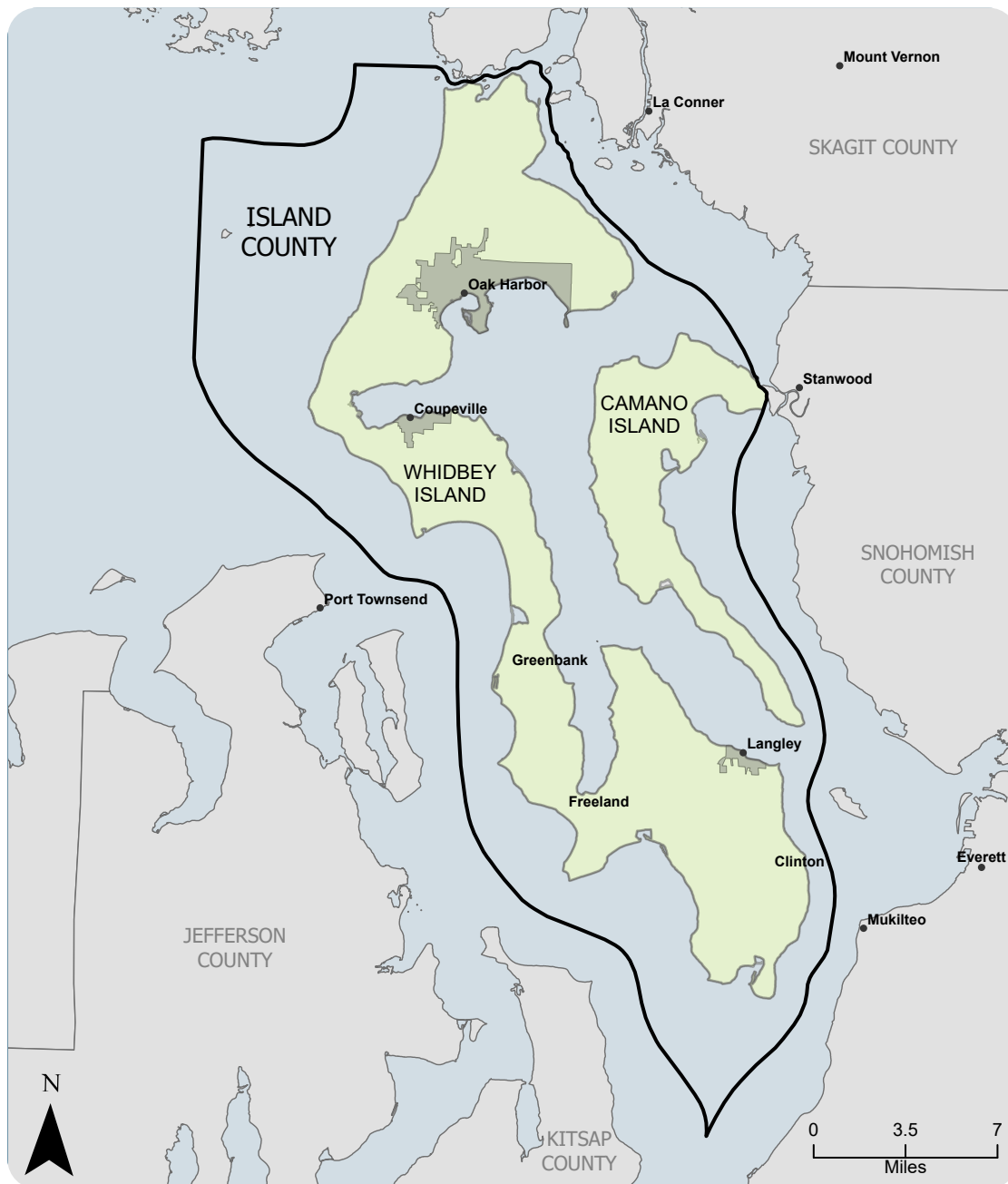


Figure 1.
Vicinity Map

Figure 1 shows the area that encompasses the service area of the Island County RTPO. It mainly includes Whidbey and Camano Island, where the majority of the population resides. However, there are also seven small islands (Baby, Ben Ure, Deception, Kalamut, Minor, Smith, and Strawberry), several of which are uninhabited. These islands have no transit access and are only accessed by private boats. They were originally inhabited by several Coast Salish tribes, including the Skagit, Snohomish, and Clallam tribes. Island County was established by the Oregon Territorial Legislature on January 6, 1853. For more information on Island County History, please visit: <https://www.historylink.org/File/7523>.

REGIONAL PLANNING PARTNERS

Regional Transportation Planning Organizations, or RTPOs, are entities formed by Washington State legislative action as defined in RCW 47.80. Island RTPO, or IRTPO, includes the following member agencies:

- Island County
- City of Oak Harbor
- City of Langley
- Town of Coupeville
- Port of Coupeville
- Port of South Whidbey
- Island Transit
- Washington State Department of Transportation (WSDOT) Northwest Region

These organizations voluntarily participate in the IRTPO, and have elected Island County as Lead Agency and Fiscal Agent. The IRTPO operates on state and federal grant funding. No dues are collected from member agencies, but as fiscal agent, Island County provides the 13.5 percent matching funds required by any of the federal grants the IRTPO receives.

The Executive Board of the IRTPO is made up of officials representing each of the full-member agencies. Naval Air Station (NAS) Whidbey and the City of Stanwood participate as affiliate members. It is the IRTPO Executive Board that takes formal action on the adoption of the Combined Public Transit – Human Services Transportation Plan (CPT-HSTP). This planning process is an effort of the combined membership of the IRTPO, funded by federal transportation dollars provided through the WSDOT Public Transportation Division.

REGIONAL DESCRIPTION

Island County is rural, with strong maritime connections. The main islands are covered with working farms, state and county parks, historic settlements and reserves, large land trusts, and several U.S. Naval properties.

County residents are physically separated from the freeways, chaos, and overcrowding of the metropolitan areas on the mainland. However, they are also separated from many major employers, healthcare facilities, shopping, entertainment, and other important services. Other than in private boats or planes, residents of



Camano Island can only access the mainland by traveling across the State Route 532 bridge into Stanwood. Whidbey Island residents can enter Skagit County by crossing the Deception and Canoe Pass bridges, north of Oak Harbor; take a ferry from Coupeville to Port Townsend, in Jefferson County; take a ferry from Clinton to Mukilteo, in Snohomish County; or take a private plane or boat off the island.

The transportation system on Whidbey Island includes Washington State Routes 20 and 525; Washington State Ferry Terminals at Clinton and Coupeville; local roads, sidewalks, bike lanes, trails, paths, and boating facilities belonging to Island County, the Cities of Oak Harbor and Langley, and the Town of Coupeville, the Ports of South Whidbey and Coupeville, and Washington State Parks. The transportation system on Camano Island includes Washington State Route 532; local roads, sidewalks, bike lanes, trails, paths, and boating facilities belonging to Island County and Washington State Parks.

Island Transit serves both Whidbey and Camano Islands with fare-free transit and para-transit services.

REGIONAL DEMOGRAPHICS

The American Community Survey (ACS), provided by the U.S. Census Bureau, estimated the 2020 Island County population at 84,187. However, the actual U.S. Census count reported the 2020 population at 86,857, with a 2021 estimate of 87,432. The Washington State Office of Financial Management estimated the 2021 Island County population at 87,000.

As of the drafting of this plan, the detailed demographic data from the 2020 U.S. Census had not been released, only total population and redistricting data. The detailed demographic data represented in this plan is taken from the ACS. Given the discrepancy between the ACS *estimated total population* and the 2020 Census *reported population*, it is important to consider this demographic information as generally representative, rather than specific and accurate. The following figures present the regional demographics for the IRTPO area. The intent of this mapping is to visually depict home locations of persons with special transportation needs, in relation to resources they want/need to access. Out-of-County resources may be reached by transit, agency provided rides, or private services. Figures 2 through 6 identify populations with special transportation needs within census tracts and block groups. Figure 7 identifies areas of overlap between these populations.



Figures 8 through 12 identify resources and Island Transit routes for North Whidbey, Central Whidbey, South Whidbey, and Camano.

Figure 2 shows the distribution of total population by household. The more densely populated areas are centered around NAS Whidbey, north central Camano Island, and an area southwest of Oak Harbor that includes multiple subdivisions. Many of the less populated areas are located along the shorelines and away from the main transportation corridors. The population in the county has been slowly increasing over time. Since 2015, the Island County population grew by 5,103 persons or approximately 6 percent. During the same period, Washington State's population grew at over 10 percent and nation's population grew at just over 3 percent.

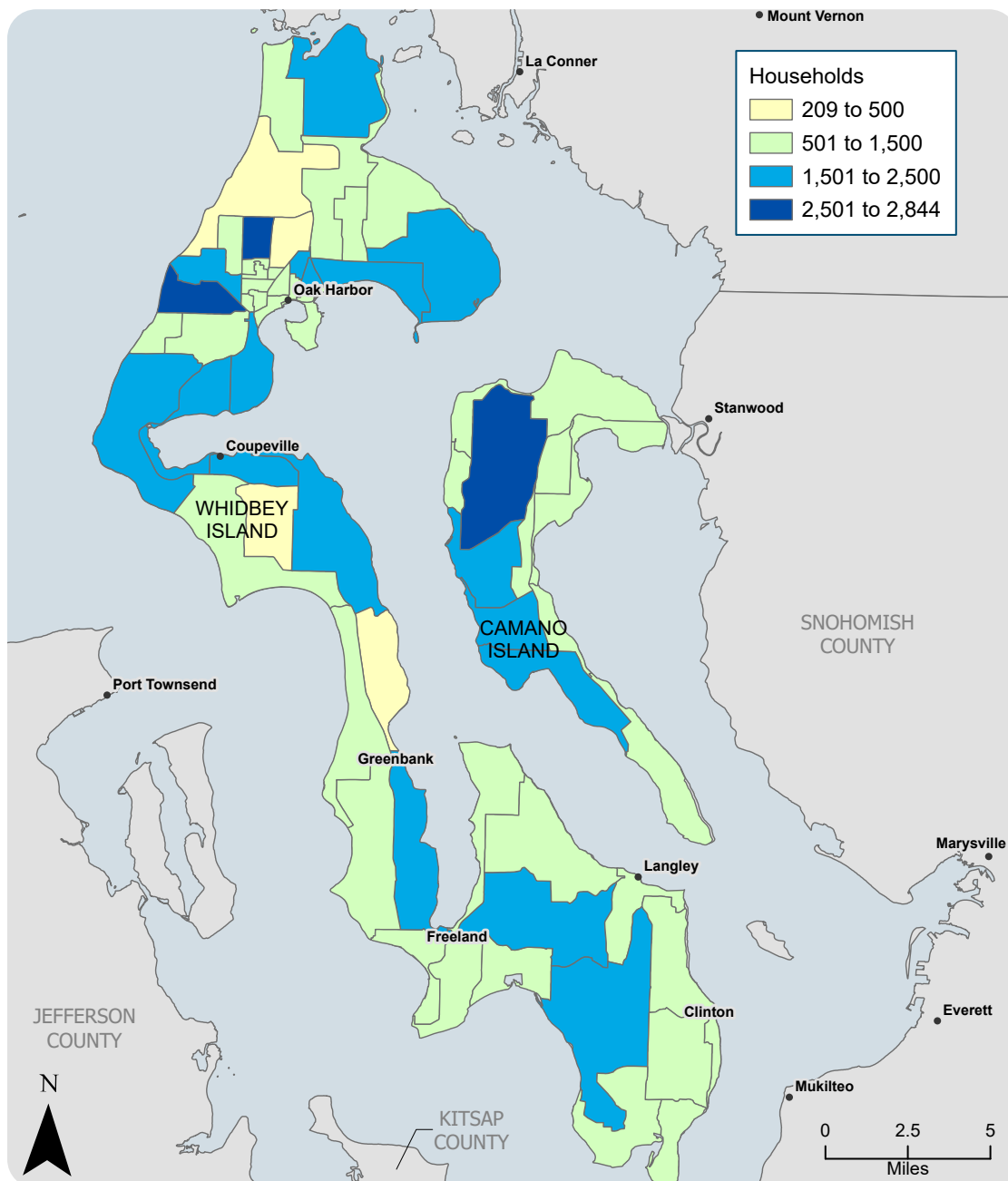


Figure 2.
*Total Population
by Household*

ELDERLY



The 2020 ACS identifies 20,675 persons, or nearly 25 percent of the county's population, as 65 years and over. The elderly component makes up a larger percentage of the County as compared to the state and nation, which are made up of 16.2 percent and 16.8 percent elderly persons, respectively. Additionally, 3,200 of these individuals (15.5 percent of the population) over 65 are reported as having a disability.

According to the ACS, over 80 percent of the housing in Island County is represented by single-family homes, with mobile homes or other units making up another 8 percent. Only about 12 percent of housing in the county is multi-family or multiple-unit structures, which includes retirement and assisted living facilities. However, of the nearly 20,700 residents over the age of 65, nearly 88 percent (more than 18,000 people) reside in owner-occupied housing. This data corresponds to a long-established trend of Island County residents choosing to age-in-place.

While aging in place has its advantages, travel can become challenging over time. Those individuals who are not driving their own vehicles may have long transit trips, with multiple transfers to reach services and opportunities in surrounding counties. Travel off-island on Sundays is not currently available by transit. Camano Island residents may be able to call a private carrier such as Uber, Lyft, or taxis. Private carriers are limited on Whidbey Island, causing challenges to traveling off-island. South Whidbey Taxi provides services in and around South Whidbey, but does not offer rides off-island. Uber periodically, though inconsistently, serves the Oak Harbor area. For Whidbey residents, even getting to a ferry dock to take a walk-on ferry could be a challenge for those who don't have access to private vehicles.

On days when transit is available, there are still challenges with accessing it for some populations. The map in Figure 3 depicts the distribution of elderly residents in the county by household, and identifies those areas with large populations over the age of 65. (Figures 8-11 show the existing transit routes for comparison.) Of particular note is the large component of elderly persons residing at the extreme southern end of Camano Island. These residents likely have difficulty in reaching transit services. Island Transit (Route 2) does extend service to a portion of this area down to E. Dallman Road, leaving residences south of East Dallman Road without service (a distance of 3.5 miles). Elderly residents north of Langley may experience similar problems, as the closest transit service is in Langley (Island Transit Routes 60N and 60S). The distance to transit stops for residents living near Bells Beach is 4.5 miles and the distance from Baby Island Heights is 7.5 miles.

DISABLED

Nearly 12,000 people in Island County (approximately 15.5 percent of the population) are represented by ACS as having a disability. The Census defines disabilities as having hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. The Census listing does not include those who may have special transportation needs due to Post-Traumatic-Stress-Disorder, Bi-Polar Disorder, Agoraphobia, or other mental or behavioral health issues.



Figure 4 shows the distribution of households with persons that have Census-defined disabilities. The distribution of households with persons having disabilities is closely associated with the distribution of households with elderly persons as shown in Figure 3. It can reasonably be assumed that some of these residents are both elderly and disabled.

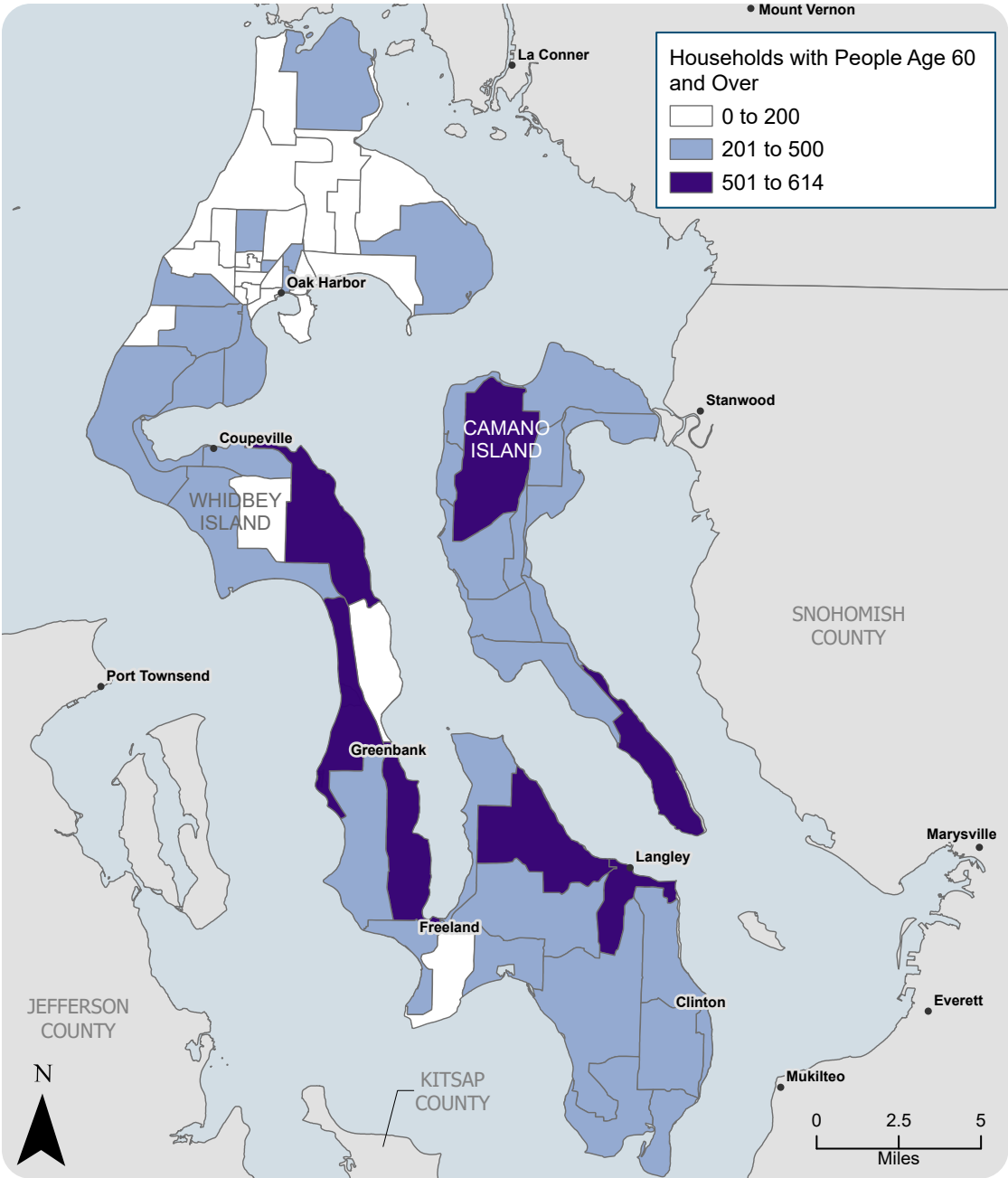


Figure 3.
Population 65 and over by Household

LOW INCOME

The U.S. Department of Housing and Urban Development (HUD) defines 'low-income households' as those households whose income totals less than 80 percent of the median income for the area. In Island County, the median household income for 2020 was estimated as \$70,765. Based on that estimate, Island County households with income of less than \$56,612 in 2020, would be considered low-income. ACS estimated that 33 percent of households in Island County had an income of less than \$50,000 in 2020. (Another 20.3 percent were listed in the \$50,000 - \$74,999 range, but it is unclear how many households in the higher range had an

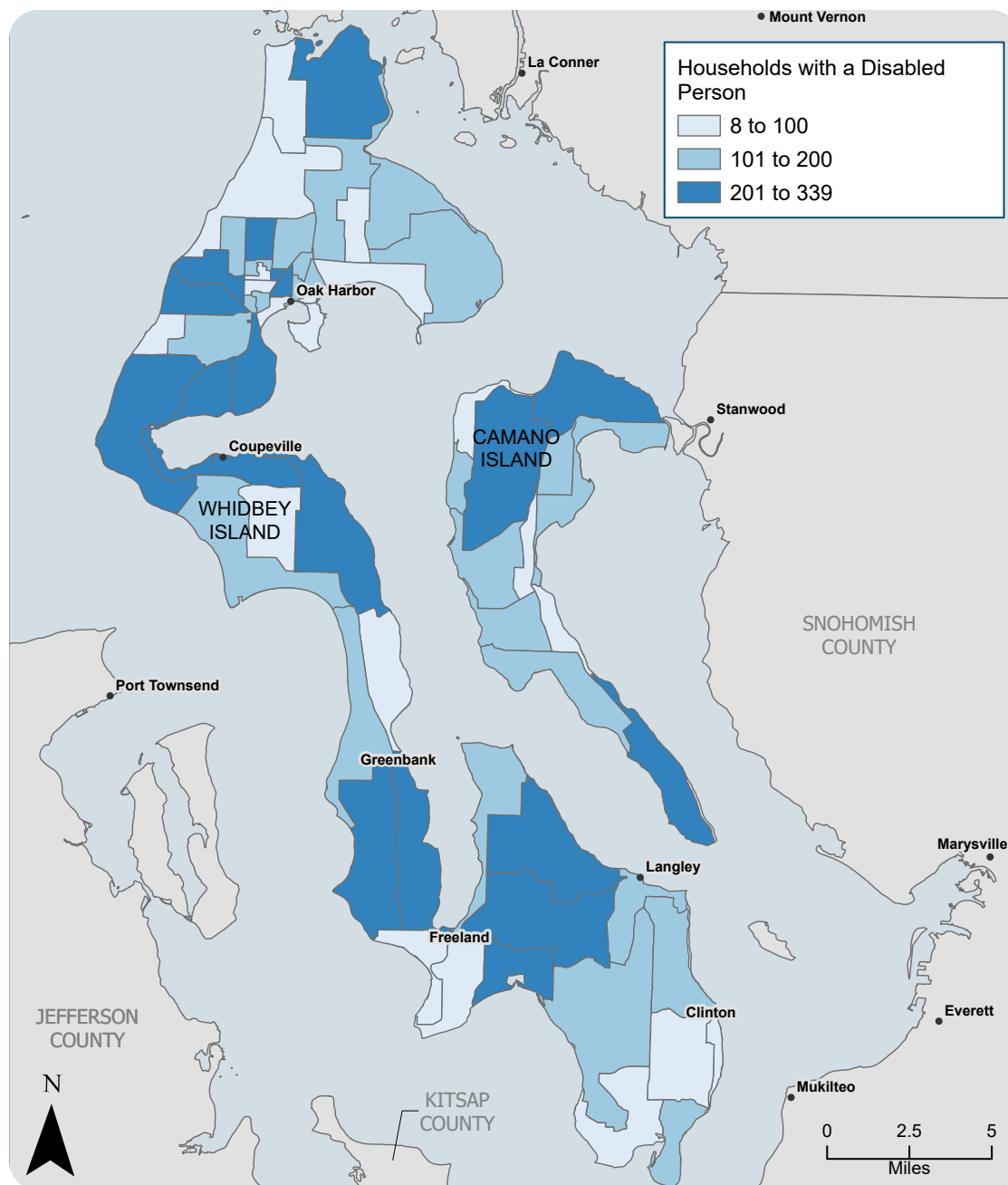


Figure 4.
Population with a Disability by Household

income of less than \$56,612.) This is significant for persons that must pay for a vehicle or some form of transportation service. (Service from Island Transit is fare free).

