

**RECORD OF THE PROCEEDINGS
SKAGIT TRANSIT BOARD OF DIRECTORS**

Wednesday, May 20, 2026

The Skagit Transit Board of Directors met in a regular meeting in Burlington, WA. Commissioner Peter Browning chaired the meeting and called the meeting to order at 11:00 a.m., followed by the Pledge of Allegiance and roll call.

Members Present

Peter Browning, Skagit County Commissioner (Chair)
Joe Burns, Skagit County Commissioner (Vice Chair)
Ron Wesen, Skagit County Commissioner
Councilmember Mary Hudson (arrived at 11:19 a.m.)
attended as a representative for Peter Donovan, City of
Mount Vernon, Mayor
JoEllen Kesti, City of Sedro Woolley, Mayor
Bill Aslett, City of Burlington, Mayor
Carolyn Moulton, City of Anacortes, Councilmember
Hannah Oliver, City of Mount Vernon, Councilmember
Judy Jones, Community Advisory Committee (Chair, non-
voting member)

Members Present via Teleconference

Members Absent:

Paul Cocke, City of Sedro Woolley, Councilmember
Tracy Cook, Labor Representative (non-voting member)

Providing Legal Counsel:

Dannon Traxler, Langabeer and Traxler

Staff Present

Abby Bissell, HR Generalist
Chris Arkle, Director of Finance
Crystle Stidham, Chief Executive Officer
Derek Messling, Marketing and Public Affairs Specialist
Eric Gambill, Security Supervisor
Greg Latham, Director of Maintenance and Facilities
Jennifer Davidson, Director of Human Resources
Kelly Myiow, Payroll and Leave Coordinator
Larissa Farrell, Executive Assistant/Clerk of the Board
Maleah Kuzminsky, Planning and Outreach Manager
Rebekah Tuno, Grants Manager
Rick Heerspink, Finance and Accounting Manager
Seeley Mullins, Procurement and Contracts Coordinator

Staff Present via Teleconference:

Alan Brooks, Operations Supervisor
Clerk of the Board
Eric Esparza, Capital Projects Manager
Kaitlin West, Rideshare Administrator
Kelly Borden, Accounting Clerk
Larissa Farrell, Executive Assistant/Clerk of the Board
Mika Ela-Bergman, Maintenance Support Technician
Sarah Pelle, Events Specialist/Travel Trainer
Wayne Simmons, Facilities Supervisor

Members of Public Present

Charlie Bush; Colleen Kennedy; Jason Kelley; Karl de Jong;
Melinda Hunter; Soren Jensen;

Members of the Public Present via Teleconference:

1-916-501-8890; Cameron Martinez; Dan Curtis; Joe
Kunzler; John R; Kesti for Board Chair; Nil; Public
Recording; Ray; Vincent Richardson

1 Public Comment

Public comment was made.

2 Point of Order

- a) Mayor Kesti made a motion to recognize Karl de Jong as the appointed representative for the City of Sedro-Woolley. Commissioner Browning, Board Chair, and Skagit Transit General Counsel, Dannon Traxler, explained that item is still under legal review and so the board can't make a decision on that until the legal review has been concluded.
- b) Council Member Moulton made a motion to have discussion about removing Council Member Cocke and recognizing Karl de Jong as the appointed representative for the City of Sedro-Woolley. After some discussion with Council Member Moulton, Council Member Hudson, and Mayor Kesti, Commissioner Browning again stated it wouldn't be appropriate as it's still under legal review.
- c) **Commissioner Browning made a motion to remove items 6D, Periodic Review of Board Composition, and 6E, Approve Revised Bylaws for Skagit Transit Board of Directors, from the May 20, 2026 board agenda. Council Member Mary Hudson seconded the motion. The motion passed unanimously.**

3 Consent / Action Items

- a) Approval of April Meeting Minutes
- b) Approval of Claims and Payroll
 - March Payroll Direct Deposit and Checks
 - March Direct Federal Withholding Transfer
 - March Claims Checks and ACH #5462-5593
- c) Approve March Budget Update

Mr. Aslett made a motion to approve consent items. Mr. Wesen seconded the motion. The motion passed unanimously.