Figure 5 shows the distribution of households having an income of less than \$50,000. The distribution of low-income households represented in Figure 5 shows a high correlation to the distribution of households with elderly and disabled persons, as identified in Figures 3 and 4.

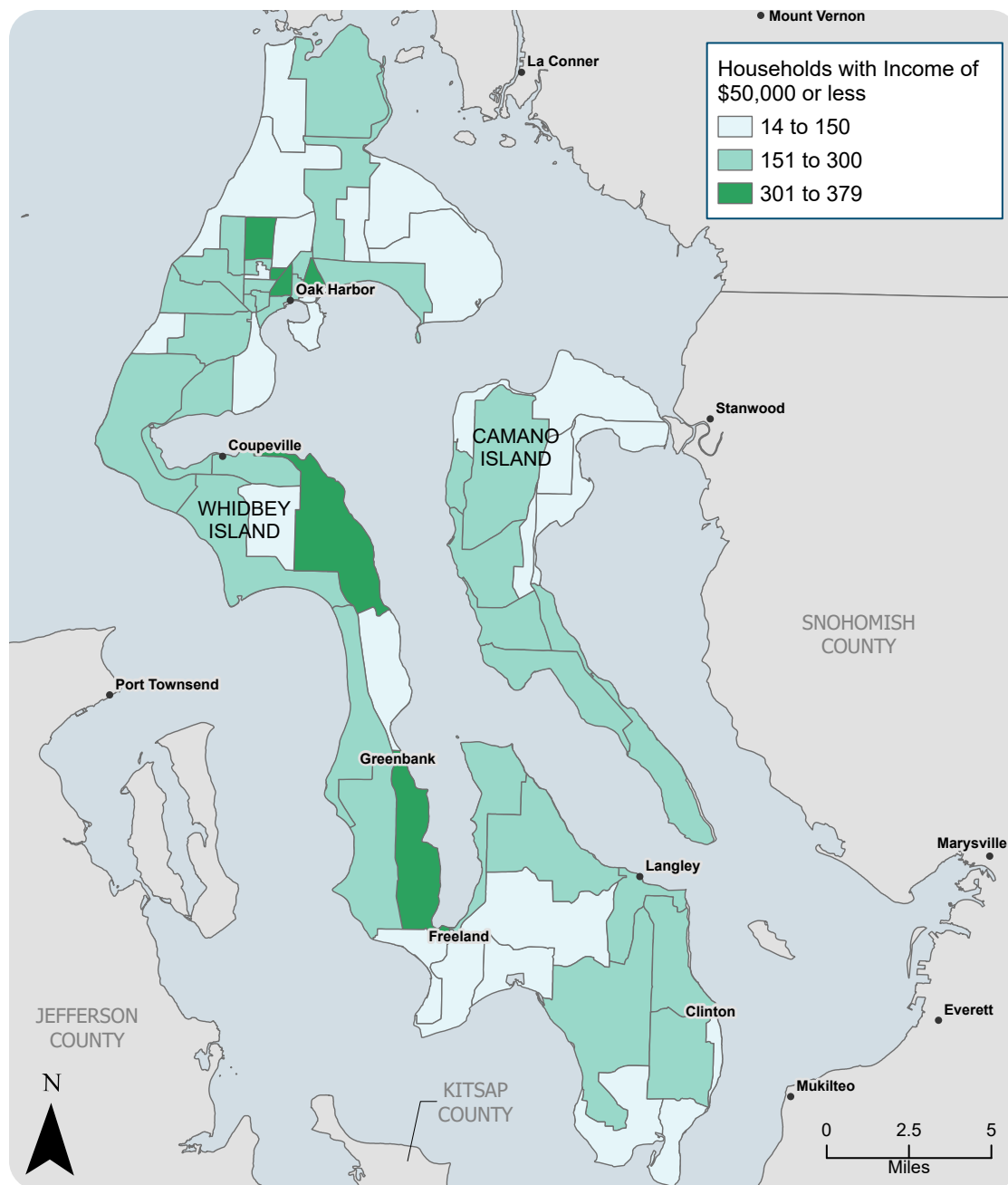


Figure 5.
Households with \$50,000 or less income in 2020

VETERANS

Those residents identified by ACS as veterans represent nearly 13 percent of the population in the county, or approximately 10,919 people. This includes veterans from as far back as the World War II era. More than 4,000 of these are reported as over 65 years of age, and approximately 3,200 are disabled. While there are Veterans Administration Centers (VA) in Bellingham and Mount Vernon, most of the rides needed for disabled veterans are to the VA Hospital in Seattle. Figure 6 shows the distribution of households with a veteran. The denser areas where veterans are living are generally located on Whidbey Island in the vicinity of NAS Whidbey and extreme north end of Whidbey Island.

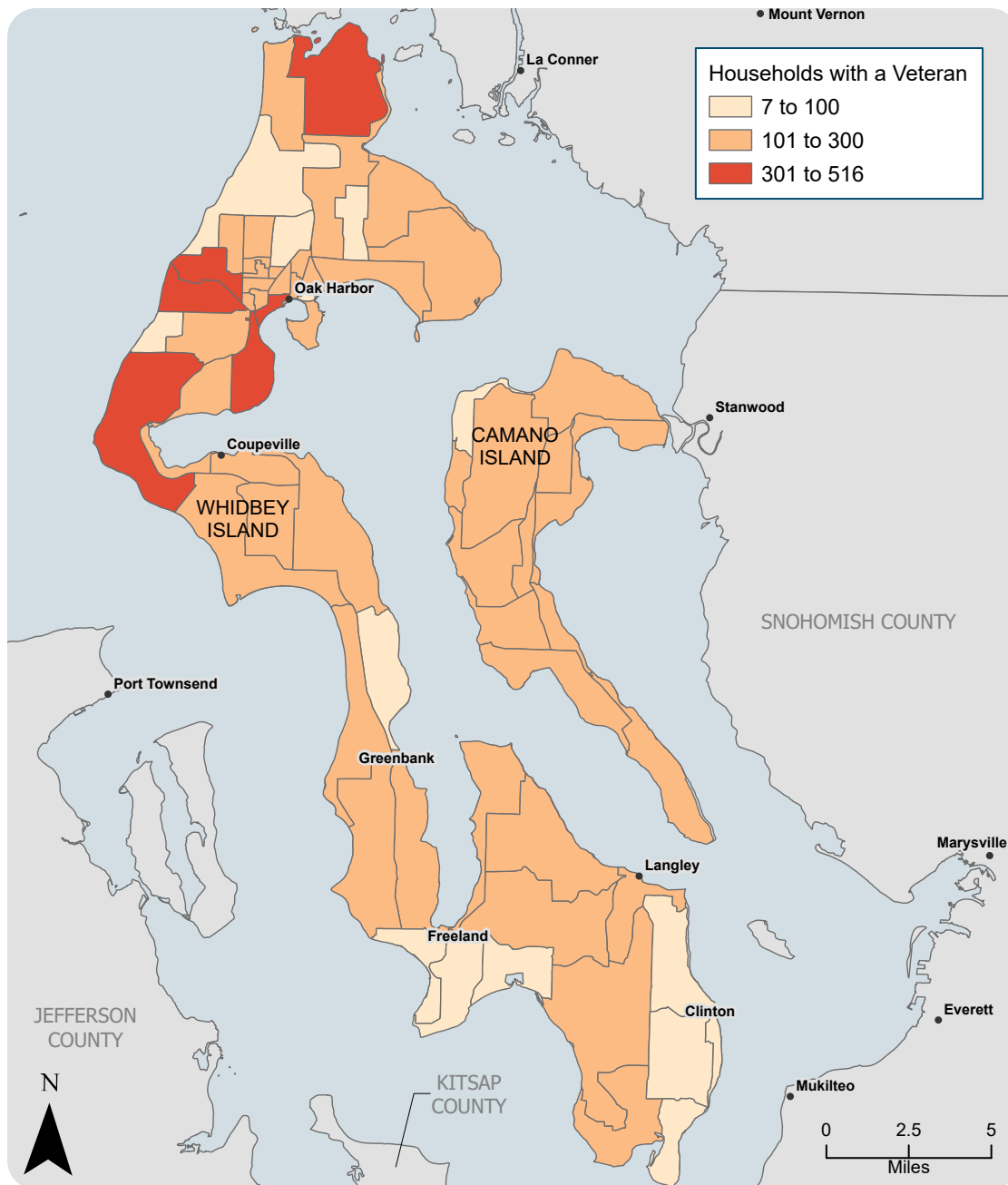


Figure 6.
*Population with
Veteran Status*

Figure 7 identifies block groups that report two or more of the special transportation needs populations as 20 percent or more of the total population. For instance, Census Tract 970100, Block Group 2, contains 1,633 households. Data reported for those households includes 20.95 percent veterans, 30.73 percent elderly, 18.45 percent disabled, and 15.82 percent low-income. Because two primary focus populations in that block group each represent more than 20 percent of the total population, it is identified in yellow. Census Tract 971900, Block Group 3, contains 1,099 households. Data reported for those households includes 15.85 percent veterans, 58.33 percent elderly, 24.18 percent disabled, and 22 percent low-income. Because three focus populations in that Block Group each represent more than 20 percent of the total population, it is identified in orange. Thus, there are four block groups on Whidbey Island having three categories of persons with Special Transportation Needs, and additional 10 census tract block groups on Whidbey Island and one on Camano Island where two categories of special transit needs persons are located.

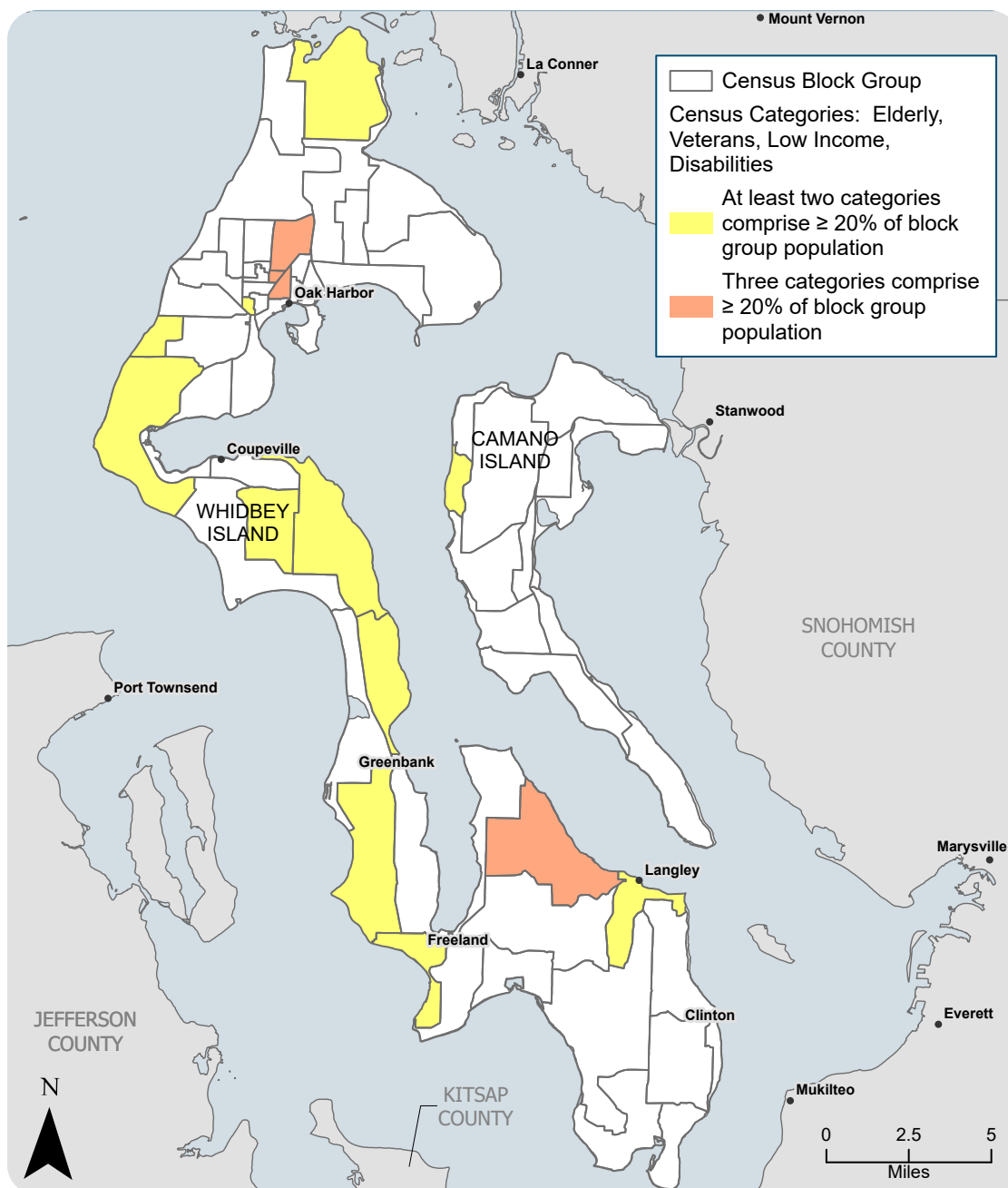


Figure 7.
Overlap of Special Populations

In looking at ways to serve the Island County populations with special transportation needs, it's important to consider the overlap of reported populations. For instance, nearly 63 percent of those reported with a disability are also 65 years and over. Of the veteran population, nearly 45 percent of the population are 65 years and over and nearly 30 percent have a disability.

Additionally, the ACS 2020 Estimate reports a median income for those 65 and over at \$59,884 – just above the low-income threshold, indicating that more than half of those in this category are low-income. The median income for those with veteran status was reported at \$51,291 – below the low-income threshold. For those individuals that cannot afford to operate private vehicles, access to transit and other low-cost transportation options are critical. Transportation challenges for low-income, elderly, disabled, or veteran persons include:

- Difficulty getting to and from jobs, job training, and schools (on time)
- Difficulty getting to and from medical and social services appointments (on time)
- Coordination between work, daycare, and other stops for working parents
- Transporting groceries and other goods and supplies
- For homeless youth – getting to schools and services

Figures 8 through 11 show local destinations on Camano and Whidbey Islands such as schools, stores, medical facilities, ferry terminals, park-and-ride lots, and in the case of Camano Island, off island connections, as well as Island Transit's travel routes. The figures show how the public transit routes align with local destinations. It should be noted that other transportation services such as paratransit also serve these destinations.

On Camano Island (Figure 8), transit generally serves the areas along the shoreline, leaving areas in the center of the island unserved by public transit. However, transit does connect to a number of significant destinations including elementary schools, a medical clinic, several grocery stores, and the Stanwood Park and Ride lot, which connects to the Skagit Transit and Community Transit systems.

Figure 9 shows north Whidbey Island and identifies public transit service to the major population centers such as Oak Harbor, NAS Whidbey, and Coupeville, as well as connecting across the Deception Pass bridge to the Skagit Transit system. This portion of Island Transit's system serves 14 schools, 13 medical centers, and 5 grocery stores.

Central Whidbey Island is shown on Figure 10, with the connection between the Coupeville Ferry Landing and Port Townsend. Destinations in central Whidbey are fairly limited to a few park and ride lots, a grocery store, and several medical facilities, as well as the Greenbank area.

Figure 11 shows the South Whidbey Island area. Major destinations include the Clinton Ferry Terminal, park and rides at Langley, Bayview, and the Clinton Ferry Terminal. In addition to these destinations there are several schools, medical facilities, and grocery stores served by Island Transit.



ORIGINS AND DESTINATIONS



Figure 8.
Local Resources –
Camano Island



Figure 9.
Local Resources -
North Whidbey
Island



Figure 10.
Local Resources –
Central Whidbey
Island

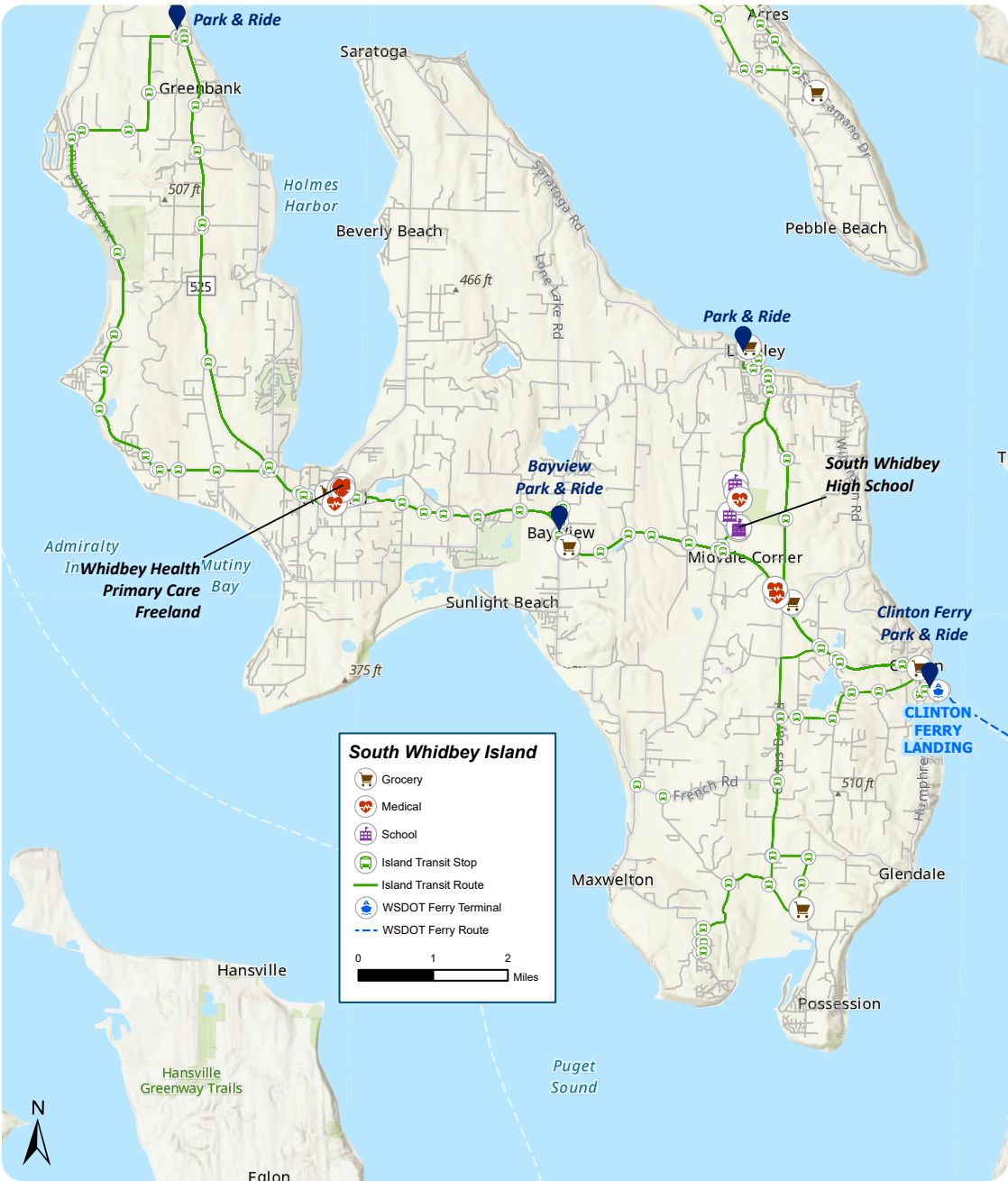


Figure 11.
Local Resources –
South Whidbey
Island



Outreach and Public Engagement

TRANSPORTATION EQUITY COMMITTEE (TEC)

Creating a transportation network that efficiently serves people with special transportation needs requires communication and collaboration. The community involvement portion of this plan included brainstorming sessions between human services providers and transportation providers. The two groups combined to create a Transportation Equity Committee (TEC) that worked together to identify gaps in the Island Region's transportation system and identify solutions in the form of projects or programs. These projects and programs were prioritized by the TEC.

TEC Participants included:

- Island Transit
- Snow Goose Transit
- Whidbey Island Drive (WI-Drive)
- Veterans' Resource Center
- Island Senior Services
- Island County Public Health
- WSDOT Northwest Region Planning
- Island County Human Services
- Island County Developmental Disabilities
- Island County Public Works

For this plan update process, the TEC initially convened in July of 2021. Due to staff turnover at IRTPO, the next TEC meeting took place on May 18, 2022, with a core group of eight participants, primarily transportation providers. A third meeting on June 13, 2022, included a much different group of participants, primarily human services providers. It was concluded that additional outreach was needed to gather the two groups together for the next meeting. The final TEC meeting for this project took place on August 15, 2022. A total of eight participants reviewed the plan and proposed project list. This group then discussed project priorities and next steps.

IRTPO held a public meeting on July 6th, 2022, between TEC meetings. Comments and suggestions from the public were included in the next TEC discussion.

PUBLIC OUTREACH

Geographically, Whidbey and Camano Islands are isolated from the mainland – and from each other. The Town of Coupeville, the County Seat, is roughly in the middle of Whidbey Island. To attend a meeting in Coupeville, Camano Island residents must either travel to Mukilteo and take a ferry, or drive north through Snohomish and Skagit Counties, and west on SR 20 to cross the Canoe Pass and Deception Pass Bridges. Even those in South Whidbey (Clinton/Langley/Freeland) or North Whidbey (north of Oak Harbor) would have a 30-to-40-minute drive in a passenger vehicle to attend a meeting. For those with transportation challenges, this makes attending public meetings difficult or improbable.

However, the COVID-19 pandemic forced agencies to find ways to communicate virtually, making meetings safer and easier for special populations to attend. As in-person restrictions were lifted, many agencies began experimenting with hybrid meeting formats, providing an opportunity for particularly at-risk persons to attend meetings virtually, while others attended face-to-face gatherings. For this type of meeting to be effective, potential participants needed to have stable access to the Internet. This too became a challenge for some agencies attempting to include those with no computers or Internet in their homes. Across the Country, government agencies, schools, churches, libraries, and other organizations stepped up to offer Wi-Fi hot spots or public facilities for meetings, classes, and events. In some areas, buses acted as Wi-Fi hot spots to allow participants to sit in their vehicles or on park benches nearby and access the Internet.

Internet access is not as much of a problem in Island County as it is in some areas, although there are gap areas in available service. The 2020 ACS estimated a total of 35,326 households in Island County. Households with one or more types of computing devices were reported at 33,896, and 32,872 were reported as having an Internet subscription. These figures indicated that 96 percent of Island County households had computing devices (compared to 94.8 in Washington and 91.9 percent nationwide) and over 93 percent had Internet subscriptions (compared to only 90.1 percent in Washington and 85.5 percent nationwide).

Despite this level of access, compared to the nationwide average, IRTPO recognized that those who did not have access were likely some of the same people who faced transportation challenges. Gaps in transportation access often coincide with gaps in broadband service in rural areas. To address this, the IRTPO planning team brought together the members of the TEC and other stakeholders to provide not only Internet access, but facilitated forums associated with the hybrid public meetings.

On July 6, 2022, the main hybrid meeting was hosted at the Sno-Isle Library in Coupeville, with doors open for any interested members of the public to attend in person. Alternate, hosted meeting sites were located at the Freeland and Oak Harbor branches of Sno-Isle Libraries and at Island County's Camano Administration Building. These satellite sites were connected virtually to the Coupeville site. Following a virtual introduction and general discussion of the CPT-HSTP and the need for coordinated planning, all participants engaged in responding to key questions, followed by open discussion.

Despite efforts to engage the public at locations convenient to them, few members of the public attended. Because the attendance for the July 6th meeting was less than hoped for, an additional public meeting was scheduled for August 4, 2022. The August meeting was held at the Island County Commissioners Chambers in Coupeville with virtual attendance opportunities available through the StarLeaf meeting platform.

All responses to questions, comments, and other discussion items were collected and documented in a comment and response log. These combined comments were compiled and posted on the IRTPO website with the Public Review Draft on August 23, 2022.

The third public meeting was held during the IRTPO Executive Board meeting on September 28, 2022. Again, IRTPO provided virtual access as well as a face-to-face option. At this meeting, the Executive Board had the opportunity to hear and discuss public comments related to transportation issues and the Draft CPT-HSTP for the Island Region. No public comment was offered.

Following this meeting, adjustments and revisions were made to the draft document, according to the direction from the Executive Board. The Board took final action on the plan on October 26, 2022. The final plan and Executive Board minutes are available on the IRTPO website at <https://www.islandcountywa.gov/PublicWorks/Roads/Planning/Pages/Human%20Services%20Transportation.aspx>.

IV. Assessment of Transportation Services

In Island County, there are limited transportation options for people with special needs. Island Transit is a public transit agency that offers paratransit within $\frac{3}{4}$ mile of the main transit route, and vanpools for ride sharing. Washington State Ferries provides access from Whidbey Island to either Port Townsend or Mukilteo. A few private or non-profit entities also provide limited services for Whidbey Island residents. Those include Whidbey Island Drive, providing medical transport to Everett and surrounding areas; South Whidbey Taxi, providing services only in and around South Whidbey Island; and the Whidbey Shuttle, primarily transporting travelers to airports. Additionally, several agencies on Whidbey Island provide limited transportation for their own clientele. Because the island population is very rural, there is little business case for private carriers such as Uber or Lyft.

Known transportation providers and their services are detailed below.

TRANSIT PROVIDERS

Island Transit

Island Transit provides fixed route service, commuter express bus service, and route deviation/paratransit service that operates within $\frac{3}{4}$ of a mile of fixed route lines. All Island Transit buses are accessible to persons with Americans with Disabilities Act (ADA) requirements and Island Transit's fixed route and paratransit services are fare free.

The agency provides service on Whidbey Island, Monday – Friday, 3:45 AM to 7:50 PM, and on Saturday, from 6:45 AM – 7:00 PM. Services are provided on Camano Island Monday – Friday, 5:45 AM – 7:30 PM, and Saturday 7:30 AM – 6:30 PM.

Island Transit does not currently provide service on Sundays or on the following holidays: New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day; and Christmas Day.



Fixed Route Service

On Whidbey Island services include nine weekday fixed routes:

- A primary connecting route service between Oak Harbor, Coupeville, Greenbank, Freeland, Bayview, and the Clinton Ferry
- Ten routes serving the City of Oak Harbor
- Three routes serving South Whidbey Island
- Seven routes serving South Whidbey Island, including Bayview, Langley, and Scatchet Head.
- Two routes serving Central Whidbey Island, including Coupeville and the Coupeville/Port Townsend Ferry terminal

- The Clinton Commuter, serving afternoon commuters from Clinton/Mukilteo Ferry to area park and rides
- Naval Air Station Whidbey Island accessed via an on-demand service
- A County Connector route serving between Island County and Skagit County, with connections made from Oak Harbor to March's Point (located in Skagit County) and from Camano Island to Skagit Station (located in Mount Vernon)



On Camano Island services include five weekday fixed routes:

- Two island-wide rural routes
- Service from Camano Island to Stanwood destinations, including shopping, schools, medical, and other services
- County Connector service between Camano Island and Mount Vernon
- County Connector service from Camano Island to Everett Station, Everett Community College, WSU-Everett, and near Providence Hospital of Everett

Saturday service for Whidbey and Camano Islands includes:

- Routes serving North, Central, and South Whidbey Island and Camano Island
- A primary connecting route servicing between Oak Harbor, Coupeville, Coupeville Ferry, Greenbank, Freeland, Bayview, and Clinton Ferry
- A connecting route servicing the Coupeville/Port Townsend ferry terminal
- A County Connector service between Island County and Skagit County, with connections made from Oak Harbor to March's Point and Camano Island to Skagit Station

All fixed route buses are equipped with bike racks and can accommodate two mobility devices. There are rental bike lockers available in select locations.

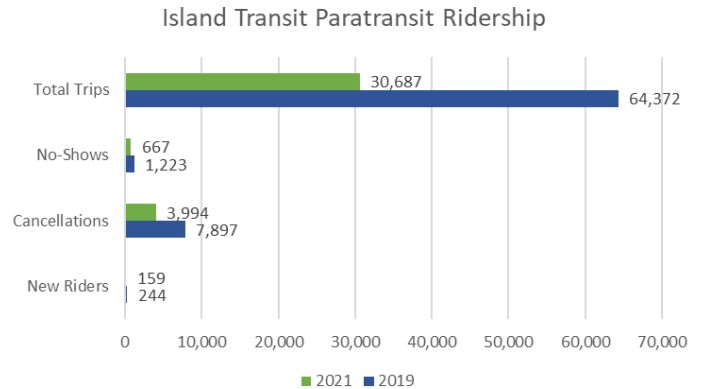
Paratransit Service

Island Transit Paratransit service is an origin-to-destination, shared-ride public transportation service required by the ADA for eligible persons. All of Island Transit's fixed route buses are wheelchair accessible, offer designated priority seating, and boarding and seating assistance from Operators. Island Transit Paratransit service operates the same days and hours as Island Transit's fixed route services, within $\frac{3}{4}$ of a mile of the fixed route.

The figure on the next page shows the change in paratransit ridership since the pandemic. From 2019 to 2021, ridership decreased by roughly half, while no-shows and cancellations doubled.

Commuter Rideshare (Vanpool Program)

Island Transit provides an additional transportation service through Commuter Rideshare (previously known as Vanpool). With new legislation, beginning September 1, 2021, a minimum of three participants are required to be eligible for a Rideshare van. The trip must start or stop within Island County to qualify. Rideshares travel between 12 - 140 daily round trip miles, through six counties.



Transit Connections

Island Transit, Skagit Transit, and Whatcom Transit Authority have partnered to provide public transit services between the three counties. Island Transit provides service between Whidbey Island and March's Point in Anacortes. Skagit Transit makes connections from March's Point toward Anacortes/ San Juan Ferry, La Conner, Mount Vernon, and Bellingham. Skagit Transit and Island Transit operate this connection Monday through Saturday.

Island Transit connects riders with multi-modal transportation hubs at Skagit Station in Mount Vernon and Everett Station in Everett. These riders have access to services provided by Skagit Transit, Community Transit, Everett Transit, Sound Transit, and Whatcom Transit.



Snow Goose Transit

Snow Goose Transit (SGT) utilizes two minibuses that are wheelchair capable. Each bus has a wheelchair lift and can transport two wheelchair passengers at one time. SGT operates a fixed route with the ability to deviate from the route to pick up and/or drop off riders with Special Transportation Needs anywhere along the route, or at one of the predetermined destinations. To request a deviation, passengers must call the office 48 hours in advance. The program is funded by a grant through Washington State Department of Transportation (WSDOT) for pilot projects and by donations. Donations are not required, but greatly appreciated.

Currently, SGT provides transportation services at locations on Camano Island, in Stanwood, at Angel of the Winds Casino, the Safeway grocery store, and other locations in Arlington. The bus schedule is available online at www.snowgoosetransit.org, on the bus, via mail by request, and in the SGT office. Office hours are Monday through Friday 8 AM to 5 PM. Office phone number is: (360) 629-7403, ext. 101.

The SGT team is constantly improving and updating bus schedule(s), times & routes, so everything is subject to change. Once changes are implemented, the webpage will be updated to provide the new schedule. At SGT's stated goal is to provide a unique and fun experience.

Washington State Ferries

Washington State Ferries (WSF) is a division of the Washington State Department of Transportation (WSDOT), and as part of its service across the Salish Sea, it serves two locations in Island County: Clinton, as part of the Mukilteo-Clinton route, and Coupeville, as part of the Port Townsend-Coupeville route.

The Mukilteo-Clinton route is served by either two Olympic class vessels, or one Olympic class vessel and one Issaquah class vessel. The service configuration is dependent on planned and unplanned vessel maintenance and crewing availability. Olympic class vessels have the ability to carry about 144 vehicles, and 1,500 passengers. Issaquah class vessels carry about 124 vehicles and 1,200 passengers. Sailings each way last approximately 20 minutes and occur about every 30 minutes. One ferry leaves Clinton approximately every 25-45 minutes from 4:40 am to 11:45 pm., with the alternate ferry returning on a similar schedule.

The Port Townsend-Coupeville route is served by Kwa-di Tabil class vessels, typically two in the peak season, and one in the off-peak season. A Kwa-di Tabil class vessel can carry about 64 vehicles, and 748 passengers. Sailings in each direction last about 35 minutes and occur about every 90 minutes. This route currently operates between 6:30 am and 9:10 pm.



TRANSIT DISCUSSION – WHAT’S WORKING, WHAT’S NOT

Intercounty trips remain one of the biggest challenges for Island County transportation providers. For example, qualified county residents who need to get to Island Hospital in Anacortes are picked up from home by Island Transit Paratransit and taken to Harbor Station where they transfer to the Island Transit’s fixed Route 411 to March’s Point. Those who don’t qualify for paratransit must take the regular bus to March’s Point. At March’s Point, they transfer again - to Skagit Transit Route 410 and are taken into Anacortes to 10th and Q Streets. Finally, they transfer to Skagit Transit Route 409 that takes them to the hospital parking lot. Passengers traveling to Skagit Station would follow a similar route, with Skagit Transit or Paratransit taking them to Mount Vernon.

Riders report that existing fixed route transit services are not frequent enough and do not make needed connections to important destinations. Existing paratransit services do not adequately extend over county lines, frequently are unreasonable in length, and do not serve all people.

Those relying on ferries to get to off-island services and appointments have faced additional challenges during the COVID-19 pandemic. Crew shortages, exacerbated by the pandemic, have resulted in schedule changes and reduced services – sometimes without warning. Weather conditions can also cause scheduled ferry runs to be delayed or canceled. This level of unpredictability leads to missed medical and other appointments for those relying on the ferry to travel off Whidbey Island. It also causes difficulty for commuters who don’t have the resources to drive to off-island jobs and schools. Washington State Ferries is working to return to normally scheduled services, but staffing shortages continue to cause disruptions in some routes.



Camano Man’s Road to Recovery Began with a Bus Ride

It has been five years since Ric woke up in the hospital after his car slid on black ice and wrapped around a tree while driving on Camano Island one wintery morning. His head injuries were extensive; his survival, a miracle. Little did Shallow know that his road to recovery would begin with a gym membership and a bus ride.

“Without the bus, I’d be trapped at home, doing nothing,” said Shallow, who now runs up to two miles, can swim one mile, and can lift 90 pounds. “The bus gets me out of the house for a break and forces me to do things on my own.”

The mobility public transit provides has helped many people enhance their quality of life by gaining freedom and independence. For this reason, Shallow says, ***“It’s very important to fund public transit. I used to be that guy who complained about paying sales tax. Now, I don’t mind paying. It’s a necessary service.”***

Private and Non-Profit Transportation Providers

Disabled American Veterans (DAV)

Chapter 47 of the DAV in Oak Harbor operates an accessible van to transport veterans. The Chapter Service Officer indicated that pre-pandemic, they were transporting Veterans to the VA Hospital in Seattle 4-5 times per week. Currently, due to staff departures during the pandemic, they have no qualified drivers and are not using the van.

Whidbey Island Drive (WI-Drive)

WI-Drive is a private, fee-based service that offers an accessible van for trips from Whidbey Island to the mainland. Many of WI-Drive's clients are disabled veterans. WI-Drive operates daily, by reservation. This is a door-to-door service.

Veterans Ride Share

The Veterans Resource Center provides two trips to the VA Hospital on Beacon Hill in Seattle each week – Tuesdays and Thursdays. They do not transport to Vet Centers in Everett or Bellingham.

Northwest Regional Council

The Northwest Regional Council (NWRC) is Island Region's Area Agency on Aging and serves as a broker for Medicaid transportation. NWRC authorizes and arranges transportation for people in Island, San Juan, Skagit, and Whatcom counties. The agency provides non-ambulance, Medical Assistance Administration Transportation to covered medical service locations. Clients must be eligible for Medicaid and have no other means of transportation.

The NWRC also offers a Meals on Wheels program. As noted previously, Camano Island is tightly linked with the City of Stanwood. However, Stanwood is part of Snohomish County, which is served by Hopelink, rather than NWRC. This circumstance creates a barrier to efficient service delivery.

Whidbey Shuttle

The Whidbey SeaTac Shuttle and Charter provides airporter shuttle services to SeaTac Airport and Paine Field. They also provide executive transportation services and specialized charter services for events.

South Whidbey Taxi

This Freeland-based taxi service is available to the public and serves only the South Whidbey area. It does not provide wheelchair accessibility or off-island commuter or medical trips.

Angel Flight West

Angel Flight West is staffed by volunteer pilots that fly people with financial need to medical appointments at no cost to the passenger. Once at an airport, Earth Angels (if available) take them to their appointments.

PRIVATE/NON-PROFIT PROVIDER DISCUSSION – WHAT’S WORKING, WHAT’S NOT

The biggest issue for private and non-profit providers is finding and keeping qualified drivers. Many agencies use volunteer drivers, or pay low wages compared to transit and other transportation services. As such, most of those who drive for these agencies are retired, and often over 65. The pandemic led to health concerns for many of these drivers, who limited trips or stopped driving altogether. As with the public transit agencies, it has been difficult for these private and non-profit agencies to recruit new drivers.

Private and non-profit providers (as well as Island Paratransit) have indicated a lack of accessibility for disabled passengers traveling to medical appointments by ferry. Each passenger traveling by private provider must request priority boarding from WSF in advance of the trip. This is a complicated process that has many disadvantages. If the passenger does not have assistance making the request, or doesn’t do it early enough, they may end up attempting to travel without it. Often, the request is lost, doesn’t make it to the loading dock, or is ignored by loading staff. In particular, the loading area at the Mukilteo dock does not have a special lane for wheelchair accessible vans and shuttles. Because these vehicles are lined up in the queue with all other vehicles, there is no way for the drivers to extend the ramp to allow disabled passengers to exit the vehicles. Disabled passengers are essentially prohibited from using the restrooms and other dock facilities while waiting to board the next ferry at Mukilteo. Additionally, disabled passengers have reported long-term issues with the elevators on the ferry, and lack of access to the passenger decks from the car decks.

TRANSPORTATION NEEDS AND GAPS IDENTIFIED

Public and stakeholder input identified the following gaps:

Areas – *Limited transit service areas on South Camano Island and South Whidbey Island*

Days – *No transit on Sundays and reduced services on Saturdays*

Times – *Transit does not run late in the evening from the ferry docks*

Accessibility – *Ferry dock/boarding issues*

Connections – *Long rides with multiple transfers for off-island travel*

Additionally, the following needs specific to veterans were identified:

Island County has the highest, per capita number of Veterans in Washington. Veterans Administration Healthcare facilities are in Seattle (primary care and specialties needed for service-connected conditions), Mount Vernon (limited capacity), and a new clinic in Everett. High numbers of Vietnam War Veterans require specialty care for a wide range of health issues. Additionally, Island County has a shortage of healthcare providers, insurance coverages etc. This means people are getting care through healthcare systems off island, and many veterans get care at VA Facilities. Veterans’ Healthcare is available to most veterans at no or low cost, but the main barrier is access to transportation to the care facilities.

No VA healthcare services currently exist in Island County. There are also no non-VA Veterans Informed Providers. The high-quality care and veteran-focused care is on the mainland at VA clinics.

Requests for rides from Vietnam Veterans are increasing. All Vietnam Veterans are eligible for VA healthcare; the new PACT Act makes Post 9-11 veterans Iraq and Afghanistan Veterans eligible for benefits and healthcare.

Whidbey Veterans Resource Center (WVRC) operates 2 rides per week to the Seattle VA from an established pick-up/return point.

A new VA clinic is opening in September 2022 in Everett. Whidbey Island is in the catchment area for this clinic.

Challenges for Addressing Veteran Transportation

- It is not feasible to have only north or only south solutions due to time, geography, distances, rural highway, and passing times (trip duration)
- The burden of getting to a fixed pick-up location can be challenging for Veterans and any with Special Transportation Needs, therefore vehicles and drivers need to be available in all areas of the county (north/central/south Whidbey and Camano) to provide efficient pick-up services
- Note: VA/VHA schedulers will refer South Whidbey Veterans to Everett, or Seattle VA; CBOC's are planned and staffed for catchment areas (by resident's zip code)
 - » Currently Oak Harbor Vets are eligible for primary care at Mt Vernon or Everett CBOC; Seattle for specialties;
 - » South Whidbey Veterans are referred to the (new) Everett CBOC or Seattle VA. Women Veterans can elect to be seen through the Seattle VA Women Veterans Health Clinic.





COVID-19

The COVID-19 pandemic impacted transportation for all populations, but it hit those with special needs the hardest. Staffing issues were particularly detrimental for private and non-profit services because many of them used volunteer drivers over 64, who were in the high-risk category for COVID-19. Independent taxis and private car services were harder to find. Transit services across the country reduced capacity and restricted services, partially due to staffing issues and partially to maintain social distancing. Even ferry services to and from Island County were unreliable. Many people with Special Transportation Needs became isolated because their transportation options were severely limited. Those who had no private vehicles or access to private transportation missed appointments and/or had trouble getting to jobs, schools, or grocery stores.

Island Transit's staff responded quickly and efficiently, installing protective safety equipment in buses and providing masks for riders. Island Transit also reached out to agencies and organizations that provided services to the elderly, disabled, low-income persons, and youth to offer additional assistance as needed.

Throughout 2020 and 2021, the IRTPO attempted to convene discussions between agencies and organizations that provided human services and those public and private agencies that provided transportation services. The intent was to re-convene the Transportation Equity Committee to discuss potential solutions to the immediate special needs transportation issues and begin the update of this planning document. Even with the option of virtual meetings, most human services agencies were so overwhelmed with pandemic response they couldn't spare the staff time to participate.

As restrictions have eased and staff have returned to offices and facilities, doors have been opened to the public again. Agencies are staffing up, as much as possible, allowing for better opportunities to serve their clientele. However, many within the elderly, disabled, and low-income populations have underlying health conditions that make face-to-face office visits and meeting attendance undesirable. Because of that, many are still physically isolated. In addition, it is assumed that many in the elderly community do not have Internet access. This makes dissemination of information more difficult and public input harder to achieve. The IRTPO has attempted to overcome these obstacles by working directly with service providers to reach their clientele. It is hoped that providers will soon be able to return to normal levels of service, and an ongoing coordination can be established for special needs transportation.



Strategies and Activities Identified to Address Gaps

IRTPO's 2018/2019 CPT-HSTP included a list of potential projects. The project descriptions are included below, with a follow-up analysis.

Data Collection:

To provide cost effective rural transportation services, and to qualify for certain kinds of funding, providers need more information about who needs those services. Working with partners, more specific data can be collected. For example, veterans' services offices might be able to collect the number of veterans requesting transportation services and when. This data would help develop more targeted planning to inform providers where potential service expansions or implementation of innovative services makes the most sense.

Update:

IRTPO initiated a County-wide transportation data collection effort. That effort is now an ongoing element of the IRTPO's Unified Planning Work Plan. The data collected as part of this activity is available to all IRTPO member agencies.

Trip Origins/Destinations Data:

This plan identified limitations with census block group level demographic data mapping with respect to understanding common origins for special needs populations. Looking at block level data may be helpful, but additional resources are likely required to better understand needs and gaps. This project proposes coordinating between Public Health, Human Services, Planning and Public Works to develop finer grained mapping tools. While sensitive data would not be public facing, buffered regions could do a better job of indicating areas where additional attention is warranted. Finer grained mapping could facilitate transit routing updates, prioritization of non-motorized infrastructure projects (including shoulder widening) and inform outreach efforts.

Update:

Collection of Origin/Destination data is part of the IRTPO's data gathering work. It was the intention of IRTPO to address the origin/destination questions raised in the previous plan in this update. Because 2020 US Census data had not been released as of the drafting of this plan, population details were taken from American Community Survey estimates. Specific details are not available at block level, due to privacy issues. However, the Census Tract and Block Group levels utilized in the mapping for this plan provide a clear picture of origins and destinations for the populations studied.

The first two projects identified as priorities in the previous CPT-HSTP have largely been addressed. IRTPO continues to include Data Collection and Analysis as a primary element of its Work Plan.

Non-Transit Transportation Services Areas:

This plan was successful in mapping transit services and identifying area gaps in paratransit service. Other volunteer and private transportation services are available, but coverages were not well understood and therefore were not mapped. The transportation services need indexes generated (see Figures 30 and 31) were not as revealing as the planning team had hoped. Future efforts might concentrate on paratransit gaps and distance to fixed route transit relative to the size/category of target populations. Then further analysis could determine if other services are bridging those gaps or how new services could address gaps.