4 Full Discussion/Action Items:

- a) Approve Purchase of Eleven (11) Rideshare Vehicles

Ms. Stidham summarized the report as presented in the board packet.

Ms. Hudson made a motion to approve the purchase of eleven (11) Rideshare vehicles. Mr. Aslett seconded the motion. The motion passed unanimously.

- b) Approve FY 2026 Section 5307 Allocation

Ms. Stidham summarized the report as presented in the board packet.

Ms. Moulton moved to approve the acceptance of FTA 5307 Formula, 5307 STIC, & 5340 Growing States and small UZA Apportionment grant funds totaling \$3,131,154. Mr. Burns seconded the motion. The motion passed unanimously.

- c) Approve Reclassification Request of the Electronic Systems Technician

Ms. Stidham summarized the report as presented in the board packet.

Ms. Hudson moved to approve the reclassification request of the Electronics Systems Technician. Mr. Aslett seconded the motion. The motion passed unanimously.

5 Information Items

- a) CEO Update
- b) Ride Pass Grant Program: Q1 Reporting Summary
- c) 2025 Budget Update
- d) March 2026 Productivity and Ridership Report

Peter Browning adjourned the meeting at 12:00 p.m.

Attest:

DocuSigned by:

Peter Browning

Peter Browning, Chair Skagit Transit Board of Directors

Signed by:

Larissa Farrell

Larissa Farrell, Clerk of Skagit Transit Board

To: Skagit County Public Transportation Benefit Area Authority (Skagit Transit) Board of Directors

From: Mayor JoEllen Kesti and Councilmember Karl DeJong of Sedro-Woolley

Re: Representation and periodic review of governing board composition.

I'm writing ahead of our scheduled periodic review to ensure we are all working from the same understanding of what state law requires of the PTBA with respect to (1) representation of each component city, (2) the required four-year cadence for reviewing board composition, and (3) the limits on the Board's ability to change its own composition outside those statutorily prescribed review windows.

1. Representation of Component Cities (RCW 36.57A.050)

RCW 36.57A.050 provides that the PTBA governing body consists of elected officials selected by and serving at the pleasure of the governing bodies of the component cities and the county legislative authority. Because our county is *not* a county with a population greater than 400,000 and no city within the PTBA has a population greater than 75,000 operating its own transit system under chapter 35.95 RCW, the proportional representation clause for large counties is not dispositive.

However, the statute's structure still reflects a clear expectation of broad, multi-jurisdictional representation. Each city participates through its designated elected representative(s) and the Board may not be structured so that a majority represents a single component city. The governing body must remain within the statutory size cap of no more than nine elected representatives and two other voting members for a total of no more than eleven voting members.

RCW 36.57A.050 also anticipates that not every city may always hold a direct seat. It expressly authorizes any city that is excluded from direct membership to designate a member of the authority who is entitled to represent that city's interests. Taken together, these provisions underscore that every component city must have a meaningful voice in PTBA governance.

Representatives from Sedro-Woolley hereby recommend ensuring adequate representation of every component city by considering the addition of mayors from Concrete and LaConner as voting members of the Board.

2. Required Four-Year Review of Board Composition (RCW 36.57A.055)

RCW 36.57A.055 requires the county legislative authority members and the elected representative of each city within the PTBA to review the composition of the governing body after the PTBA has been in existence for four years, and then again every four years thereafter. The statute specifies that this review must occur "at a meeting of the designated representatives of the component county and cities," with a quorum defined as a majority of those present. Importantly, the statute imposes a procedural prerequisite of twenty (20) days' notice of the review meeting must be given by the PTBA's chief administrative officer. This notice

requirement is part of the statutory process that legitimizes the review and any resulting changes in composition.