Update:

According to the Washington State Office of Financial Management and the U.S. Census Bureau's American Community Survey, there are no identified LEP populations in Island County. When 2020 U.S. Census data is available, it will be important for IRTPO and member agencies to review the updated data on limited English proficiency. However, Island Transit regularly provides translation into Tagalog and Spanish, in order to better serve the community. Island Transit is committed to continuing this important outreach practice. For the 2022 update, the project team employed non-traditional outreach methods, including working directly with providers to disseminate information, providing information and participation options at Sno-Isle public libraries throughout the county, reaching out to the public at the Whidbey Fair, and providing online options for participating in meetings and submitting comments.

Targeted Outreach:

This plan was unable to show evidence of successful outreach to populations with limited English proficiency (LEP). In addition, there may be other vulnerable populations for whom the planning team's outreach efforts were not as effective. This project would employ non-traditional outreach methods to connect with individuals and communities that are underrepresented. Such outreach efforts would provide a better understanding of our region's needs and gaps, which would inform future planning and strategy prioritization.

Update:

According to the Washington State Office of Financial Management and the U.S. Census Bureau's American Community Survey, there are no identified LEP populations in Island County. When 2020 U.S. Census data is available, it will be important for IRTPO and member agencies to review the updated data on limited English proficiency. However, Island Transit regularly provides translation into Tagalog and Spanish, in order to better serve the community. Island Transit is committed to continuing this important outreach practice. For the 2022 update, the project team employed non-traditional outreach methods, including working directly with providers to disseminate information, providing information and participation options at Sno-Isle public libraries throughout the county, reaching out to the public at the Whidbey Fair, and providing online options for participating in meetings and submitting comments.

Infrastructure Needs and Gaps:

This project recommendation could be combined with mapping and outreach projects. Such needs/gaps might be identified as a result of a Trip Origins Data project. Public works or transit staff could examine trip origins mapping for potential challenges to people getting around on foot, by bicycle, or with a wheelchair. Infrastructure need/gaps might also be identified through Targeted Outreach efforts, especially to underrepresented vulnerable populations.

Update:

This item will be brought forward for 2022, and combined with the update of the Regional Transportation Plan. Coordination of the two documents will provide a more balanced approach to planning infrastructure that meets the needs of all residents and travelers in Island County.

Coordination:

This plan recognizes the benefits of bringing partners and/or system users together to look for new opportunities to address special needs transportation concerns. The success of the North Sound Transportation Alliance's Health and Transportation workshops suggests more localized efforts could also benefit from a targeted workshop format. Coordination could focus on creative funding, innovative programs, grant writing, public engagement campaigns and other topics that advance transportation options.

Update:

IRTPO continues to participate with the North Sound Transportation Alliance and SnoTrac, in Snohomish County. In addition, a subgroup of SnoTrac, calling themselves the North Counties Transportation Coalition, partnered to create a pilot van project to fill some of the gaps for residents traveling between Stanwood/Camano, Arlington, and Mount Vernon. A Regional Mobility Management Coalition has been suggested as a forum for Coordination, Education, and Training. The specific details of this coalition have not yet been determined. See 2022 project list.

Education:

Grant Application & Management: Non-profit organizations have expressed interest in applying for Consolidated Grants, but find the process challenging with existing resources. In one case, a completed grant application failed to go through before the deadline due to technical difficulties. This potential project would look at ways to support local non-profits in their efforts to identify competitive projects, complete grant applications, and follow grant requirements if they receive an award.

Update:

A Regional Mobility Management Coalition has been suggested as a forum for Coordination, Education, and Training. The specific details of this coalition have not yet been determined. See 2022 project list.

Transportation Services Training:

Another component of education involves providing instruction on what services are available and how to access them for those who work directly with transportation disadvantaged populations. To this end, transportation specialists in the community of Snoqualmie have started a “train the trainers” program so staff are better able to serve their clients. A recent mobility management workshop, identified the possible value of developing a transportation services training video that could reach a wider group of human services providers, and also address staff changes.

Update:

A Regional Mobility Management Coalition has been suggested as a forum for Coordination, Education, and Training. The specific details of this coalition have not yet been determined. See 2022 project list.

Targeted Veterans Assistance Coordination:

One of the largest vulnerable demographic sectors identified for Island Region was the veteran population. This plan discusses some issues, such as long trip times, lack of ADA accessible vehicles and barriers to making trips that do not go all the way to Seattle. However, most of that information came from Whidbey Island residents. Anecdotal reports from Camano, indicate that patients may be able to call for trips to the VA hospital. A targeted veterans’ assistance coordination effort (including outside of the Island Region) might uncover new transportation service options.

Update:

A partnership between Whidbey Veterans’ Resource Center, W-I Drive, Island Senior Resources, Oak Harbor DAV, and Island Transit has been suggested to address these issues. See 2022 project list.



Regional Priorities for Implementation 2022

PROPOSED PROJECTS AND PROGRAMS TO ADDRESS TRANSPORTATION GAPS FOR POPULATIONS WITH SPECIAL TRAVEL NEEDS

The question for transportation providers is whether there is an incentive to serve a higher percentage of the population in rural areas. Generally, providers focus on the cost-effective method of serving the highest number of potential riders. This is often driven by funding formulas and political will. What are the solutions? This section will identify proposed solutions in the form of projects and programs.

Island Transit's 2021-2026 Transit Development Plan (TDP) addresses some of the gaps identified above. In the Planned Activities for 2022, the TDP lists the following items under Mobility:

- Implement new service, including likely Sunday service and late evening service to better meeting the mobility needs of the public, business community, and visitors in a post-pandemic world
- Complete the evaluation of an on-demand first/last mile pilot project and implement it
- Conduct public outreach to better inform or educate public on services and bus capabilities

Project A. Sustain Rural Public Transportation Service North Sound Regional Connector (aka Island Regional Connector)

Sponsor & Partners

Island Transit

Description

Four-year request to provide operating assistance to fund Island Transit's North Sound Regional Connector service. This service provides seamless, multi-jurisdictional public transportation connections to places of employment, city, county, and state offices, medical, shopping, social services, and higher educational opportunities. The regional connectors allow Island Transit to continue providing regional service connections into Stanwood and Everett (located in Snohomish County) as well as March's Point P&R and Mount Vernon (located in Skagit County). The effect of these regional partnerships results in an interconnected public and private multi-modal transportation system.

Island Transit operates three routes beyond the established Public Transportation Benefit Area (PTBA) boundary providing regional connections to Skagit and Snohomish County multi-modal transportation services. Route 411W connects Whidbey Island to Skagit county, Route 411C connects Camano Island to Skagit County, and Route 412 connects Camano Island to Snohomish County.

Project B. Sustain mobility management programs

Sponsor & Partners

Island Transit

Description

Two-year request to provide funding assistance to continue mobility management community outreach program. Program increases community awareness of Island Transit services by utilizing a mobility specialist who provides education to individuals, community organizations, and agencies serving the special needs populations.

Project C. Implement first/last mile on-demand service

Sponsor & Partners

Island Transit

Description

Four-year request for funding assistance to provide new first/last mile on-demand service on routes that are underperforming and/or unavailable to serve vulnerable populations in overburdened communities that experience transportation disadvantages. This includes service to areas of Camano Island that presently do not have service. On-demand service will replace fixed route service to NAS Whidbey, as well as portions of Camano Island and portions of Central and South Whidbey Island.

Project D. Snow Goose Transit-Fixed Route w/deviations, Camano, Stanwood, Arlington

Sponsor & Partners

Lincoln Hill Retirement Community

Description

Two-year request to provide operating assistance to fund Snow Goose Transit. Snow Goose Transit provides fixed route service by donation to Camano, Stanwood, & Arlington with deviations for door-to-door service for those with special needs & older adults. The effect of this service is specialized/adaptable transportation for these communities working with other transit agencies.

Snow Goose Transit operates 2 routes with wheelchair accessibility for Camano, Stanwood, and Arlington. Deviations of door-to-door service for special needs riders including those with wheelchairs, scooters, walkers, canes, visual impairments, & developmental disabilities.

Project E. Regional Mobility Management Coordination for all of Island County and Off-island Needs

Potential Partners

Proposed partners include IRTPO, Island Senior Resources, Whidbey Veterans Resource, Island Transit, WI Drive, Disabled American Veterans, Opportunity Council, and the Accessible Communities Advisory Committee of Island County.

Description

Without coordination of resources and a central resource contact, individuals are challenged to find timely, affordable, safe, and coordinated rides for needed care. Individuals who are not Medicaid eligible often cannot afford fee for service rides locally and high-cost rides to off island appointments and services.

This project proposes to develop a program to address transportation needs that are beyond the scope of Medicaid and/or local transit/paratransit routes/schedule for local access. Potential project goals could include:

- Provide referrals and scheduling coordination for on demand door-to-door special needs conveyance.
- This effort should include coordination for rides on and off both Whidbey and Camano Islands.
- Program services should include door-to door-and local access/pick up drop off locations in North, Central, and South Whidbey, and designated points on Camano Island.
- The program would include developing a process to determine eligibility for, and distribution of, travel vouchers. Vouchers could cover all or part of the cost of vendors providing rides on and off island. Vouchers would make rides affordable and allow for paid conveyance/taxi/ ride services on island and mainland to access programs.

Project F. Whidbey Island Veterans Transportation Services and Healthcare Access Coordination

Possible Partners

Proposed partners include Whidbey Veterans Resource Center, Island Transit, WI Drive, and Disabled American Veterans, Island Senior Resources, County Veterans Assistance, County Veterans Advisory Board, Opportunity Council, Washington State Department of Transportation, and Washington State Ferries.

Description

Increase availability and access for rides for Veterans and their caregivers to access non-emergency healthcare. This project would provide accessible, comprehensive transportation to VA healthcare focused on providing coordination and rides to access Veterans Services and healthcare on island (VA funded Community Care program) and off Island to Seattle and Everett VA Healthcare facilities.

VIII. Ongoing Coordination

Interest has been expressed in creating an online community chat room or bulletin board to continue this discussion informally over the next four years. This could be a function of a Regional Mobility Management program, as discussed above. A volunteer from a core group such as the Transportation Equity Committee would be responsible for managing the forum and facilitating communication and quarterly meetings.



POTENTIAL PARTNERS

- Healthcare providers and facilities
- Transit agencies
- Private and Non-profit organizations
- Government organizations
- Educational institutions
- Employers
- Work Source and Work First
- Chambers of Commerce
- Emergency Management organizations
- Organizations for people with disabilities
- Organizations for people with low-income
- Organizations for youth and teens
- Organizations by and for seniors
- Veterans' organizations
- Faith-based organizations

ACRONYM LIST

ACS: American Community Survey – a five-year demographic estimate provided by the US Census Bureau

ADA: Americans with Disabilities Act

CBOC: Community-Based Outpatient Clinic

CPT-HSTP: Combined Public Transit-Human Services Transportation Plan

DAV: Disabled American Veterans

FTA: Federal Transit Administration

HUD: Housing and Urban Development – a federal housing agency

IRTPO: Island Regional Transportation Planning Organization

LEP: Limited English Proficiency

NAS Whidbey: Naval Air Station Whidbey

NCTC: North Counties Transportation Coalition

NSTA: North Sound Transportation Alliance

NWRC: Northwest Regional Council

OFM: Office of Financial Management

P & R: Park & Ride

PTBA: Public Transportation Benefit Area

RTPO: Regional Transportation Planning Organization

SGT: Sergeant

TAC: Technical Advisory Committee

TDP: Transit Development Plan

TEC: Transportation Equity Committee

VA: Veterans Administration

VHA: Veterans Health Administration

WA: Washington

WI-Drive: Whidbey Island Drive

WSDOT: Washington State Department of Transportation

WSF: Washington State Ferries

WSHSTP: Washington State Human Services Transportation Plan

Appendix A

Transportation Equity Committee



Appendix A. Transportation Equity Committee

Note: The Transportation Equity Committee was incorrectly referred to as the Technical Equity Committee in several communications.

TEC Meeting #1:

Hello TEC Members-

The Island Regional Transportation Planning Organization (IRTPO) is preparing to update our Coordinated Public Transit – Human Services Transportation Plan (CPT-HSTP). Agencies and organizations that provide public or private transportation, healthcare or other services for the elderly or disabled, job training or education programs, homeless housing or food assistance, and services to veterans and minorities are encouraged to participate in this process. The CPT-HSTP helps agencies coordinate transportation for human services such as medical care or job training. Projects and programs designed to make connections and fill transportation gaps are identified in the plan in a prioritized list. This list is used by providers to acquire federal funding for projects that provide transportation between homes, services, and jobs.

For more information about the IRTPO, please see:

<https://www.islandcountywa.gov/PublicWorks/Roads/Planning/Pages/Regional.aspx>

To view the existing CPT-HSTP, please see:

<https://www.islandcountywa.gov/PublicWorks/Roads/Planning/Pages/Human%20Services%20Transportation.aspx>

Please join us for a discussion of the transportation connection opportunities that currently exist for your clientele and help us to identify unmet needs and potential solutions.

Our first meeting will be May 18th at 1:30pm. The meeting will be held virtually on Starleaf. A link will be sent to those who RSVP.

If you are unable to send a delegate to the meeting, but want to stay in the loop, please let us know and we will be sure to send you meeting minutes and plan update information throughout the process.

If you are planning to attend, please RSVP to Benjamin Jones, Transportation Planner, IRTPO:

Benjamin.jones@islandcountywa.gov or call 360-240-5546

Respectfully,
Ben

Agenda:



Island Region Technical Equity Committee

Meeting Date: May 18, 2022 **Time:** 1:30 pm

RE: Updating the *Combined Public Transit – Human Services Transportation Plan*

AGENDA

- 1) Welcome and Introductions – Sign-In Sheet
- 2) Background on CPT-HSTP and the update process
- 3) Timeline for update and Consolidated Grant application due date
- 4) Discussion Items:
 - a. How has COVID-19 impacted your ability to serve your clientele and get them to and from meetings, appointments, jobs, schools, and other necessary travel?
 - b. What known transportation gaps existed prior to, or outside of COVID-19 issues?
 - c. What new opportunities or services have been provided since the previous plan was adopted? Which of these are directly related to COVID-19?
 - d. How is communication/coordination between human services providers and transportation providers working today? Are there improvements that could be discussed?
 - e. What suggestions or proposals do you have for addressing the gaps identified?
 - f. Who else should be responding to these questions? Please provide agencies/organizations and contact names.
- 5) Next meeting June 13th. Discuss time and whether to meet in person or virtually.
- 6) As you go, consider what issues are most important to your clientele and what efforts may need to be made to address them. Please send us your ideas for projects and programs that we can discuss at our next meeting.

Participants:

John Bermani, Snow Goose Transit

Dee Wells, Island Transit

Dana Sawyers, Veterans' Resource Center and Whidbey Island Drive

Marianna Hanefeld, WSDOT Public Transportation

Brock Howell, SnoTrac

John Shambaugh, WSDOT NW Region Planning Office

Ed Sewester, Island County Public Works

Benjamin Jones, IRTPO

TEC Meeting #2:

Attention Human Services and Transportation Providers:

The Island Regional Transportation Planning Organization (IRTPO) is working on an update to the Island Region's *Combined Public Transit – Human Services Transportation Plan*. This plan addresses challenges to transportation access for the elderly, disabled, low-income, and other populations with special transportation needs. IRTPO has engaged the services of David Evans and Associates to assist in this plan update. As the Plan Leader, I am committed to bringing in as many voices as possible to contribute to this process.

The draft of the current update is due to Washington State Department of Transportation's Public Transportation Office by September 1, 2022. If you have clients, patients, employees, or residents that have special transportation needs, we encourage you to participate in this discussion of transportation gaps and project suggestions.

Please see the attached flyer for more information.

We look forward to talking with you on ***June 13th***!

Susan Driver

Addressing Transportation Gaps for those with Special Transportation Needs



Please join the Island Regional Transportation Planning Organization (IRTPO) for a discussion of these issues and direct conversation and brainstorming between human services providers and transportation providers.

Do you work with
Island County
residents who are
low-income, elderly, or
disabled?

Do any of
your clients
have difficulty getting
to appointments,
treatment, grocery stores,
food banks, jobs,
training, schools,
or other important
locations?

Do you know
how your clients
get from place to place?
Do you have ideas or
recommendations for
better transportation
programs
or services?

Our **June 13th** meeting will take
place at **10:00-11:00 am** in
Coupeville, at the WSU Extension
office on Main Street.

This will be a hybrid meeting,
with a virtual option for those unable
to attend in person.

For more information,
please contact: Benjamin Jones,
Benjamin.Jones@islandcountywa.gov



For directions, scan the QR Code

Agenda:



Island Region Technical Equity Committee

Meeting Date: June 13, 2022 **Time:** 10:00-11:00 am

RE: Updating the *Combined Public Transit – Human Services Transportation Plan*

AGENDA

1. Welcome and Introductions – Sign-In Sheet for in-person attendees – recorded meeting
2. Background and timeline on CPT-HSTP update process and Consolidated Grant applications
 - a. The first public review draft of the plan will be available by June
3. Discussion Items:
 - a. Review survey that was attached to the invitation flyer
 - b. Collect responses from TEC participants
 - c. Forward survey to others
 - i. How has COVID-19 impacted your ability to serve your clientele and get them to and from meetings, appointments, jobs, schools, and other necessary travel?
 - ii. What known transportation gaps existed prior to, or outside of COVID-19 issues?
 - iii. What new opportunities or services have been provided since the previous plan was adopted? Which of these are directly related to COVID-19?
 - iv. How is communication/coordination between human services providers and transportation providers working today? Are there improvements that could be discussed?
 - v. What suggestions or proposals do you have for addressing the gaps identified?
 - vi. Who else should be responding to these questions? Please provide agencies/organizations and contact names.
 - d. **Public meeting July 7th.**
 - i. This meeting will be a hybrid gathering – discuss time of day preferred
 - ii. Meeting hosts/facilitators are needed from your agencies for small group satellite forums at your meeting locations
 - iii. Hosts will be provided with sign-in sheets, surveys, and comment forms
 - iv. The Draft document will be available online
4. Proposed projects or programs for discussion at our next meeting
 - a. Hand out project/activity forms

Participants:

Tiffany Wheeler-Thompson, Island County Human Services

Mike Etzell, Island County Disability Services

Kara Richmond, Island County Public Health

Michelle Cato, Island Senior Services

Katie Bunge, WSDOT NW Region Planning Office

TEC Survey:

Please assist us by responding to this short survey

1. How has COVID-19 impacted your ability to serve your clientele and get them to and from meetings, appointments, jobs, schools, and other necessary travel?
2. What known transportation gaps existed prior to, or outside of COVID-19 issues?
3. What new opportunities or services have been provided since the previous plan was adopted? Which of these are directly related to COVID-19?
4. How is communication/coordination between human services providers and transportation providers working today? Are there improvements that could be discussed?
5. What suggestions or proposals do you have for addressing the gaps identified?
6. Who else should be responding to these questions? Please provide agencies/organizations and contact names.

Compiled TEC Survey Responses:

Carol Colar

Volunteer Medical Transportation (VMT) Director

Island Senior Services

June 3, 2022

- 1) Covid-19 has definitely impacted our ability to serve our clientele during different phases of the pandemic. When covid initially started our transportation service was completely shut down with the exception of life sustaining medical appointments, i.e., chemo treatments, dialysis, etc. We were successfully able to meet these needs. We also established a grocery delivery for those seniors who were too frightened to enter a store. Our volunteer drivers put themselves at risk to meet the needs of those who were most vulnerable. As the pandemic progressed, we were able to restore more service with the caveat that all clients sit in the back seat of the car and must wear a mask. We were met with some opposition at that time but stuck to our policy and increased service. Now we are back to running at full capacity. We do still have issues that we deal with day to day, such as drivers that do not want to drive those who are not vaccinated, or those who refuse to wear a mask even though the mandate has been removed. Juggling defiant clients with over cautious drivers has been challenging. Since we are volunteer based, we have had to figure out a way to balance the needs of our drivers as well as our clients.
- 2) The transportation gaps that existed before covid and still exist today is a reliable service for those who are wheelchair bound. ISR cannot transport someone in a wheelchair. Island County Para Transit only covers those who live up to $\frac{3}{4}$ of a mile off their routes which doesn't come close to serving those clientele. This has been a major issue on Whidbey for a very long time. Many clients that we drive would be willing to take the bus if there was service where they lived. Transit routes on the island are very limited. Many rides that we do could be done by Island County Transit if they served a larger area.

There also used to be a bus that went from Oak Harbor down to the VA Hospital in Seattle on a weekly basis. That service was stopped during covid. I am not sure what the status is today.

- 3) We have always taken seniors grocery shopping, but that service has increased quite a bit since the onset of covid. It has dwindled down some, but it is still more than we had prior to covid.
- 4) Communication/coordination between human services providers and ISR has always been good. We work closely with several different agencies to fulfill our clients' needs. I think there could be improvement in getting the word out there that we exist. I am always surprised when a social worker tells me that they just learned about our service. This could also be due in part to a lot of turnover in the social services area and the word is just not passed on.
- 5) I would love to see an increase in the area that Island County Para Transit covers as well as an increase in the distances on their regular bus routes. The establishment of a reliable non-profit or service that transports wheelchairs would be a wonderful addition.

TEC Meeting #3:

Hi Technical Equity Committee-

Our final TEC meeting is scheduled for Monday, August 15, at 11:30 a.m. This meeting is intended for the discussion of the proposed project submittals. If you haven't had the opportunity to submit your request, please do so no later than August 12, 2022. Please send your request to Ben Jones at Benjamin.jones@islandcountywa.gov. This meeting will be held via StarLeaf. I've provided the link below for your convenience.