Representatives from Sedro-Woolley hereby recommend that the board acknowledge its duty to review composition every four years per state law and set a tentative date for the next review which allows ample time to meet the 20-day notice requirement and gives adequate actual notice to all the component cities and the county and other voting members.

3. Limits on Changing Board Composition Between Four-Year Reviews

While the Board has broad operational authority over transit policy and administration, the *composition* of the governing body is controlled by statute. RCW 36.57A.055 contemplates composition changes through the periodic review process (every four years) and, separately, through an additional review meeting that must occur within 90 days when significant annexation thresholds are met (generally, when a newly annexed area exceeds 15% of the existing PTBA population, or multiple annexations together exceed 25%). Outside of those circumstances, the statutory structure strongly suggests that the governing body's composition remains as established at the last properly noticed review meeting. In other words, absent a qualifying annexation-triggered review, the Board should treat any changes to seats, voting membership, or the allocation of representation as actions that must wait for, and be accomplished through the next RCW 36.57A.055 review meeting, rather than through ad hoc changes at regular meetings between four-year intervals.

Representatives from Sedro-Woolley hereby request acknowledgement on the record that the transit board is not empowered to change its composition other than as prescribed by statute every four years in regular intervals unless triggered by annexation.

4. Twenty-Day Notice and the Duty to Periodically Review

The most recent periodic review meeting that I can readily identify in the Agency's posted materials was held on October 21, 2020, as reflected in the agenda packet for that date. That packet describes a composition review convened at the conclusion of the regular Board meeting and expressly references RCW 36.57A.055 as the authority for the review.

RCW 36.57A.055 requires that the chief administrative officer provide at least 20 days' notice of the composition review meeting. Skagit Transit's public event posting for the "Board of Director's Meeting and Review of Governing Board Composition" scheduled for May 20, 2026 states that it is intended to satisfy RCW 36.57A.055 and that the notice is provided in compliance with the 20-day requirement. Because the statute sets a clear minimum, I recommend we confirm the *actual* date the notice was issued (e.g., when it was first published/posted or otherwise distributed by the CEO).

Representatives from Sedro-Woolley hereby request a statement for the record as to exactly how the 20-day notice requirement was met in this case.

6. RCW 36.57A.050 Controls Over Any Contrary Bylaw

RCW 36.57A.050 provides that elected officials on the PTBA governing body are selected by and serve at the pleasure of the governing bodies of the component cities and county. A bylaw that requires a city's representative to serve a full one-year term unless legally ineligible cannot lawfully be applied to defeat that statutory authority. Any one-year term is only an administrative appointment interval, not a guarantee of continued service against the will of the appointing city. If a city has formally removed and replaced its representative, the Board's role should be ministerial: recognize the city's action and seat the new designee accordingly.

Representatives from Sedro-Woolley hereby request:

1. That voting member Karl DeJong be officially seated at or before commencement of the May 20 Board Meeting.
2. Agenda placement for formal board recognition of Karl DeJong's position as a voting member of the PTBA Board.

8. Conclusion

My goal in raising these points is to help ensure our governance process is as defensible and transparent as our service planning. I appreciate everyone's attention to the statutory framework, and I look forward to a constructive discussion on May 20 about whether our current structure continues to provide fair, effective representation for each component city.

Respectfully,

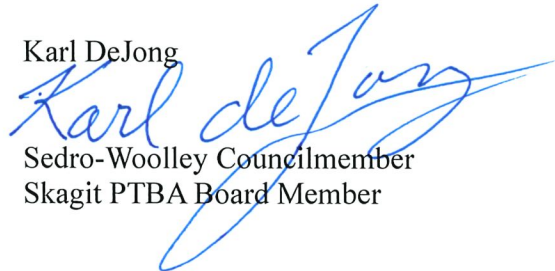
JoEllen Kesti

Signed by:



Mayor of Sedro-Woolley
Skagit PTBA Board Member

Karl DeJong



Sedro-Woolley Councilmember
Skagit PTBA Board Member

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Date: May 18, 2026

To: Skagit Transit Board of Directors

From: Crystle Stidham, CEO 

Re: Letter from Sedro-Woolley Mayor Kesti and Council Member de Jong

Dear Skagit Transit Board Members,

This memo is prepared in consultation with Skagit Transit General Counsel, Dannon Traxler, in response to the letter we received from Sedro Woolley Mayor, JoEllen Kesti, and Council Member, Karl de Jong (collectively, the "City"), on May 15, 2026. We appreciate the City's comments and their stated desire to ensure the Skagit Transit Board's transparent and defensible governance process. We share that perspective and look forward to the Board's continuing cooperative and cordial relationship with the City.

We provide the following responses in the order of the City's comments:

1. Representation of Component Cities (RCW 36.57A.050)

For the most part, we agree with the City's interpretation of RCW 36.57A.060, which provides that component cities of our Public Transit Benefit Area (PTBA) may designate elected officials to serve on the Skagit Transit Board as long as that designation is in alignment with the statute and the composition set forth in the Board's Bylaws. We further agree that since Skagit County's population is not above 400,000, and no City within the PTBA has a population of more than 75,000, the proportionality requirements for component City representation on the Board that apply to larger counties do not apply to Skagit County. At the same time, we agree that it is important for component Cities in Skagit County to have a voice.

"Component city" is defined in RCW 36.57A.010 as "an incorporated city or town within a public transportation benefit area." Up until now, the Cities of La Conner and Concrete, although they are incorporated Cities within Skagit Transit's PTBA, have not had representation on the Board, even though we now have service in La Conner and Concrete has experienced a significant increase in ridership from members of their community. Additionally, we are in the process of making incorporating service changes in Concrete. It is for that reason that we believe the Board's composition should be reviewed and changed, because it is important that the Mayors of La Conner and Concrete (or their designees) become voting members of the Board in representation of their communities.

While updated RCW 36.57A.050 (effective January 1, 2026, link included here: [RCW 36.57A.050](#);) provides that the governing body of a single county public transportation benefit area like Skagit Transit may have up to eleven voting members, it authorizes a maximum of nine elected official voting members of the governing body. There may be two additional voting members; however those members must be transit-using voting members appointed to the governing body by the elected official voting members. One must be a transit-using voting member who primarily relies on public transportation systems for transportation, and the other must represent a community-based organization and at least occasionally use public transportation systems for transportation.¹

This distinction is important, because it means that in order to allow La Conner and Concrete to serve as voting members of the Board, other elected official positions must be removed from the Board's composition. It is why we are proposing that the Councilmember positions be removed, and that the Mayors of La Conner and Concrete move into those spots—it seems that the City is in agreement.

While we appreciate that Sedro-Woolley is supportive of La Conner's and Concrete's inclusion as voting members of the Board, we do not believe it warrants an acknowledgment on the record.

2. Required Four-Year Review of Board Composition (RCW 36.57A.055)

We also agree with the City that RCW 36.57A.055 governs the review of Board composition, that the review must occur every four years, a meeting must occur to include the designated representatives of the component Cities and County, and that a 20-day notice is required by the statute. Skagit Transit provided that 20-day notice to all component Cities and the County on April 30, 2026, by publishing it on Skagit Transit's website, sending it to the Skagit Herald for publication, posting hard copies at Skagit Transit's business office and Skagit Station, and emailing it to all voting Board members, all on April 30, 2026. The Mayors of La Conner and Concrete were also informed of the recommended changes. The notice was clear that it was intended to satisfy the notice requirement under RCW 36.57A.055 and that the meeting was being convened at 11:00 on May 20, 2026 for the purpose of performing the four-year review of the Board's composition.