Respectfully,

Ben

Your meeting is scheduled

Technical Equity Committee-Addressing Transportation Gaps for those with
Special Transportation Needs
Mon, Aug 15, 11:30 AM - 12:30 PM PDT

Join this StarLeaf meeting

→ <https://meet.starleaf.com/4964357673/app>

Meeting ID: 496 435 7673

Join with telephone:

From your smartphone
+16692722894,,4964357673#
+16698005335,,4964357673#

Benjamin Jones

Transportation Planner

Phone: (360) 240-5546

Email: Benjamin.Jones@islandcountywa.gov



Island Region Technical Equity Committee

Meeting Date: August 15, 2022 **Time:** 11:30 am

RE: Updating the *Combined Public Transit – Human Services Transportation Plan*

AGENDA

1. Information regarding where we are in the plan update process
2. Presentation of proposed project and/or programs
3. Discussion of proposed projects and programs
4. Discussion of future coordination for TEC participants

Public Review Draft available August 23, 2022

Next public meeting September 28, 2022

Send comments and questions to: Susan Driver – susan.driver@deainc.com

Participants:

Todd Morrow, Island Transit

Dee Wells, Island Transit

Dana Sawyers, Veterans' Resource Center and Whidbey Island Drive

Marianna Hanefeld, WSDOT Public Transportation

Marie Shimada, Ebey's Reserve

Ed Sewester, Island County Public Works

Benjamin Jones, IRTPO

Susan Driver, David Evans and Associates

Appendix B. Public Engagement

IRTPO Executive Board Meeting – June 22, 2022

Agenda



ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD MEETING AGENDA

10:00 – 11:30 a.m. Wednesday, June 22, 2022 Virtual Meeting

Join meeting using StarLeaf: → <https://meet.starleaf.com/4313613197/app>

- Telephone: [+1 669 272 2894](tel:+16692722894) (United States)

Chair - Call to Order / Welcome and Introductions

1. Approval of Agenda and Draft Minutes from May 25, 2022
2. HSTP Update/Preliminary Draft & Project List -Susan Driver Discussion 15 Minutes
3. Speed Limit Evaluation-Nikki Davis Discussion 5 Minutes
4. IJJA Grant Writer Position Overview Discussion 15 Minutes
4. Member Roundtable Discussion 20 Minutes
5. Chair - Adjourn

Next meeting: **Wednesday, July 27, 2022**

IRTPO = Island Regional Transportation Planning Organization

HSTP = Human Services Transportation Plan

WSDOT = Washington State Department of Transportation

IJJA = Infrastructure Investment and Job Act



ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (IRTPO) EXECUTIVE BOARD

MINUTES OF THE MEETING

June 22, 2022

Executive Board Member Attendance List

Melanie Bacon, Chair and County Commissioner – Island County
Janet St. Clair, County Commissioner – Island County
Jill Johnson, County Commissioner – Island County
David Day, Port Commissioner – Port of Coupeville
Todd Morrow, Executive Director - Island Transit
Chris Damitio, Assistant Regional Administrator – WSDOT
Blaine Oborn, City Administrator-City of Oak Harbor
Connie Bowers – Public Works Director/County Engineer
Brian Tyhuis, Community Planning and Liaison Officer – NAS Whidbey

Interested Parties in Attendance

Stan Reeves, Executive Director – Port of South Whidbey
Carmen Bendixen, Senior Transportation Planner – WSF
Catherine Kelley- Project Manager-Island County
Nikki Davis, Traffic Engineer – Island County
Todd Carlson, Planning and Engineering Services Manager– WSDOT
Ed Sewester, Assistant County Engineer – Island County
John Shambaugh, NW Region Mt Baker Area – WSDOT
Peter Landry, Project Engineer - City of Oak Harbor
Benjamin Jones-Transportation Planner – Island County
Susan Driver, Transportation Planner-David Evans & Associates

Commissioner Melanie Bacon, Chair, called the meeting to order at 10:00 a.m.

1. Approval of Agenda and Draft Minutes from June 22, 2022

Commissioner St. Clair motioned to approve the draft agenda, Commissioner Johnson seconded, the motion passed unanimously.

Commissioner Johnson motioned to approve the minutes, City Administrator Oborn seconded, the motion passed unanimously.

2. Information on Upcoming Events

Ms. Davis provided an update on the County Roads Speed Limit Evaluation.

3. Human Services Transportation Plan/Preliminary Draft & Project List

Ms. Driver provided an update on the Human Services Transportation Plan/Preliminary Draft & Project List.

4. Infrastructure Investment and Job Act (IIJA) Grant Writer Position

Chair Bacon provided an overview on the Infrastructure Investment and Job Act Grant Writer Position.

5. RoundTable

Blaine Oborn provided an update on the City of Oak Harbor.

- Hired an Grant Coordinator
- Applying for the IIJA Grant
- NE 7th Avenue

Brian Tyhuis provided an update on NAS Whidbey.

- Infrastructure Grant

Stan Reeves provided an update on the Port of South Whidbey.

- Call for Projects

Todd Morrow provided an update on Island Transit.

- Implementation of Service Expansion
- State of Commerce Grant

Carmen Bendixen provided an update on Washington State Ferry.

- Virtual Meetings

Connie Bowers provided an update on Island County.

- Payment Preservation Program

Chair Melanie Bacon adjourns the meeting at 11:09 a.m.

Next Meeting: August 24th, 2022

Common Acronyms:

HSTP – Human Services Transportation Plan

Public Meeting #1:

The Island Regional Transportation Planning Organization (IRTPO) invites public participation in the 2022 update of the Coordinated Public Transit Human Services Transportation Plan. This planning process brings together agencies and organizations that work with individuals that are elderly, disabled, veterans, and low income, and agencies that provide transportation services in and around Island County. The meeting will be held on **July 6, 2022**, at **1pm**. In-person attendees are welcome at **Coupeville Library 788 NW Alexander St, Coupeville, and WA 98239**. Those planning to attend virtually will find a meeting invitation link at <https://www.islandcountywa.gov/PublicWorks/Roads/Planning/Pages/Human%20Services%20Transportation.aspx>. Some providers may also be hosting small group participation opportunities for this meeting. For more information call Ben Jones, IRTPO Transportation Planner, at **360-240-5546**.

Island Regional Transportation Planning Organization (IRTPO) hereby gives public notice that it is the IRTPO's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which IRTPO receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with IRTPO. Any such complaint must be filed with the IRTPO Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI discrimination Complaint Forms may be obtained from the IRTPO office at no cost to the complainant.

To file a Title VI discrimination complaint, contact:

IRTPO Transportation Planner
PO Box 5000
Coupeville, WA 98239
benjamin.jones@islandcountywa.gov

Washington Department of Transportation
Office of Equal Opportunity – Title VI
Box 47314
Olympia, WA 98504-7314
TitleVI@wsdot.wa.gov
Phone: (800) 259-9143

Addressing Transportation Gaps for those with Special Transportation Needs



Have you or someone you know experienced difficulty getting to medical facilities, work, school, grocery shopping, or appointments?

Has the COVID-19 pandemic increased this difficulty?

Have you found reasonable alternative to accommodate your transportation needs?

Do you have suggestions or concerns about transportation access?



Date | July 6, 2022



Time | 1:00pm



Location | Coupeville Library: 788 NW Alexander St, Coupeville, WA 98239



Join Virtually | <https://deainc.zoom.us/j/99047131417?pwd=bHpCbElubGE1NG1KaG04Z3FjMGIGUT09>

Continued on back page...

For more information call
Benjamin Jones,
IRTPO Transportation
Planner
(360) 240-5546

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Coupeville, WA 98239
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Washington Department of Transportation
Office of Equal Opportunity - Title VI
Box 47114, Olympia, WA 98504-7114
TitleVI@wdot.wa.gov
Phone: (800) 259-9143

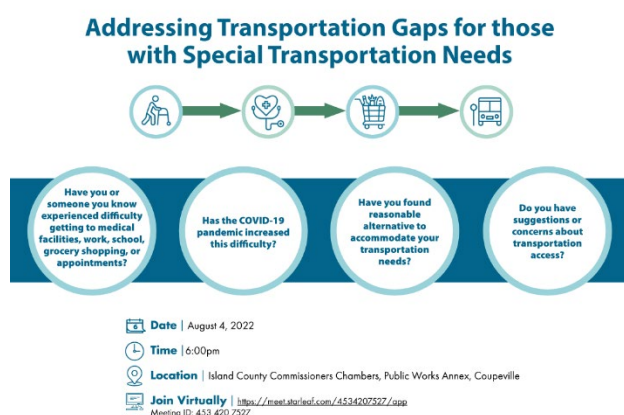
The Island Regional Transportation Planning Organization (IRTPO) invites public participation in the 2022 update of the Coordinated Public Transit Human Services Transportation Plan. This planning process brings together agencies and organizations that work with individuals that are elderly, disabled, veterans, and low income, and agencies that provide transportation services in and around Island County. The meeting will be held on **August 4, 2022**, at **6 pm**. In-person attendees are welcome at **Island County Commissioners' Chambers 1NE 7th St. #214, Coupeville, WA 98239**. Those planning to attend virtually will find a meeting invitation link at <https://meet.starleaf.com/4270627698/app>. Some providers may also be hosting small group participation opportunities for this meeting. For more information call Ben Jones, IRTPO Transportation Planner, at **360-240-5546**.

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Washington Department of Transportation
Office of Equal Opportunity – Title VI
Box 47314
Olympia, WA 98504-7314
TitleVI@wsdot.wa.gov
Phone: (800) 259-9143



Continued on back page

Legals

ac action to the highest
and best bidder, payable
in the form of credit.
Deed of Trust recorded
8/19/2020, under Instru-
ment No. 202005102223
records of SNOHOMISH
County, Washington, from
Matthew J. Studebaker-
Yeates, husband and
wife, as grantor(s), to
Westcor Land Title Insur-
ance Company, as original
lender, for the purpose of
negotiation in favor of MORT-
GAGE ELECTRONIC REGIS-
TRATION SYSTEMS, INC., AS NOMINEE
FOR FREEMAN MORTGAGE
CORPORATION AND ITS
SUCCESSORS AND ASSIGNS,
as original beneficiary,
the beneficial inter-
est in which was subsequen-
tly assigned to Freeman
Mortgage Corporation, the Beneficiary,
under an assignment re-
corded under Auditors File
Number 202203210010 ILI.
The Beneficiary of the
Deed of Trust is the De-
fendant in RCW 61.21.030(4)
is now pending to seek
satisfaction of the obliga-
tion secured by the Deed
of the Borrower or the Grant-
or's default on the obligation
secured by the Deed of
Trust/Mortgage, III. The
default(s) or violation(s)
of the Deed made is/are
as follows: Failure to pay
when due the following
amounts which are now in
arrears: \$13,938.63.

The sum secured by obli-
gation secured by the
Deed of Trust is: The prin-
cipal sum of \$206,719.64
together with interest as
provided in the Note, and such
other costs, fees, and
charges as are due under
the Note, Deed of Trust, or
other instrument or agree-
ment as provided by
statute. V. The above-de-
scribed real property will
be sold to satisfy the ex-
pense of sale and the oblig-
ation secured by the Deed
of Trust as provided by
statute. Said sale will
be made without warrant,
expressed or implied, re-
garding title, possession,
rights, claims, liens, taxes,
11/4/2022). The default
referred to in Paragraph
must be cured by 10/24/2022 (11 days
before the sale date permi-
tted by statute) or the
obligator shall be deemed
to have permitted the sale
per the Note or Deed of Trust
to cause a discontinuance
of the sale. The sale will
be discontinued and termi-
nated if any lien or encum-
brance is recorded prior to
10/24/2022 (11 days be-
fore the sale), or by other
date as permitted in the
Note or Deed of Trust, its
default as set forth in Para-
graph VI. The sale price of
the sale shall be paid to the
Trustee's fees and costs are
paid. Payment must be
in cash or with cashier's
certified checks from the
State or federal govern-
ment. The sale may be
terminated anytime after
the 10/24/2022 (11 days
before the sale date, by the
Borrower or the Grantor,
if the Grantor has no prior
lien or encumbrance re-
corded by paying the principal
and interest, plus costs, fees
and advances, if applicable,
in full, in accordance with
terms of the obligation or
Deed of Trust, and curing
all other default(s) in Par-
agraph VI. A written notice of
default was transmitted to

CLIMATE

CONTINUED FROM PAGE 1

students and other activists around the world rallied for climate change mitigation action and legislation.

"I am appalled at the lack of human consciousness that our government has had in the last few years," said student activist Torrey Green in a speech at the rally. She later added, "The bare minimum is our county declaring a climate emergency, but they refused to do so within the last month."

In September, county commissioners passed a climate resolution that codified the county's commitment to climate change mitigation and environmentally

sustainable practices but fell short of actually declaring a climate crisis or emergency, drawing criticism from members of the United Student Leaders and other Whidbey residents.

"At the end of the hearing, Commissioner (Melanie) Bacon did say that this resolution is only the beginning of climate legislation that Island County will be passing," said United Student Leaders co-founder and recent South Whidbey High School graduate Annie Philp. "We are here today to show the county that we will hold them to their promise."



Hop into fall with these fresh, local craft beers

By AARON SWANEY
Special to Everett Herald

Fresh hop season is all about celebrating what's



Yakima is late this year, meaning fresh hop beers are hitting shelves a little later than usual.

Here's a look at some

calendar, Whitlow was able to grab a large harvest of Simcoe from Loza Farms in Wapato.

Crucible: The Strata

ery, Foggy Noggin owner and head brewer Jim Jamison brewed two fresh hop beers this fall, including an "estate" fresh hop

Legal Notices

publication of the notice. If the claim is not presented within this time frame, the claim is forever barred, except as otherwise provided in RCW 11.40.051 and 11.40.060. This bar is effective as to claims against both the decedent's probate and nonprobate assets. Date of first publication: October 5, 2022. Personal Representative: CAROL B. LIDER. Attorneys for Personal Representative: Ellis, Li & McKinstry PLLC. By: /s/ Thomas J. Rodda, Thomas J. Rodda, WSBA No. 34500, Attorney for Carol B. Lider, Personal Representative. Dated: September 30, 2022. Address for mailing or service: Ellis, Li & McKinstry PLLC, Attn: Thomas J. Rodda, 1700 Seventh Avenue, Suite 1810, Seattle, WA 98101-1820. Legal No. WNTS64130. Published: The Whidbey News Times, October 5, 12, 19, 2022.

Need help with your career search? There's help out there! You can access it at whatever time is convenient for you! Find only the jobs in your desired category, or a specific location. Call: 1-800-388-2527 or go online to: SoundClassifieds.com



The Island Regional Transportation Planning Organization (IRTPO) is-vites public comment participation in the 2022 update of the Coordinated Public Transit Human Services Transportation Plan. This planning process brings together agencies and organizations that work with individuals that are elderly, disabled, veterans, and low income, and agencies that provide transportation services in and around Island County. The CPT-HSTP comment period is August 23, 2022 to October 31, 2022. The link is shared below: IRTPO CPT-HSTP-DRAFT. Some providers may also be hosting small group participation opportunities for this meeting. For more information call Ben Jones, IRTPO Transportation Planner, at 360-240-5544.

he VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which IRTPO receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with IRTPO. Any such complaint must be filed with the IRTPO Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI discrimination Complaint Forms may be obtained from the IRTPO office at no cost to the complainant. To file a Title VI discrimination complaint, contact: IRTPO Transportation Planner PO Box 5000 Coupeville, WA 98239 benjamin.jones@islandcountypwa.gov Washington Department of Transportation Office of Equal Opportunity - Title VI Box 47314 Olympia, WA 98504-7314 TitleVI@wsdot.wa.gov Phone: (800) 255-9143 Legal No. WNTS62216 Published: The Whidbey News Times September 7, and October 5, 2022. Sell it for free in the FLEA! theflea@SoundClassifieds.com

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educational opportunities and more.

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or email: classifieds@soundpublishing.com

Public Meeting #3:

Agenda



**ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
EXECUTIVE BOARD MEETING AGENDA**

10:30 – 11:30 a.m. Wednesday, September 28, 2022 Virtual Meeting

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 283 785 798 097

Passcode: ToKYuE

[Download Teams](#) | [Join on the web](#)

Or call in (audio only)

[+1 323-433-2396,,914103860#](#) United States, Los Angeles

Phone Conference ID: 914 103 860#

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#)

Chair - Call to Order / Welcome and Introductions

- | | | |
|--|------------|-------|
| 1. Approval of Agenda and Draft Minutes from August 24, 2022 | Action | 5 min |
| 2. Stanwood Letter of Support/Patricia Love Presentation | Discussion | 5 min |

3. Island Transit Letter of Support	Discussion	5 min
4. TAC Quorum	Discussion	10 min
5. Human Services Transportation Plan (HSTP) Update	Discussion	5 min
6. Regional Transportation Plan (RTP) Update	Discussion	5 min
7. Member Roundtable	Discussion	20 min
8. Chair – Adjourn		

Next meeting: **Wednesday, October 26, 2022**

Acronym Key:

IRTPO = Island Regional Transportation Planning Organization

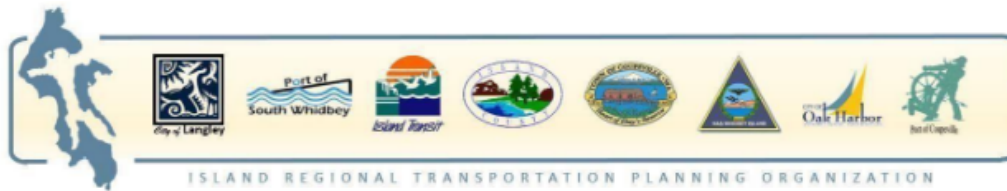
HSTP = Human Services Transportation Plan

RTP = Regional Transportation Planning

WSDOT = Washington State Department of Transportation

TAC = Technical Advisory Committee

Minutes



ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (IRTPO) EXECUTIVE BOARD

MINUTES OF THE MEETING

September 28, 2022

Executive Board Member Attendance List

Melanie Bacon, Chair and County Commissioner – Island County
Janet St. Clair, County Commissioner – Island County
Jill Johnson, County Commissioner – Island County
Molly Hughes, Mayor – Town of Coupeville
Beth Munns, Councilmember, and Chair – Island Transit
Todd Morrow, Executive Director – Island Transit
Blaine Oborn, City Administrator – City of Oak Harbor
Connie Bowers, Public Works Director/County Engineer
Brian Tyhuis, Community Planning and Liaison Officer – NAS Whidbey
David Day, Port Commissioner – Port of Coupeville
Todd Carlson, Planning and Engineering Services Manager – WSDOT

Interested Parties in Attendance

Benjamin Jones, Transportation Planner – Island County
Carmen Bendixen, Senior Transportation Planner – WSF
Ed Sewester, Assistant County Engineer – Island County
Michael Jones, County Administrator-Island County
Nikki Davis, Traffic Engineer – Island County
Stan Reeves, Executive Director – Port of South Whidbey
Susan Driver, Project Manager – David Evans & Associates
Kenesha Lewin, Diversity Inclusion Manager - Island County
John Shambaugh, Planning Manager - NW Region Mt Area – WSDOT
Catherine Kelley, Project Manager – Island County
Patricia Love, Community Development Director – City of Stanwood

1. Approval of Agenda and Draft Minutes from the August 24, 2022 Executive Board Meeting

Councilmember Munns motioned to approve the draft agenda, Commissioner Johnson seconded, the motion passed unanimously.

Councilmember Munns motioned to approve the minutes, Commissioner Johnson seconded, the motion passed unanimously.



2. Information on Upcoming Events

Ms. Love gave a presentation on Stanwood's Letter of Support.

- IRTPO provided a Letter of Support for the City of Stanwood Dike Repair Project.

3. Island Transit Letter of Support

Councilmember Munns gave an update on Island Transit receiving a Letter of Support from the IRTPO.

- Letter reflects to Island Transit applying for the Zero Emission Vehicles /Green Transportation Capital Grant.

4. Technical Advisory Committee Quorum

Mr. Jones provided an update on the TAC Quorum.

- TAC initially requested a change from 8 to 6 voting members.
- Mr. Jones reached out to each agency within the TAC and 11 voting members were present at the September meeting.
- Executive Board recommends monitoring the TAC Quorum. and any future issues.

5. Human Services Transportation Plan (HSTP)

Ms. Driver gave an update regarding the (HSTP).

- HSTP comment period is August 23rd to October 21st.
- Submittal to WSDOT of final version is December 1st

6. Regional Transportation Plan

Mr. Jones gave an update regarding the Regional Transportation Plan (RTP).

- RTP Kick-off meeting was September 7th with Consultants David Evans & Associates.
- First update to the Executive Board is May 24th, 202.

7. Member Roundtable



Mayor Hughes from the Town of Coupeville provided an update about the following:

- Paving.

City Administrator Oborn from City of Oak Harbor provided an update about the following:

- Coordinating Speed Study.

Mayor Chaplin from City of Langley provided an update about the following:

- Port's Support.

Councilmember Munns from Island Transit provided an update about the following:

- Zero Emission Vehicles /Green Transportation Capital Grant.
- Appreciation for Letter of Support.

Mr. Morrow from Island Transit provided an update about the following:

- Services Expansion adding new routes to Oak Harbor.

Mr. Carlson from WSDOT provided an update about the following:

- SR 532 Comprehensive Plan.

Mr. Reeves from the Port of South Whidbey provided an up about the following:

- 30% Design dock replacement complete.
- Searching for Construction Funds.

Chair Bacon from Island County provided an update about the following:

- IJJA Update.

Mr. Shambaugh from NW Region Mt ae provided an update about the following:

- Department of Commerce is a good resource.



Chair Melanie Bacon adjourned the meeting at 11:45 a.m.

Next Meeting: October 26, 2022

Acronym Key

HSTP – Human Services Transportation Plan
IRTPO – Island Regional Transportation Planning Organization
TAC – Technical Advisory Committee
WSDOT – Washington State Department of Transportation
RTP- Regional Transportation Plan
IIJA – Infrastructure Investments and Job Act

Final Executive Board Meeting

Legal Advertisements

The Island Regional Transportation Planning Organization (IRTPO) will meet with the Executive Board for the final action to approve the update of the Coordinated Public Transit Human Services Transportation Plan (HSTP). This planning process brings together agencies and organizations that work with individuals that are elderly, disabled, veterans, and low income, and agencies that provide transportation services in and around the Island Region. The Executive Board scheduled to meet **November 23, 2022 Virtual and In-person in the Commissioners Hearing Room #B102 at 1 NE 6th Street Coupeville WA, 98239.** For more information call Ben Jones, IRTPO Transportation Planner, at **360-240-5546.**

Island Regional Transportation Planning Organization (IRTPO) hereby gives public notice that it is the IRTPO's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, sex, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which IRTPO receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with IRTPO. Any such complaint must be filed with the IRTPO Title VI Coordinator within 180 days following the date of the alleged discriminatory occurrence. Title VI discrimination Complaint Forms may be obtained from the IRTPO office at no cost to the complainant.