The City asks the Board to acknowledge its obligation to review the composition of the Board every four years in accordance with statute and to set a tentative date for a meeting sometime in the future.

Of course, the Board is obligated to comply with all statutory requirements for review of Board composition, which is why it is important to schedule the review as soon as possible. It appears (consistent with the City's position) that the last time there was a review of Board composition was on October 21, 2020. That was before my time, but we are very interested in ensuring that we get back into compliance with the statute.

The statutory 20-day notice requirement for a meeting was met under RCW 36.70A.055, and I recommend that the Board and component City representatives in attendance stay the course and

¹ I am not recommending the expansion of the Board to include two additional transit-using members at this time, but it is an issue the Board may wish to discuss now or in the future.

hold the meeting on May 20, 2026, as planned. As stated in the notice, the meeting is intended to constitute the “four-year review,” which will trigger subsequent reviews every four years, hereafter, and get us back on track. We are committed to making this happen.

We recommend that the Board reject the City’s request for acknowledgement on this point and their request to postpone the composition review meeting.

3. Limits on Changing Board Composition Between Four-Year Reviews

The City requests the Board to acknowledge that it may only change the composition of the Board as prescribed by statute every four years in regular intervals if triggered by annexation. This is where I must respectfully disagree with the City. This interpretation ignores the clear language of RCW 36.57A.055, which states that a PTBA may review the composition of the Board every four years and “...change the composition of the governing body *if the change is deemed appropriate.*” (emphasis added). There is no requirement that the periodic four-year review consider whether areas have been annexed. In fact, the 90-day meeting requirement is separate from and “in addition to” the regular four-year review period and is only required if one area of the PTBA has increased by 15% in population or the combined area has increased by 25%. There is no indication that such increases have occurred. In fact, a quick online search shows that according to the 2020 U.S. Decennial Census Skagit Transit’s population was 129,523 in October 2020 and is approximately 133,700 now, a very small increase of only about 4177 people or about 3.22%. This certainly does not even come close to triggering any requirement for an additional meeting within 90 days to consider annexation-driven population increases.

There is no statutory mandate prohibiting a PTBA from changing its composition only when population increases or annexations occur, and in fact, RCW 36.57A.055 contains broadly permissive language allowing the Board to change composition whenever they deem it to be “appropriate.” Based on the new service in La Conner and increasing ridership and changes to service in Concrete, we believe it is appropriate to consider Board composition changes at this time. We recommend that the Board reject the City’s request for acknowledgment to the contrary.

4. Twenty-Day Notice and the Duty to Periodically Review

The City seems to acknowledge the fact that Skagit Transit did provide a 20-day notice of the four-year Board composition review meeting; however, the City requests the Board to provide a statement for the record as to how the 20-day notice requirement was satisfied under RCW 36.57A.055. As stated in number 1., above, Skagit Transit published the notice on April 30, 2026, sent it to the Skagit Herald for publication, posted it at the business office and at Skagit Transit, sent it to all voting Board members, and posted it on the Skagit Transit website, going well beyond statutory notice requirements. . These actions are documented and speak for themselves, and we do not believe the Board needs to make a formal statement about the notice on the record in this regard.

5. RCW 36.57A.050 Controls Over Any Contrary Bylaw²

The City argues that the Board's Bylaws requiring a Board member to serve a full term unless legally ineligible to serve is overridden by a City official's desire to remove and appoint Board members at-will. The City then requests that the Board: 1) officially seat Councilmember de Jong as a voting Board member prior to or at the May 20th Board meeting; and 2) that the Board place the matter on the agenda for formal recognition of Councilmember de Jong's position as a voting member.

This matter is currently being reviewed with legal counsel, as there is a fundamental disagreement with the City about recent actions attempting to remove a current (still-eligible) Board member in order to appoint a new one.

Because of continuing legal review, we believe it is appropriate to postpone any discussion or decision by the Board to officially seat or formally recognize Councilmember de Jong as a voting Board member. The matter is not currently on the agenda, and it is not a matter of great urgency, particularly if a vote on the Board's composition at the May 20th meeting and a subsequent update of the Bylaws renders the position obsolete. This could make a discussion/decision on that Council position moot, and we do not believe it is appropriate for discussion at this time.

We understand that it is possible Sedro Woolley Councilmember Cocke, who has been a Skagit Transit Board member and who has served on Skagit Transit's Advertising Committee for the past four and a half months, may be in attendance at the Board meeting, sitting as a voting Board member. If both Councilmember Cocke and Councilmember de Jong attend the meeting intending to participate as voting members, we recommend that the Board request Councilmember Cocke to recuse himself from voting on any matters at the Board meeting until such time as the Board is able to discuss legal issues related to his removal/replacement.

In sum, we recommend that the Board reject the City's request to formally seat and recognize Councilmember de Jong as a voting member, with the caveat that the matter will be taken up at the next Board meeting if the position remains open. The Board may make a formal motion to this effect or simply choose not to address it, since it is not on the agenda.

6. Proposed Bylaw Language Allowing Board Vacancies Upon Removal

While this issue was not addressed in the City's letter, we understand that City Councilmembers and the City Attorney have expressed concern about proposed language in the Board's updated Bylaws, which authorizes the Board to leave a position open until the end of a term if a Board member is removed for failure to comply with the Bylaws. We understand that the City may believe this would create "taxation without representation" in violation of the State Constitution. While we do not agree with this position—it is clear from the statutory language that component Cities are not always guaranteed a voting position on a PTBA Board and because of our County's population, we are not subject to the same proportional representation requirements as larger counties—we do hear the City's concerns and want to respect them. For that reason, we are recommending that

² Note, this is misnumbered as 6. in the City's submission.

the proposed language regarding vacancies in Section 5.11 be stricken and that the provision be revised to read:

The Board shall have the authority to remove, by majority vote, any Board member or their designee for violations of these Bylaws. In such case, the component City or Town may appoint another elected official in accordance with the Bylaws and statute.

We hope this alleviates the City's concerns and demonstrates Skagit Transit's desire and willingness to listen to and work collaboratively with the City.

In conclusion, Skagit Transit values its longstanding partnership with the City of Sedro-Woolley and seeks to continue that strong relationship. We believe our approach is fair and equitable, and we invite the City to work with us to serve the best interests of Skagit Transit, Skagit County, its cities and towns, and the riders and communities we serve.

If you have any questions prior to the meeting, please feel free to contact our legal counsel at 360-671-6460 Ext. 1 or dtraxler@langabeertraxler.com.

Best Regards,



Crystle Stidham

Skagit Transit, Chief Executive Officer

**CEO Verbal Report Out
Board Meeting
May 20, 2026**

MOA2

We are still working with the FTA to get the paper grant agreement in place for BUILD. We expect to execute it in the next few weeks. We are still planning on going out to bid to start construction in May.

Projects

The Skagit Station employee bathroom was finished last week.

Service Impacts

536 Bridge Repainting

- Crews are expected to begin arriving and preparing the area on Friday, May 29.
- Traffic control is expected to be implemented beginning Monday, June 8. This should be the first day that eastbound traffic is not allowed across the bridge.
- Construction is expected to wrap up before the start of the 2027 Skagit Tulip Festival.

Finances

A full financial report is included in the packet, but I wanted to provide a few highlights. Sales tax revenues were up about 3.93% YoY from February 2025 to February 2026, -1.57% YTD.

Fuel costs – Our fuel costs have gone up 27.3% from Q1 2025 to Q1 2026. (\$340,773.85 to \$433,946.15)

Operations KPIs

March

LTA – Average 2

OT

- March \$60,469
 - YTD - \$197,709.87
 - Budgeted \$575,000 for 2026

Driver absenteeism for March was 21.40%, up from 18.98% in February.