To file a Title VI discrimination complaint, contact:

IRTPO Transportation Planner

PO Box 5000

Coupeville, WA 98239

benjamin.jones@islandcountywa.gov

Washington Department of Transportation

Office of Equal Opportunity – Title VI

Box 47314

Olympia, WA 98504-7314

TitleVI@wsdot.wa.gov

Phone: (800) 259-9143

Due to the Thanksgiving Holiday, the Island Regional Transportation Planning Organization (IRTPO) is scheduled to meet on **November 30, 2022. This meeting will be held virtually and in-person in the Commissioners Hearing Room #B102 at 1 NE 6th Street Coupeville WA, 98239.** For more information call Ben Jones, IRTPO Transportation Planner, at **360-240-5546.**

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Appendix B

Public Engagement



Island Region Combined Public Transit - Human Services Transportation Plan

Comment & Response Log

Island Regional Transportation Planning Organization

#	Date	Name	Address (optional)	Type (Provider, Agency, User, Public, etc.)	Comment	Notes	IRTPO RESPONSE
July 6, 2022 Public Meeting Comments							
					Issues and Minor Inconveniences		
1	7/6/2022	Connie Bowers	Langley	Resident/User	A minor inconvenience - right now Island Transit is short staffed so the frequency of buses has decreased. I either have to leave my house a half hour early or get to work a half hour later. I also don't feel comfortable leaving early enough to take the bus from my house to the park and ride, so I'm driving to the park and ride to catch the bus to Coupeville.	Public Meeting Comments	Noted. Island Transit is working to staff up.
2	7/6/2022	Les	South Whidbey	Resident/User	If I go to Mukilteo and I'm late getting back, there is no bus to take me home, so I will drive to the park and ride. The last bus is at 7:00 pm. It's not a problem for me, because I can drive, but it may be a problem for other people. I do appreciate the park and ride lot.	Public Meeting Comments	Response needed from IT.
3	7/6/2022	Donah	Camano Island	Resident/User	Reduced service area has required my disabled son to pay for taxi rides to work because para-transit is no longer available.	Public Meeting Comments	Island Transit is working on a shuttle program that should address this and similar issues.
4	7/6/2022	Lauren	Oak Harbor	Resident	I live at the top of a hill and the closest transit stops are at the bottom of the hill. It's difficult to access the transit stops and a walk up a pretty steep hill at the end of the day to get home. I would use transit if it was more convenient, but the buses don't run early enough in the morning or late enough in the evening.	Public Meeting Comments	Response needed from IT.
5		Les	South Whidbey	Resident/User	Is it possible to request an exception to the 3/4 mile rule, due to all of the COVID issues?	Public Meeting Comments	Response needed from IT.
6		Nikki	Mount Vernon		I commute from off-island, but the transit schedules do not meet my work schedule. Even with minor adjustments to my schedule it would not work.	Public Meeting Comments	Noted.
7	7/6/2022	Dianne	Oak Harbor	Resident	The population of north Whidbey is growing and it doesn't seem like the transit services are growing with it. More routes and frequency are needed.	Public Meeting Comments - difficult to hear on recording - this is a summary.	Response needed from IT.
					Impacts of COVID-19		
8	7/6/2022	Connie	Langley	Resident/User	Was commuting to Mukilteo at the beginning of the pandemic - Island Transit to ferry to Community Transit. There were limited seats, limited routes, and mask requirements, but it worked!	Public Meeting Comments	Noted. Thank you!
9	7/6/2022	Tiffany		Provider	Quite a few of the families that I work with stopped using paratransit and stopped working during COVID. They were worried about the buses and their places of employment so they stayed home. It had a huge impact and many of them have social anxiety they didn't have because they've been told to stay away from people. Many of them are still afraid to get on a bus, especially now that other aren't wearing masks.	Public Meeting Comments	This is a topic that lends itself to the mobility coordination group identified in the proposed projects section. Thank you.
					What's Working?		
10	7/6/2022	Lauren	Oak Harbor	Resident	Island Transit is fare free. If my car breaks down, I can always get home.	Public Meeting Comments	Noted. Thank you!
11	7/6/2022	Connie	Langley	Resident/User	My morning commute is always on time and they are timely in their arrival. Buses are comfortable. The staff is welcoming and friendly. The drivers do a great job of communicating with the other buses to help riders make connections. Also, they are very good about helping riders find things they have lost.	Public Meeting Comments	Noted. Thank you!

#	Date	Name	Address (optional)	Type (Provider, Agency, User, Public, etc.)	Comment	Notes	IRTPD RESPONSE
12	7/6/2022	Dianne	Oak Harbor	Resident	Oak Harbor transfer station is always very clean. Drivers are friendly to everyone, not just riders.	Public Meeting Comments	Noted. Thank you!
13	7/6/2022	Nikki	Mount Vernon		Appreciates how the drivers go out of there way to assist passengers and paratransit riders.	Public Meeting Comments	Noted. Thank you!
14	7/6/2022	Dana	South Whidbey	Provider	Complemented the professionalism and the community-minded customer service of both the transit drivers and the phone staff.	Public Meeting Comments	Noted. Thank you!
15	7/6/2022	Dana	South Whidbey	Provider	Island Transit partnered with Whidbey Veterans Resource Center to provide a paratransit van that takes veterans to medical appointments. They are able to bring a spouse or caregiver along.	Public Meeting Comments	Noted. Thank you!
16	7/6/2022	Dana	South Whidbey	Provider	Island Senior Resources and the Opportunity Council are also partnering to assist those who need rides and funding for rides.	Public Meeting Comments	Noted. Thank you!
					Suggestions for New or Changed Services		
17	7/6/2022	Ken	Everett	User	Does Island Transit have Sunday service yet? If not now, when?	Public Meeting Comments	Not at this time. Response needed from IT.
18	7/6/2022	Dana	South Whidbey	Provider	Can we get someone on the state Ferry committee to represent the voice of Whidbey and the San Juans?	Public Meeting Comments	See comment from Tiffany of Island County Human Services.
19	7/6/2022	Tiffany Wheeler-Thompson		Provider - Island County Human Services	I'm on the accessibility committee for Island County. We're talking with Dave Paul about getting longer-term medical passes for the ferry for those with chronic conditions, so they don't have to renew every three months. Another issue is wherever the disability van end up on the dock, there is generally no area for them to disembark their car to use the restroom. How can there be a designated lane for vans that need those extra spaces to get the wheelchairs in and out? We're not getting a lot of traction on this.	Public Meeting Comments	This is a topic that lends itself to the mobility coordination group identified in the proposed projects section. Thank you.
20	7/6/2022	Ken	Everett	User	Does the medical pass waive the ferry charge	Public Meeting Comments	No.
21	7/6/2022	Nikki	Mount Vernon		Once on the ferry, it is difficult to get up the stairs. Some have steep ramps - not ADA	Public Meeting Comments	This is a topic that lends itself to the mobility coordination group identified in the proposed projects section. Thank you.
22	7/6/2022	Lauren	Oak Harbor	Resident	Why don't we have a ferry between Whidbey and Camano Island.	Public Meeting Comments	This question has been asked multiple times over the years. It will be addressed again in the update of the Regional Transportation Plan.
23	7/6/2022	Tiffany		Provider	Ferry service to Camano may also be useful if we need to have services brought to Whidbey Island.	Public Meeting Comments	See response to #22.
24	7/6/2022	Lauren	Oak Harbor	Resident	Some type of ferry connection between the Islands would be important in an emergency situation.	Public Meeting Comments	See response to #22.
					What Partnerships Are Suggested?		
25	7/6/2022	Lauren	Oak Harbor	Resident	We need to have some better venues to advertise this process and get input.	Public Meeting Comments	Noted. Thank you.
August 4, 2022 Public Meeting Comments							
26	8/4/2022	Wendy St. George		Employment Specialist	Transit/Para-transit service to Scatchet Head has been reduced. My disabled client can no longer get to work and back. He is currently paying \$15 for rides in a personal vehicle, and makes \$15/hr for his four-hour shifts. Half of his pay goes into transportation to and from work. He qualifies for para-transit, but it is no longer available.	Public Meeting Comments	Island Transit is working on a shuttle program that should address this and similar issues.
27	8/4/2022	Wendy St. George		Employment Specialist	Island Transit drivers are fabulous. I want to commend Island Transit for recruiting drivers who are supportive and helpful.	Public Meeting Comments	Noted. Thank you!

#	Date	Name	Address (optional)	Type (Provider, Agency, User, Public, etc.)	Comment	Notes	IRTPO RESPONSE
28	8/4/2022	Alexander	Whidbey Island	Resident/User	Appreciates the interconnectivity of transit between Whidbey Island and Bellingham. Very important to continue that. Also appreciates that Island Transit is fare free! They do a good job of spreading out stops along the routes.	Public Meeting Comments	Noted. Thank you!
29	8/4/2022	Alexander	Whidbey Island	Resident/User	Ferry/transit connectivity issues make it difficult to travel to Mukilteo without taking a personal vehicle. When returning in the evening, there is no transit connection to take home.	Public Meeting Comments	Response needed from IT.
30	8/4/2022	Alexander	Whidbey Island	Resident/User	Also mentioned the need for some kind of vanpool to areas like Scatchet Head, where he grew up. Noted that gas is really expensive these days and people are going to be relying on transit a lot more.	Public Meeting Comments	Island Transit is working on a shuttle program that should address this and similar issues.
31	8/4/2022	Lauren	Oak Harbor	Resident	I like that Island Transit is free. Would like to ride transit, but the timing and stop locations are not convenient.	Public Meeting Comments	Noted. Thank you.
32	8/4/2022	Matthew	Oak Harbor	Resident/User	The facilities at Rolling Hills/Arnold Road need to be evaluated. The slope makes it difficult for some people to access the transit stop.	Public Meeting Comments	Noted. Thank you.
33	8/4/2022	Matthew	Oak Harbor	Resident/User	Removal/moving of the route 6 stop is an inconvenience.	Public Meeting Comments	Response needed from IT.
34	8/4/2022	Matthew	Oak Harbor	Resident/User	It is currently impracticable to take a transit bus to Payne Field. Fortunately, Whiteby Sea-Tac Shuttle has added that route.	Public Meeting Comments	Noted. Thank you.
35	8/4/2022	Connie	Langley	Resident/User	Rides Island Transit to Coupeville for work. It's a great option, drivers are courteous, buses are clean, time schedule is reliable, and you can flag down buses in areas where there are no stops.	Public Meeting Comments	Noted. Thank you.
36	8/4/2022	Wendy Weaver	Camano Island	Resident	What about some type of public Uber system?	Public Meeting Comments	Island Transit is working on a shuttle program that should address this and similar issues.
37	10/1/2022	Nancy Waddell	Clinton	Resident	I notice all the maps identify the mainland shown as King County, which of course it is not. I assume you have already been told it should be Snohomish County. The maps themselves were interesting to see.	Email Comments	Thank you. The maps will be corrected in the final document.
Comments Received via Email During Public Comment Period 08/22/2022 - 10/21/2022							
38	10/1/2022	Nancy Waddell	Clinton	Resident	I agree with the assessment of issues related to disabled riders at the Mukilteo Ferry. And I'm sorry to hear the description of trouble using their Priority-boarding feature. Perhaps a campaign by the County to alert more riders to the service would be useful. The Ferry system doesn't make it easy to find, but the County could run ads about it and encourage its usage. And advocate with Ferries to improve their response and allow WI Drive to qualify as an user entity. I'd like to see that added to the list of responses to identified Gaps in service. The feature just requires the person to get a form signed by their medical provider and submitted. My friends with a wheelchair user have used it successfully for years. It allows them to be placed near the elevator on the boats that don't have a main floor restroom. I know it works on Clinton side, not sure if it still works well on Mukilteo loading.	Email Comments	Medical providers are overwhelmed and taking a long time to get forms signed. Riders have been complaining that even with the signed forms, they are not getting priority boarding on the Mukilteo side. This is part of the problem that some providers are trying to address at the state level. It is a perfect topic to be addressed by the proposed mobility group.
39	10/1/2022	Nancy Waddell	Clinton	Resident	Did you use Drewslis as a method for Outreach? That platform and the Facebook site Whidbey Road Conditions would be good to use. And Whidbey Weekly free article placement.	Email Comments	Noted. Thank you.

#	Date	Name	Address (optional)	Type (Provider, Agency, User, Public, etc.)	Comment	Notes	IRTPPO RESPONSE
40	9/30/2022	Carole Jonas	Clinton	Resident	I'm assuming the committee needs to make such a document in order to request funds for projected needs. Very nice definitions of County resident populations, our transportation needs, and what we have now vs. what the plan may request. Please keep in mind that some of us who are mindful of maintaining our privacy never allow that privacy to be infringed by answering questions on the ACS.	Email Comments	Noted. Thank you.
41	9/30/2022	Carole Jonas	Clinton	Resident	Also, with all due respect to the committee's hard work, this seems like a proposed solution in search of a purported problem in order to spend funds. Here are severe problems with the two ferry routes serving Whidbey Island, which have stopped us from even trying to use the ferries. I get all of the email blasts regarding cancellation of sailings, waiting times, ferries that are running late, not enough crew for sailings, etc. Those are not problems you can fix. These problems create a cascading effect that keep us on the island instead of enabling us to go to Everett for medical appointments. Medical care, especially primary care physicians, is woefully lacking on the South Island. I broke my arm and shattered my shoulder in 2016, and to see a decent orthopedist I had to travel from Clinton to Anacortes every two weeks for two years. Heaven forbids anyone needs to count on the Port Townsend ferry route. We have lived on Whidbey since 2003, and ferry service has become an unacceptable nightmare.	Email Comments	There are a multitude of issues with connecting to mainland medical facilities via Washington State Ferries. These are issues that will require coordinated effort from a group such as the proposed mobility management group, as well as the efforts of local and state elected officials. Thank you for your comments!
42	9/30/2022	Carole Jonas	Clinton	Resident	There were no data tables in the listed appendices at the end of the report, so I suppose it may be because this is a draft. I would have liked to see what data you would be making recommendations from. Last but not least, Whidbey is a rural island. As such, we want to maintain the feeling of rural life in exchange for some inconveniences. Camano Island has different issues than Whidbey since it does have direct mainland access.	Email Comments	Yes, the appendices will be included in the final document. Thank you.
43		Katie Bunge		WSDOT	P. 26 – WTA I believe stands for Whatcom Transportation Authority (says transit)		Noted. Thank you.
Comments Received via Email During Public Comment Period 08/223/2022 - 10/21/2022							
44		Katie Bunge		WSDOT	P. 27 – Snow Goose Transit text – last paragraph seems strange as the voice changes to first person. Maybe add quotes around this section if it is a quote from the provider?		Yes, the text is from the provider. We will edit.
45		Katie Bunge		WSDOT	LEP populations – this was addressed on page 34 of the Plan, but I'd like to see an explanation of how LEP communities were identified earlier on in the plan under the description of the process. In reviewing 5-year ACS estimates for Island County including the 2020 estimates, the estimated population who speaks Tagalog and speaks English "less than very well" is near 1,000 residents and has historically reached 1,000 residents including the margin of error. It is possible that since this group speaks English less than very well, the Tagalog-speaking population is underrepresented in the ACS estimates. I would recommend that in the next HSTP update, IRTPPO consider translating materials into Tagalog and conducting targeted outreach towards the Tagalog-speaking community about their needs.		The American Community Survey (ACS) data was combined with data from the Office of the Superintendent of Public Instruction (OSPI) to estimate the Tagalog population. Yes, the population is certainly nearing the LEP threshold and should be included in meaningful dialog.

				Type (Provider, Agency, User, Public, etc.)			IRTPO RESPONSE
#	Date	Name	Address (optional)		Comment	Notes	
46		Katie Bunge		WSDOT	The Plan acknowledges that Island County is the historic home of multiple Tribes. Are Tribes still active in the area and were they included in the planning process? It may be helpful to elaborate on this a bit more in the introduction.		There are no reservations or Tribal Trust Lands in Island County. The Tulalip Tribe does own some land on Camano Island.

Appendix C

Proposed Projects and Programs





Coordinated Public Transit – Human Services Transportation

Proposed Project or Program Submittal

Project/Program Title:

Project/Program Category:

☐ *Operating*

☐ *Planning*

☐ *Mobility Management*

☐ *New*

☐ *Existing*

☐ *Expanded*

Proponent/Sponsor(s):

Project/Program Description:

Estimated Project Cost (include implementation costs and ongoing costs):

Existing or Potential Funding:

Appendix D

Data



Appendix D. Data

D.1 Demographic Data

Washington Office of Financial Management

OFM Webpage disclaimer – accessed October 28, 2022

Preliminary county data

The Census Bureau has not released all of the data that OFM needs to fully update the Small Area Demographic Estimates (SADE) and related products. OFM used the 2020 Census data released so far to provide preliminary county-level data updates.

Age and Sex: 2010, 2020, 2021: [County](#) | [County](#) (ages 15-19 by single year)

Race and Hispanic Origin: [2010, 2020, 2021](#)

<https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/estimates-april-1-population-age-sex-race-and->

OFM Age and Sex by County

Area Name	Area ID	Age Group	2010 Total	2010 Male	2010 Female	2020 Total	2020 Male	2020 Female	2021 Total	2021 Male	2021 Female
Washington	53	0-4	439,657	225,088	214,569	444,779	227,521	217,258	434,901	222,467	212,434
Washington	53	5-9	429,877	219,702	210,175	477,010	243,963	233,047	480,221	245,606	234,615
Washington	53	10-14	438,233	224,717	213,516	482,036	246,893	235,143	486,011	248,735	237,276
Washington	53	15-19	462,128	237,577	224,551	467,422	238,912	228,510	467,405	238,969	228,436
Washington	53	20-24	461,512	238,131	223,381	502,930	257,211	245,719	502,213	256,987	245,226
Washington	53	25-29	480,398	245,014	235,384	551,368	281,083	270,285	547,883	279,345	268,538
Washington	53	30-34	453,383	229,863	223,520	539,176	276,744	262,432	547,539	280,632	266,907
Washington	53	35-39	448,607	226,850	221,757	534,628	272,162	262,466	539,311	275,001	264,310
Washington	53	40-44	459,698	232,587	227,111	484,771	245,293	239,478	499,129	252,566	246,563
Washington	53	45-49	492,909	246,507	246,402	468,399	236,158	232,241	458,744	231,029	227,715
Washington	53	50-54	495,296	245,997	249,299	472,104	237,573	234,531	481,831	242,739	239,092
Washington	53	55-59	453,078	221,321	231,757	496,963	245,999	250,964	485,316	240,826	244,490
Washington	53	60-64	382,087	186,378	195,709	489,550	238,971	250,579	492,371	240,516	251,855

Washington	53	65-69	270,474	131,064	139,410	437,550	208,790	228,760	448,682	214,272	234,410
Washington	53	70-74	186,746	88,760	97,986	351,101	166,879	184,222	370,830	175,739	195,091
Washington	53	75-79	142,068	64,325	77,743	228,157	106,485	121,672	237,822	110,788	127,034
Washington	53	80-84	111,118	45,743	65,375	137,682	61,720	75,962	143,674	64,595	79,079
Washington	53	85 +	117,271	40,083	77,188	141,421	53,667	87,754	143,092	54,771	88,321
Washington	53	Total	6,724,540	3,349,707	3,374,833	7,707,047	3,846,024	3,861,023	7,766,975	3,875,583	3,891,392
.
Island	53029	0-4	4,542	2,268	2,274	4,890	2,441	2,449	4,605	2,292	2,313
Island	53029	5-9	4,338	2,274	2,064	4,443	2,273	2,169	4,565	2,326	2,238
Island	53029	10-14	4,518	2,333	2,185	3,857	1,961	1,896	3,968	2,017	1,951
Island	53029	15-19	4,615	2,384	2,231	4,150	2,160	1,990	3,995	2,021	1,975
Island	53029	20-24	5,157	2,901	2,256	5,392	3,075	2,317	5,474	3,131	2,343
Island	53029	25-29	5,023	2,717	2,306	5,595	3,018	2,577	5,577	3,043	2,534
Island	53029	30-34	4,121	2,077	2,044	4,726	2,467	2,258	4,826	2,529	2,297
Island	53029	35-39	4,053	2,026	2,027	4,409	2,219	2,190	4,424	2,241	2,184
Island	53029	40-44	4,412	2,154	2,258	3,757	1,842	1,915	3,875	1,907	1,968
Island	53029	45-49	5,251	2,543	2,708	3,783	1,823	1,959	3,643	1,757	1,886
Island	53029	50-54	5,730	2,646	3,084	4,482	2,107	2,374	4,439	2,095	2,345
Island	53029	55-59	6,206	2,842	3,364	5,982	2,770	3,212	5,638	2,615	3,023
Island	53029	60-64	6,101	2,935	3,166	7,469	3,417	4,053	7,276	3,335	3,941
Island	53029	65-69	4,994	2,360	2,634	7,879	3,715	4,164	7,954	3,731	4,223
Island	53029	70-74	3,500	1,736	1,764	6,852	3,387	3,465	7,185	3,511	3,674
Island	53029	75-79	2,475	1,205	1,270	4,336	2,095	2,241	4,547	2,201	2,346
Island	53029	80-84	1,718	788	930	2,460	1,166	1,294	2,634	1,250	1,384
Island	53029	85 +	1,752	668	1,084	2,396	1,045	1,352	2,475	1,095	1,380
Island	53029	Total	78,506	38,857	39,649	86,857	42,983	43,874	87,100	43,095	44,005

OFM Population by Race

Table 1. Population by Race								
	OFM 2021 Estimate***							
		Includes Hispanic						
							Two or	
	Total	White	Black	AIAN	Asian	NHOPI	More Races	
Washington	7,766,975	5,650,695	332,900	150,366	766,391	71,123	795,500	
Island	87,100	70,255	2,607	812	4,272	472	8,682	
Table 6. Share of State Total for Hispanic Origin and Each Race Group by County								
	OFM 2021 Estimate***							
		Includes Hispanic						
							Two or	Hispanic
	Total	White	Black	AIAN	Asian	NHOPI	More Races	Origin
Island	1.12	1.24	0.78	0.54	0.56	0.66	1.09	0.69

*** OFM April 1, 2021 estimates will be updated once the 2020 Census Modified Race data, 2020 GQ data by race/ethnicity, and 2010-2020 migration data by race/ethnicity are available.