Ridership

There is a full ridership report included, but here are the highlights:

- FR – Up 6.47% from March 2025 to March 2026, up 6.95% YTD
- Para – Down 1.9% from March 2025 to March 2026, up 9.69% YTD
- We are about .66% pre-pandemic.

Recruitments

We currently have the following open positions:

- Director of Operations: We have interviews for candidates on Friday.
- Dispatcher: We promoted an internal candidate, Jenny. She starts June 1.
- Customer Service: Staff interviewed candidates last week and job offered an external candidate. She starts June 1.
- Finance Manager: Rick started Monday.

The class of 8 drivers all graduated. We started a class of 2 on April 16. 1 already had to quit for personal reasons. We will start another class of 4 on July 1.

Governance Committee Update

The next Governance Committee meeting is May 27th. We will be reviewing the following policies:

- Monthly Board and CAC Liaison Exchange
- Public Comment
- Procurement policy
- Time tracking for grants policy
- Cash handling and till reconciliation policy
- P-card update
- Public participation policy
- Data management policy
- Title VI Policy

Class and Comp Study

We have three employee that have requested an appeal after the study. The consultant has recommended to reclassify one, has denied the second, and is still reviewing the most recent reclassification request.

Long-Range Transit Plan

We are going live with the new microtransit and paratransit software on May 26th.

Community Events

Skagit Transit will be participating in the following May 2026 community events:

Event Name: Skagit County and Skagit Transit Blood Drive

Event Date: May 5, 2026

Event Location: Skagit Station

Population Served: General Public

Type of Event: Community health and service event focused on collecting donated blood to support local hospitals and emergency care needs. This will be a mobile blood drive. Community members and staff off the clock can stop by throughout the day to donate blood, usually by appointment or as walk ins if space allows. Trained Blood Works Northwest medical staff will guide donors through a safe, step by step process that includes registration, a brief health

screening, the donation itself, and a short recovery period with refreshments held in the community room at Skagit station.

Event Name: Children of the Valley Families Day
Event Date: May 6, 2026
Event Location: Skagit Valley College
Population Served: Families and youth of Mount Vernon

Type of Event: The day is designed to help children feel at home on our college campus, spark curiosity about future careers, and inspire them to see all pathways as possible. We believe it's never too early to start exploring education and career opportunities. Families will also have access to valuable community resources and support services to help them navigate the journey ahead.

Event Name: Canine Companion Training
Event Date: May 16, 2026
Event Location: MOA Bus Yard
Population Served: Puppies in training to be service animals, guide dogs in training, and their trainers.

Type of Event: Training opportunity with Canine Companion to bring 10-15 puppies in for low stress training opportunity with buses that are not on route, to explore ramps, lights, sounds, movements without the general public being present.

Event Name: 2nd Annual North Star Connect Symposium
Event Date: May 21, 2026
Event Location: Swinomish Casino & Lodge
Population Served: Skagit County community partners

Type of Event: The North Star Connect Symposium brings together professionals from multiple sectors to network, collaborate, and advance professional development. This is an excellent opportunity for behavioral health, housing, social service providers, business leaders, and other leaders to sharpen their knowledge and skills, connect with key community partners, and be a part of the effort to create a thriving Skagit County for all. Where Skagit Transit can connect with people from various sectors making a difference in our community, including government, tribes, healthcare, education, community services, recovery, and more.

Event Name: City Works Touch-A-Truck
Event Date: May 29, 2026
Event Location: Community Center and Memorial Park in Sedro-Woolley
Population Served: Families, youth, school age children

Type of Event: Providing hands on, interactive education about city services and public safety. This event allows families and youth to explore city vehicles and equipment up close, meet the professionals who operate them, and learn how different departments (such as public works, fire, and law enforcement) contribute to keeping the community safe and running smoothly. Activities encourage curiosity, engagement, and awareness through direct experience and informal learning.