US Census Bureau ACS Demographic and Housing Estimates 2021

P1 – Race

	Island County, Washington			
Label	Estimate	Margin of Error	Percent	Percent Margin of Error
SEX AND AGE				
Total population	84,187	*****	84,187	(X)
Male	41,989	±205	49.9%	±0.2
Female	42,198	±205	50.1%	±0.2
Sex ratio (males per 100 females)	99.5	±1.0	(X)	(X)
Under 5 years	4,657	±73	5.5%	±0.1
5 to 9 years	4,007	±335	4.8%	±0.4
10 to 14 years	4,421	±315	5.3%	±0.4
15 to 19 years	3,728	±209	4.4%	±0.2
20 to 24 years	5,822	±190	6.9%	±0.2
25 to 34 years	11,576	±215	13.8%	±0.3
35 to 44 years	8,788	±251	10.4%	±0.3
45 to 54 years	8,510	±234	10.1%	±0.3
55 to 59 years	5,256	±403	6.2%	±0.5
60 to 64 years	6,747	±376	8.0%	±0.4
65 to 74 years	12,725	±147	15.1%	±0.2
75 to 84 years	5,995	±255	7.1%	±0.3
85 years and over	1,955	±240	2.3%	±0.3
Median age (years)	44.1	±0.4	(X)	(X)
Under 18 years	15,275	*****	18.1%	*****
16 years and over	70,613	±196	83.9%	±0.2
18 years and over	68,912	*****	81.9%	*****
21 years and over	66,801	±198	79.3%	±0.2
62 years and over	24,833	±436	29.5%	±0.5
65 years and over	20,675	±124	24.6%	±0.1
18 years and over	68,912	*****	68,912	(X)
Male	34,330	±35	49.8%	±0.1
Female	34,582	±35	50.2%	±0.1
Sex ratio (males per 100 females)	99.3	±0.2	(X)	(X)
65 years and over	20,675	±124	20,675	(X)
Male	9,714	±98	47.0%	±0.3
Female	10,961	±60	53.0%	±0.3
Sex ratio (males per 100 females)	88.6	±0.9	(X)	(X)

RACE				
Total population	84,187	*****	84,187	(X)
One race	79,075	±615	93.9%	±0.7
Two or more races	5,112	±615	6.1%	±0.7
One race	79,075	±615	93.9%	±0.7
White	70,240	±455	83.4%	±0.5
Black or African American	2,278	±308	2.7%	±0.4
American Indian and Alaska Native	982	±200	1.2%	±0.2
Cherokee tribal grouping	69	±96	0.1%	±0.1
Chippewa tribal grouping	64	±56	0.1%	±0.1
Navajo tribal grouping	68	±90	0.1%	±0.1
Sioux tribal grouping	39	±43	0.0%	±0.1
Asian	3,917	±381	4.7%	±0.5
Asian Indian	178	±132	0.2%	±0.2
Chinese	319	±139	0.4%	±0.2
Filipino	2,327	±395	2.8%	±0.5
Japanese	296	±111	0.4%	±0.1
Korean	208	±94	0.2%	±0.1
Vietnamese	153	±101	0.2%	±0.1
Other Asian	436	±177	0.5%	±0.2
Native Hawaiian and Other Pacific Islander	327	±75	0.4%	±0.1
Native Hawaiian	17	±26	0.0%	±0.1
Chamorro	81	±75	0.1%	±0.1
Samoan	49	±52	0.1%	±0.1
Other Pacific Islander	180	±114	0.2%	±0.1
Some other race	1,331	±411	1.6%	±0.5
Two or more races	5,112	±615	6.1%	±0.7
White and Black or African American	727	±263	0.9%	±0.3
White and American Indian and Alaska Native	945	±204	1.1%	±0.2
White and Asian	1,024	±270	1.2%	±0.3
Black or African American and American Indian and Alaska Native	21	±26	0.0%	±0.1

Race alone or in
combination with one or
more other races

Total population	84,187	*****	84,187	(X)
White	74,908	±693	89.0%	±0.8
Black or African American	3,580	±214	4.3%	±0.3
American Indian and Alaska Native	2,585	±500	3.1%	±0.6
Asian	5,932	±196	7.0%	±0.2
Native Hawaiian and Other Pacific Islander	849	±208	1.0%	±0.2
Some other race	2,483	±500	2.9%	±0.6
HISPANIC OR LATINO AND RACE				
Total population	84,187	*****	84,187	(X)
Hispanic or Latino (of any race)	6,846	*****	8.1%	*****
Mexican	4,991	±396	5.9%	±0.5
Puerto Rican	660	±257	0.8%	±0.3
Cuban	160	±136	0.2%	±0.2
Other Hispanic or Latino	1,035	±301	1.2%	±0.4
Not Hispanic or Latino	77,341	*****	91.9%	*****
White alone	66,189	±97	78.6%	±0.1
Black or African American alone	2,179	±279	2.6%	±0.3
American Indian and Alaska Native alone	790	±144	0.9%	±0.2
Asian alone	3,914	±381	4.6%	±0.5
Native Hawaiian and Other Pacific Islander alone	327	±75	0.4%	±0.1
Some other race alone	226	±148	0.3%	±0.2
Two or more races	3,716	±529	4.4%	±0.6
Two races including Some other race	260	±146	0.3%	±0.2
Two races excluding Some other race, and Three or more races	3,456	±487	4.1%	±0.6
Total housing units	42,270	±243	(X)	(X)

CITIZEN, VOTING AGE
POPULATION

Citizen, 18 and over
population

	66,907	±333	66,907	(X)
Male	33,692	±154	50.4%	±0.2
Female	33,215	±263	49.6%	±0.2

S1602 - Limited English Speaking Households

	Island County, Washington							
	Total		Percent		Limited English-speaking households		Percent limited English-speaking households	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
All households	35,976	±1,894	(X)	(X)	679	±328	1.9%	±0.9
Households speaking --								
Spanish	1,311	±735	3.6%	±1.9	165	±181	12.6%	±15.8
Other Indo-European languages	1,004	±411	2.8%	±1.1	66	±82	6.6%	±8.2
Asian and Pacific Island languages	1,702	±456	4.7%	±1.3	448	±269	26.3%	±15.8
Other languages	90	±152	0.3%	±0.4	0	±213	0.0%	±75.1

<https://data.census.gov/cedsci/table?q=Island%20County%20WA&tid=ACSST1Y2021.S1602>

S1810 - Disability Characteristics

	Island County, Washington					
	Total		With a disability		Percent with a disability	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total civilian noninstitutionalized population	79,160	±2,752	11,842	±1,429	15.0%	±1.7
SEX						
Male	37,347	±2,420	5,344	±1,072	14.3%	±2.6
Female	41,813	±1,214	6,498	±1,018	15.5%	±2.5
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	64,940	±1,160	10,733	±1,358	16.5%	±2.1
Black or African American alone	N	N	N	N	N	N
American Indian and Alaska Native alone	N	N	N	N	N	N
Asian alone	4,333	±697	312	±255	7.2%	±5.8
Native Hawaiian and Other Pacific Islander alone	N	N	N	N	N	N
Some other race alone	N	N	N	N	N	N
Two or more races	5,776	±1,617	516	±317	8.9%	±5.1
White alone, not Hispanic or Latino	63,487	±906	10,696	±1,359	16.8%	±2.1
Hispanic or Latino (of any race)	5,355	±1,654	308	±529	5.8%	±8.1
AGE						
Under 5 years	5,185	±740	100	±157	1.9%	±3.0
5 to 17 years	10,137	±800	611	±425	6.0%	±4.1
18 to 34 years	14,239	±1,777	1,644	±790	11.5%	±5.3
35 to 64 years	27,678	±1,050	3,248	±711	11.7%	±2.4
65 to 74 years	13,671	±244	3,264	±723	23.9%	±5.3
75 years and over	8,250	±176	2,975	±661	36.1%	±7.8

DISABILITY TYPE BY DETAILED AGE						
With a hearing difficulty	(X)	(X)	4,367	±927	5.5%	±1.2
Population under 18 years	15,322	±491	249	±285	1.6%	±1.9
Population under 5 years	5,185	±740	100	±157	1.9%	±3.0
Population 5 to 17 years	10,137	±800	149	±240	1.5%	±2.4
Population 18 to 64 years	41,917	±2,450	1,012	±492	2.4%	±1.2
Population 18 to 34 years	14,239	±1,777	254	±256	1.8%	±1.8
Population 35 to 64 years	27,678	±1,050	758	±411	2.7%	±1.5
Population 65 years and over	21,921	±268	3,106	±770	14.2%	±3.5
Population 65 to 74 years	13,671	±244	1,583	±567	11.6%	±4.1
Population 75 years and over	8,250	±176	1,523	±486	18.5%	±5.8
With a vision difficulty	(X)	(X)	1,330	±465	1.7%	±0.6
Population under 18 years	15,322	±491	449	±309	2.9%	±2.0
Population under 5 years	5,185	±740	100	±157	1.9%	±3.0
Population 5 to 17 years	10,137	±800	349	±296	3.4%	±2.9
Population 18 to 64 years	41,917	±2,450	476	±321	1.1%	±0.8
Population 18 to 34 years	14,239	±1,777	353	±306	2.5%	±2.2
Population 35 to 64 years	27,678	±1,050	123	±130	0.4%	±0.5
Population 65 years and over	21,921	±268	405	±190	1.8%	±0.9
Population 65 to 74 years	13,671	±244	150	±127	1.1%	±0.9
Population 75 years and over	8,250	±176	255	±157	3.1%	±1.9
With a cognitive difficulty	(X)	(X)	3,895	±1,112	5.3%	±1.4
Population under 18 years	10,137	±800	495	±406	4.9%	±3.9

Population 18 to 64 years	41,917	±2,450	2,387	±972	5.7%	±2.2
Population 18 to 34 years	14,239	±1,777	989	±700	6.9%	±4.7
Population 35 to 64 years	27,678	±1,050	1,398	±625	5.1%	±2.2
Population 65 years and over	21,921	±268	1,013	±400	4.6%	±1.8
Population 65 to 74 years	13,671	±244	449	±245	3.3%	±1.8
Population 75 years and over	8,250	±176	564	±287	6.8%	±3.5
With an ambulatory difficulty	(X)	(X)	4,443	±808	6.0%	±1.2
Population under 18 years	10,137	±800	149	±240	1.5%	±2.4
Population 18 to 64 years	41,917	±2,450	1,211	±485	2.9%	±1.2
Population 18 to 34 years	14,239	±1,777	0	±213	0.0%	±1.3
Population 35 to 64 years	27,678	±1,050	1,211	±485	4.4%	±1.8
Population 65 years and over	21,921	±268	3,083	±711	14.1%	±3.2
Population 65 to 74 years	13,671	±244	1,598	±519	11.7%	±3.8
Population 75 years and over	8,250	±176	1,485	±519	18.0%	±6.3
With a self-care difficulty	(X)	(X)	1,528	±619	2.1%	±0.8
Population under 18 years	10,137	±800	257	±305	2.5%	±3.0
Population 18 to 64 years	41,917	±2,450	338	±250	0.8%	±0.6
Population 18 to 34 years	14,239	±1,777	0	±213	0.0%	±1.3
Population 35 to 64 years	27,678	±1,050	338	±250	1.2%	±0.9
Population 65 years and over	21,921	±268	933	±457	4.3%	±2.1
Population 65 to 74 years	13,671	±244	325	±284	2.4%	±2.1
Population 75 years and over	8,250	±176	608	±349	7.4%	±4.2

With an independent living difficulty	(X)	(X)	2,662	±849	4.2%	±1.3
Population 18 to 64 years	41,917	±2,450	1,318	±519	3.1%	±1.2
Population 18 to 34 years	14,239	±1,777	507	±339	3.6%	±2.4
Population 35 to 64 years	27,678	±1,050	811	±371	2.9%	±1.3
Population 65 years and over	21,921	±268	1,344	±514	6.1%	±2.3
Population 65 to 74 years	13,671	±244	597	±344	4.4%	±2.5
Population 75 years and over	8,250	±176	747	±360	9.1%	±4.4

<https://data.census.gov/cedsci/table?q=Island%20County%20WA&tid=ACSST1Y2021.S1810>

S1903 – Median Income in the Past 12 Months

	Island County, Washington					
	Number		Percent Distribution		Median income (dollars)	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
HOUSEHOLD INCOME BY RACE AND HISPANIC OR LATINO ORIGIN OF HOUSEHOLDER						
Households	35,976	±1,894	35,976	±1,894	76,505	±4,700
One race--						
White	31,213	±1,325	86.8%	±3.4	76,978	±5,013
Black or African American	N	N	N	N	97,292	±25,049
American Indian and Alaska Native	N	N	N	N	N	N
Asian	N	N	N	N	93,000	±19,311
Native Hawaiian and Other Pacific Islander	N	N	N	N	-	**
Some other race	N	N	N	N	66,144	±37,131
Two or more races	N	N	N	N	66,809	±15,119
Hispanic or Latino origin (of any race)	N	N	N	N	66,708	±31,979
White alone, not Hispanic or Latino	30,741	±1,329	85.4%	±3.4	76,634	±4,861
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER						
15 to 24 years	1,413	±648	3.9%	±1.7	49,346	±45,382
25 to 44 years	9,511	±1,088	26.4%	±2.3	86,414	±13,278
45 to 64 years	11,159	±930	31.0%	±2.1	92,590	±16,958
65 years and over	13,893	±644	38.6%	±2.4	66,890	±8,156
FAMILIES						
Families	23,177	±1,946	23,177	±1,946	94,865	±6,799

With own children of householder under 18 years	N	N	N	N	90,709	±17,627
With no own children of householder under 18 years	N	N	N	N	96,782	±7,657
Married-couple families	N	N	N	N	101,093	±8,499
With own children under 18 years	N	N	N	N	108,744	±19,754
Female householder, no spouse present	N	N	N	N	62,663	±16,948
With own children under 18 years	N	N	N	N	51,896	±34,850
Male householder, no spouse present	N	N	N	N	36,667	±66,691
With own children under 18 years	N	N	N	N	-	**
FAMILY INCOME BY FAMILY SIZE						
2-person families	13,996	±1,452	60.4%	±4.3	87,395	±15,738
3-person families	4,777	±1,021	20.6%	±4.2	92,846	±17,810
4-person families	2,300	±693	9.9%	±2.9	110,697	±15,451
5-person families	1,730	±723	7.5%	±2.9	108,952	±23,288
6-person families	144	±148	0.6%	±0.6	181,845	±94,222
7-or-more person families	230	±195	1.0%	±0.8	133,955	±190,706
FAMILY INCOME BY NUMBER OF EARNERS						
No earners	6,253	±847	27.0%	±3.8	73,007	±4,877
1 earner	6,541	±1,299	28.2%	±5.1	79,466	±12,268
2 earners	8,617	±1,424	37.2%	±4.7	119,349	±9,363
3 or more earners	1,766	±705	7.6%	±2.9	141,188	±50,719
NONFAMILY HOUSEHOLDS						
Nonfamily households	12,799	±1,635	12,799	±1,635	50,836	±6,543
Female householder	6,316	±1,105	49.3%	±6.1	53,646	±7,707
Living alone	5,140	±904	40.2%	±5.5	44,950	±9,239
Not living alone	1,176	±566	9.2%	±4.1	144,236	±108,032

Male householder	6,483	±1,154	50.7%	±6.1	48,243	±9,534
Living alone	5,247	±1,043	41.0%	±6.0	41,207	±8,032
Not living alone	1,236	±448	9.7%	±3.3	110,549	±68,708

<https://data.census.gov/cedsci/table?q=Island%20County%20WA&tid=ACST1Y2021.S1903>

S2101 – Veteran Status

	Island County, Washington											
	Total		Percent		Veterans		Percent Veterans		Nonveterans		Percent Nonveterans	
Label	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Civilian population 18 years and over	64,008	±2,521	(X)	(X)	9,965	±1,399	15.6%	±2.2	54,043	±2,786	84.4%	±2.2
PERIOD OF SERVICE												
Gulf War (9/2001 or later) veterans	(X)	(X)	(X)	(X)	2,938	±860	29.5%	±7.0	(X)	(X)	(X)	(X)
Gulf War (8/1990 to 8/2001) veterans	(X)	(X)	(X)	(X)	3,541	±931	35.5%	±6.9	(X)	(X)	(X)	(X)
Vietnam era veterans	(X)	(X)	(X)	(X)	3,478	±755	34.9%	±7.6	(X)	(X)	(X)	(X)
Korean War veterans	(X)	(X)	(X)	(X)	154	±127	1.5%	±1.3	(X)	(X)	(X)	(X)
World War II veterans	(X)	(X)	(X)	(X)	40	±65	0.4%	±0.6	(X)	(X)	(X)	(X)
SEX												
Male	29,593	±2,295	46.2%	±2.0	8,381	±1,099	84.1%	±6.0	21,212	±2,349	39.3%	±2.5
Female	34,415	±934	53.8%	±2.0	1,584	±711	15.9%	±6.0	32,831	±1,005	60.7%	±2.5

(of any race)												
White alone, not Hispanic or Latino	53,240	±909	83.2 %	±2.9	8,688	±1,226	87.2 %	±4.2	44,552	±1,509	82.4 %	±3.2
MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2021 INFLATION-ADJUSTED DOLLARS)												
Civilian population 18 years and over with income	41,068	±2,528	(X)	(X)	58,105	±10,080	(X)	(X)	38,248	±3,819	(X)	(X)
Male	(X)	(X)	(X)	(X)	60,351	±8,025	(X)	(X)	50,346	±6,280	(X)	(X)
Female	(X)	(X)	(X)	(X)	47,112	±10,888	(X)	(X)	30,059	±3,844	(X)	(X)
EDUCATIONAL ATTAINMENT												
Civilian population 25 years and over	58,996	±1,677	(X)	(X)	9,965	±1,399	(X)	(X)	49,031	±2,032	(X)	(X)
Less than high school graduate	3,226	±1,069	5.5%	±1.7	109	±139	1.1%	±1.4	3,117	±1,075	6.4%	±2.1
High school graduate (includes equivalency)	12,573	±1,690	21.3 %	±2.9	2,071	±731	20.8 %	±6.7	10,502	±1,660	21.4 %	±3.3

Some college or associate's degree	19,866	±1,949	33.7 %	±3.2	3,963	±968	39.8 %	±7.7	15,903	±1,666	32.4 %	±3.2
Bachelor's degree or higher	23,331	±2,161	39.5 %	±3.5	3,822	±847	38.4 %	±6.7	19,509	±1,994	39.8 %	±3.7
EMPLOYMENT STATUS												
Civilian population 18 to 64 years	41,967	±2,451	(X)	(X)	5,031	±1,135	(X)	(X)	36,936	±2,519	(X)	(X)
Labor force participation rate	(X)	(X)	70.7 %	±3.5	(X)	(X)	68.6 %	±10.9	(X)	(X)	71.0 %	±3.7
Civilian labor force 18 to 64 years	29,683	±2,414	(X)	(X)	3,449	±909	(X)	(X)	26,234	±2,200	(X)	(X)
Unemployment rate	(X)	(X)	6.7%	±2.4	(X)	(X)	0.0%	±5.3	(X)	(X)	7.5%	±2.7
POVERTY STATUS IN THE PAST 12 MONTHS												
Civilian population 18 years and over for whom poverty status is determined	63,835	±2,528	(X)	(X)	9,965	±1,399	(X)	(X)	53,870	±2,802	(X)	(X)
Income in the past 12 months below	5,621	±1,280	8.8%	±2.0	861	±623	8.6%	±6.0	4,760	±1,108	8.8%	±2.1

poverty level												
Income in the past 12 months at or above poverty level	58,214	±2,803	91.2 %	±2.0	9,104	±1,354	91.4 %	±6.0	49,110	±2,901	91.2 %	±2.1
DISABILITY STATUS												
Civilian population 18 years and over for whom poverty status is determined	63,835	±2,528	(X)	(X)	9,965	±1,399	(X)	(X)	53,870	±2,802	(X)	(X)
With any disability	11,131	±1,381	17.4 %	±2.0	2,472	±676	24.8 %	±6.3	8,659	±1,312	16.1 %	±2.1
Without a disability	52,704	±2,360	82.6 %	±2.0	7,493	±1,281	75.2 %	±6.3	45,211	±2,396	83.9 %	±2.1

<https://data.census.gov/cedsci/table?q=Island%20County%20WA&tid=ACSST1Y2021.S2101>

Oak Harbor School District 2021-22

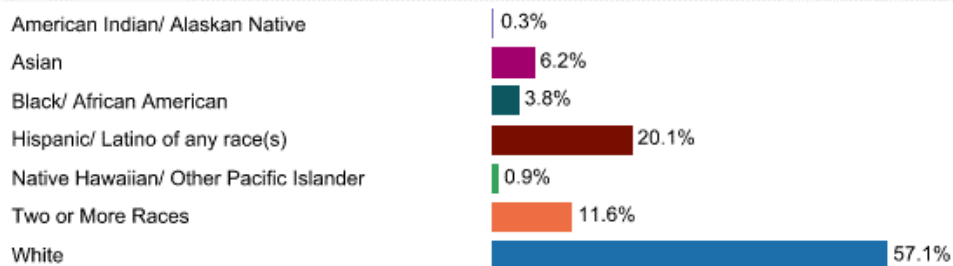
Total Student Enrollment

5,874

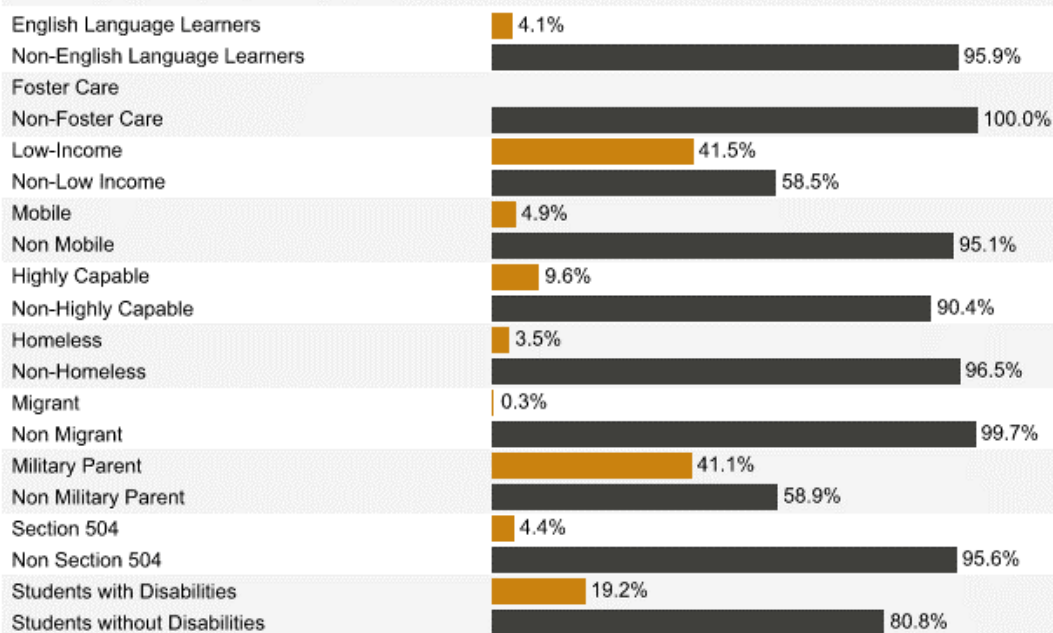
Gender



Race/Ethnicity



Program and Characteristic



Coupeville School District 2021-22

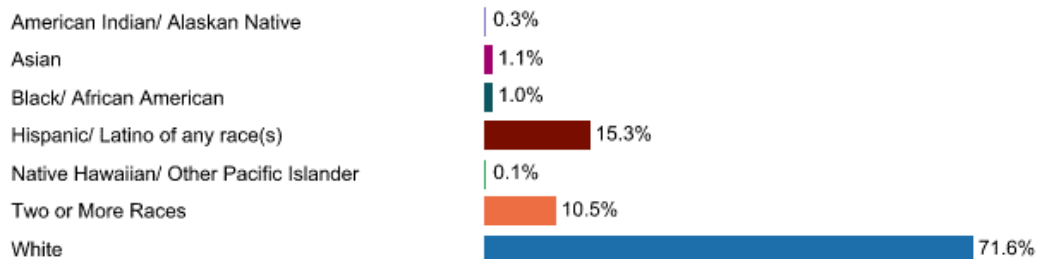
Total Student Enrollment

962

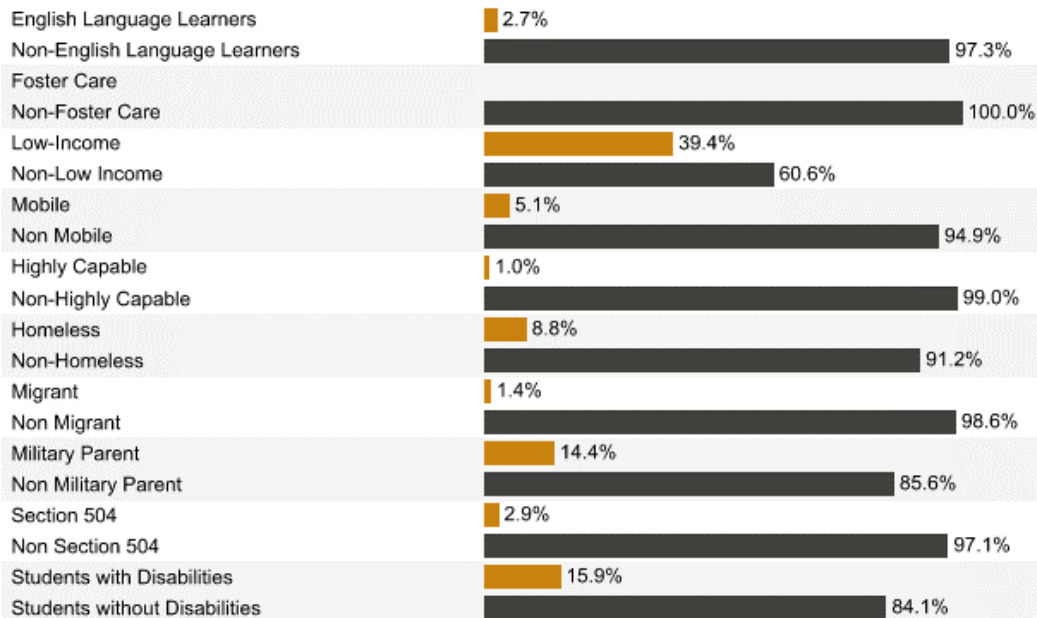
Gender



Race/Ethnicity



Program and Characteristic



South Whidbey School District 2021-22

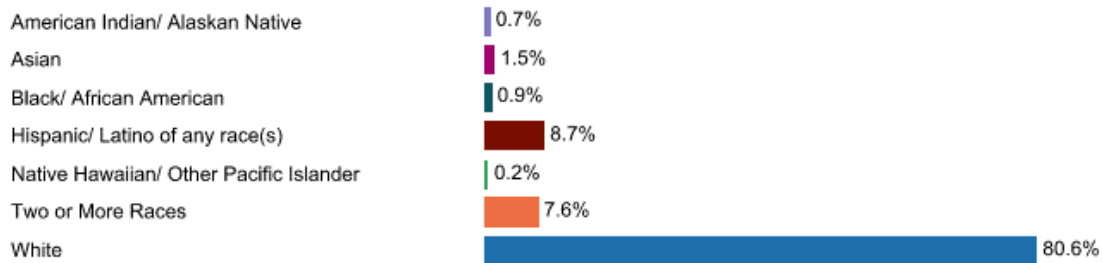
Total Student Enrollment

1,224

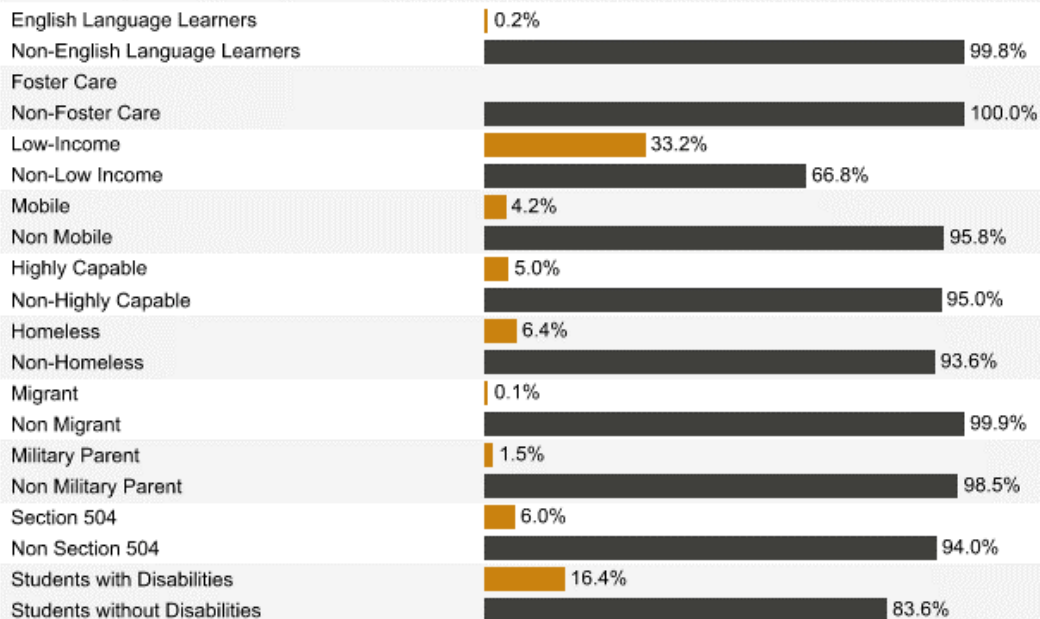
Gender



Race/Ethnicity



Program and Characteristic



Stanwood-Camano School District 2021-22

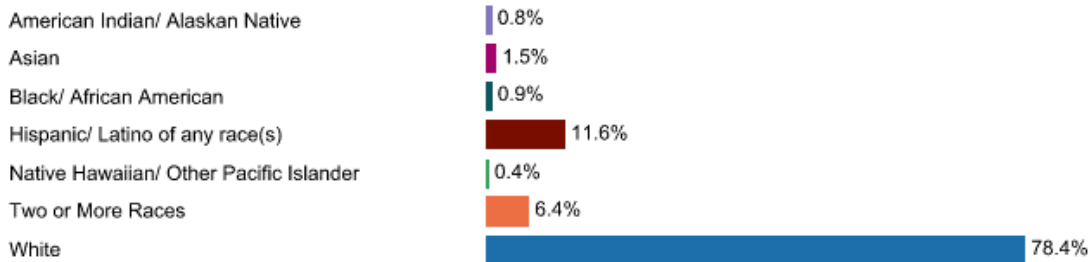
Total Student Enrollment

4,656

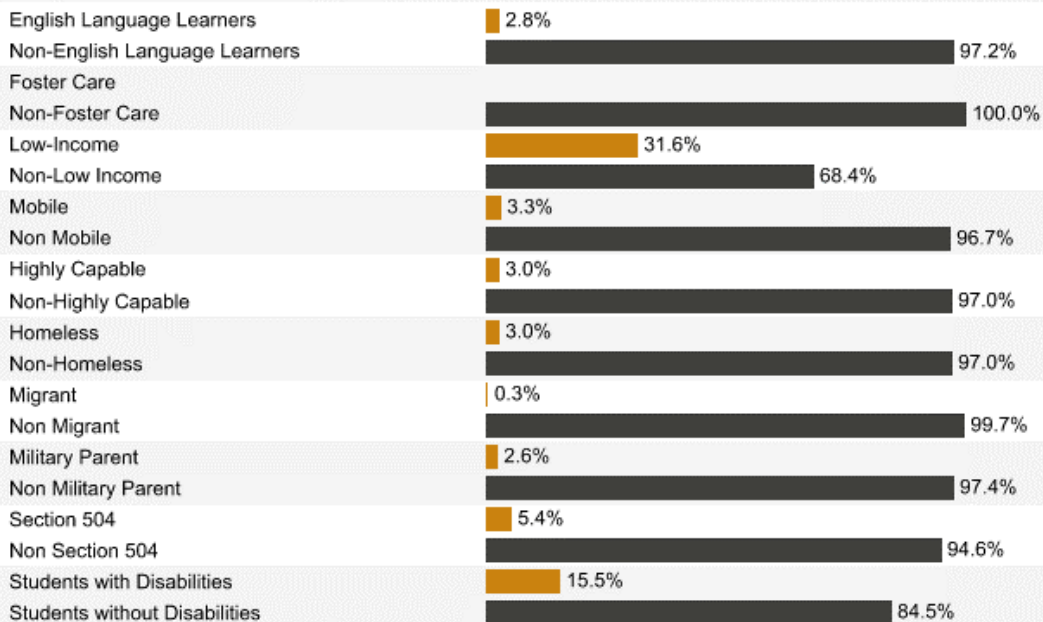
Gender



Race/Ethnicity



Program and Characteristic



D.2 Travel Data

Information from the *IRTPO DataBook*, May 2021

QUESTION #1

Where do people travel in Island County?

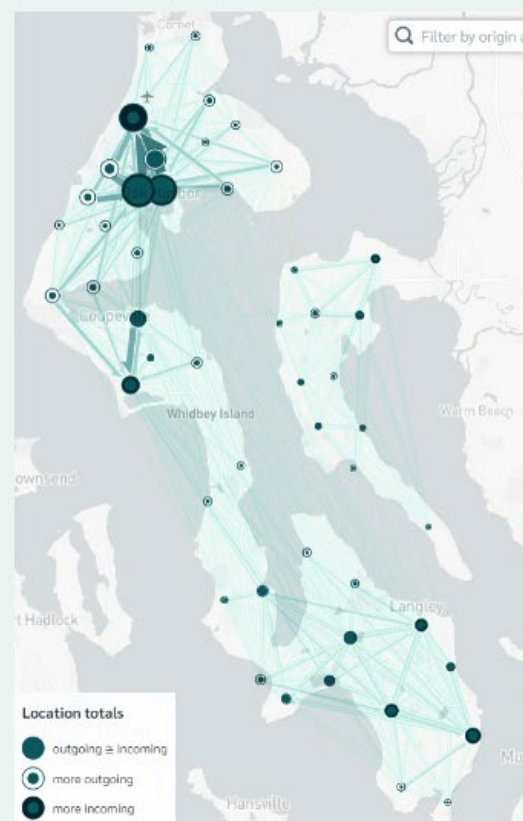
The maps below represent the origin-destination pairs for trips that both start and end within Island County. Both maps use StreetLight Data for September – October 2019 to represent typical pre-COVID travel patterns. Map 1 shows the top origin-destination pairs across the county for a typical day (12am-12am), while Map 2 shows only the AM peak period travel (6am-10am).

INTERNAL TRIPS (ALL DAY WEEKDAY)



NAS Whidbey and Oak Harbor have the greatest amount of trip origins and destinations within Island County across an average day, and these areas attract trips from across Whidbey Island, including Coupeville, Keystone, and South Whidbey. It is notable that most trips remain in a tight geographic area. For example, there is less travel between the north and south ends of Whidbey Island than one might expect.

INTERNAL TRIPS (AM PEAK PERIOD TRIPS WEEKDAY)



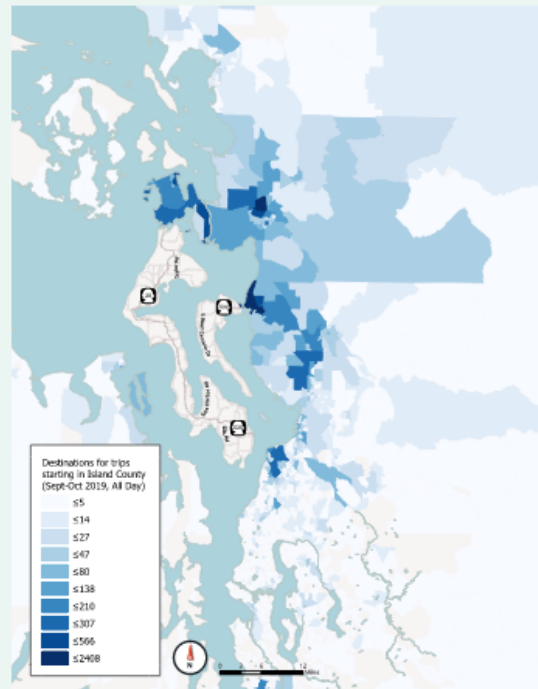
Trip patterns during the AM peak period are similar to the all-day patterns, but the commute trips tend to stand out more, as the map highlights which locations have more incoming versus outgoing trips. NAS Whidbey and Oak Harbor again stand out as top destinations within the county, with a large portion of trips coming from Coupeville.

QUESTION #2

When people leave Island County, where do they go? Similarly, where are visitors coming from?

The maps below represent the origin-destination pairs for trips that either start or end within Island County. The maps use StreetLight Data for September – October 2019 to represent typical pre-COVID travel patterns. The first series of maps show the destinations of trips that start within the county, but end elsewhere, while the second series shows the destination of trips that start outside the county, and end within. The map series are again separated into travel across an average day (12am-12am), and AM peak period travel (6am-10am) to help glean typical commute patterns.

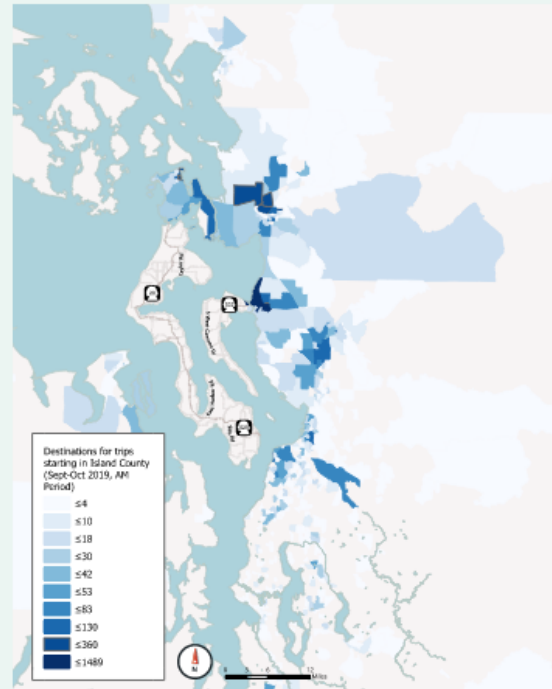
TRIPS FROM ISLAND COUNTY TO OTHER PLACES (ALL DAY)



Top Destinations include

- Stanwood
- Marysville/Everett
- Mount Vernon
- Mukilteo
- Anacortes
- Bellingham
- North Seattle/Bellevue

TRIPS FROM ISLAND COUNTY TO OTHER PLACES (AM PERIOD)



Top Destinations include

- Stanwood
- Marysville
- Mount Vernon
- Bellingham
- Port Townsend
- Marysville/Everett
- Port Angeles
- North Seattle/Bellevue

D.3 Pararansit Data

Island Transit Paratransit Ridership Trends						
	2019		2019	2021		2021
	Whidbey	Camano	Total	Whidbey	Camano	Total
New Riders	226	18	244	144	15	159
Cancellations	6,778	1,119	7,897	3,504	490	3,994
No-Shows	1,091	132	1,223	648	19	667
Miles Traveled	400,857	52,119	452,976	255,526	27,430	282,956
Total Trips	56,064	8,308	64,372	28,019	2,668	30,687

D.4 Ferry Information



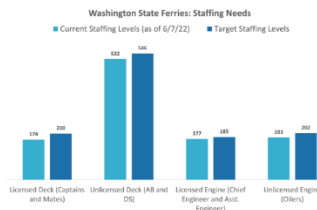
Updated June 7, 2022

Overview

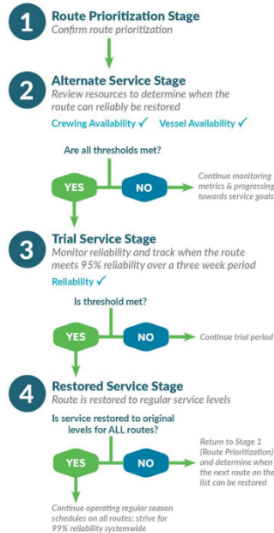
Washington State Ferries is incrementally increasing service to meet increasing demand as the ferry system continues to recover from the pandemic. A return to full capacity of the system is dependent on several variables, including:

- The trajectory of the pandemic and ongoing impacts of COVID-19 on the workforce.
- Ridership levels and accommodating the seasonal increase in summer peak season ridership.
- The ability of WSF to recruit, hire and train new employees to fill key positions.
- The rate of retirements and other separations that contribute to overall staffing levels.
- Lack of vessels due to unanticipated breakdowns and an aging fleet.

Progress toward reaching targeted staffing levels



Service Restoration Process



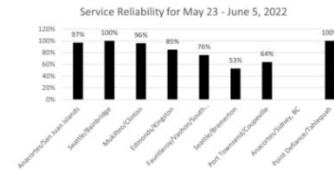
WASHINGTON STATE FERRIES SERVICE RESTORATION PLAN PROGRESS REPORT

Ferry Service Restoration

WSF has prioritized ferry routes based on ridership, service performance, availability and directness of travel alternatives, and vessel and crew availability.

Service Reliability

During the trial stage, WSF's target is 95% reliability over three weeks before considering the route fully restored. This chart illustrates current reliability for all routes based on a regular schedule.



Upcoming Service Changes

- With COVID-19 cases on the rise, service reliability may temporarily decrease in the weeks ahead due to increasing numbers of relief requests among WSF vessel crew.
- WSF will begin Trial Service on the Edmonds/Kingston route once COVID-19-related relief requests begin to decline and staffing increases to levels adequate to provide reliable service.

Systemwide Ridership

Total 2022 ridership compared to previous years (data updated as of 5/15/22)



Route	Restoration Stage
ANACORTES/ SAN JUAN ISLANDS	4 Regular Service
SEATTLE/ BAINBRIDGE	4 Regular Service
MUKILTEO/CLINTON	4 Regular Service
EDMONDS/KINGSTON	2 Alternate Service
FAUNTLEROY/ VASHON/ SOUTHWORTH	2 Alternate Service
SEATTLE/ BREMERSTON	2 Alternate Service
PORT TOWNSEND/ COUPEVILLE	2 Alternate Service
ANACORTES/ SIDNEY, B.C.	No Service
POINT DEFIANCE/ TAHALEQUAH	Regular Service

Appendix E

Planning and Funding Guidelines



Appendix E. Planning and Funding Guidelines

State Planning and Funding Guidelines

Excerpt from WSDOT Coordinated Public Transit -Human Services Transportation Plan Guidebook 2021

WSDOT requires MPO/RTPOs to prepare CPT-HSTPs every four years. MPO/RTPOs develop their plans with stakeholders, service providers, public transportation users and others.

[Federal Transit Administration \(FTA\) Circular 9070.1 G](#) Chapter V (2)(b) provides federal guidance on CPT-HSTPs, including detailed instructions for developing your plan. The circular also includes four required elements of the CPT-HSTP:

1. An assessment of available services that identifies current providers (public, private and non-profit).
2. An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the 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 plans also identify regional priorities, which determine eligibility for funding under [WSDOT's Consolidated Grant Program](#). The grant program includes funding from state and federal sources.

Additionally, WSDOT uses CPT-HSTPs as an input for the [Statewide Human Services Transportation Plan](#). The statewide plan identifies:

- A strategic framework for existing human-services transportation needs.
- Unmet transportation needs.
- Recommendations and best practices for improving access and mobility for future needs.

A variety of funding is available through WSDOT. Information can be found at:

<https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards>

Excerpt from FTA 9070.1 G

1. THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN. Federal transit law, as amended by MAP-21, requires that projects selected for funding under the Section 5310 program be “included in a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) initiative, provide a useful starting point for the development and implementation of the local public transit-human services transportation plan required under the Section 5310 program.

Many states have established UWR plans that may form a foundation for a coordinated plan that includes the required elements outlined in this chapter and meets the requirements of 49 U.S.C. 5310. In addition, many states and designated recipients may have coordinated plans established under SAFETEA-LU, and those plans may be updated to account for new stakeholders, eligibility, and MAP-21 requirements. FTA maintains flexibility in how projects appear in the coordination plan. Projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan.

2. DEVELOPMENT OF THE COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN.
 - a. Overview. A locally developed, coordinated public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the state, designated recipient, and the MPO, where applicable. The agency leading the planning process is decided locally and does not have to be the state or designated recipient.

In UZAs where there are multiple designated recipients, there may be multiple plans and each designated recipient will be responsible for the selection of projects in the designated recipient’s area. A coordinated plan should maximize the programs’ collective coverage by minimizing duplication of services. Further, a coordinated plan must be developed through a process that includes participation by seniors, individuals with

disabilities, representatives of public, private and nonprofit transportation and human service transportation providers, and other members of the public. While the plan is only required in communities seeking funding under the Section 5310 program, a coordinated plan should incorporate activities offered under other programs sponsored by federal, state, and local agencies to greatly strengthen its impact.

- b. Required Elements. Projects selected for funding shall be included in a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:
- (1) An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
 - (2) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
 - (3) 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; and
 - (4) Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.