



Puget Sound Regional Council

Coordinated Mobility and Accessibility Committee Agenda

Date: November 19, 2025 from 9:30 a.m. to 11:30 a.m.

Online Meeting Only: Use Zoom Connection Information Provided Below

- 1. Welcome and Introductions (9:30 a.m.) – Jean Kim, PSRC**
- 2. Action: Approval of Meeting Summary October 15, 2025 (9:35 a.m.)**
- 3. Discussion: 2025-2027 WSDOT Consolidated Grant Regional Priority Ranking Process Debrief (9:40 a.m.)* – PSRC & WSDOT Staff**

PSRC staff will solicit feedback from the committee on PSRC's regional priority ranking process for the 2025-27 WSDOT Consolidated Grant. Feedback provided will inform PSRC work prior to the next call for project in summer 2026. All projects funded in the region by the Consolidated Grant for the current biennium are listed in Attachment A.
- 4. Discussion: Coordinated Mobility Plan Prioritized Strategies (10:15 a.m.)* – PSRC Staff**

Staff will provide a full review of the Coordinated Mobility Plan's strategies, priorities, and related performance measures. This will be the final opportunity for committee input before the draft plan is released for public comment in mid-December. CMAC members are asked to review the attached strategies before the meeting to provide efficient feedback. The goal of this discussion is to build committee consensus on the strategies and associated information for the draft plan.
- 5. Discussion: PSRC Draft Regional Transportation Plan topics related to mobility needs identified in outreach (11:00 a.m.) – Gil Cerise, PSRC**

As committee members have noted in the past, not all Coordinated Mobility Plan needs are addressed through specialized transportation. PSRC staff will provide an overview of how the draft RTP is informed by and help address mobility needs identified in the targeted outreach. The amount of time on this topic may be reduced if the committee needs more time to come to a consensus on agenda item 4.
- 6. Roundtable: Announcements and Updates from CMAC Members (11:20 a.m.)**

Committee members, including representatives of mobility coalitions, provide brief updates on local/regional events and information on their programs.
- 7. Adjourn (11:30 a.m.)**
- 8. Next Meeting: January 21, 2026, from 9:30 a.m. to 11:30 a.m.**

*Supporting materials attached

Zoom Connection:

- [Join the meeting](#)
- Listen by phone 1-888-475-4499
- Meeting ID: 848 4508 2947 Passcode: 478388

Other Formats:

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact-center/language-assistance>.



Puget Sound Regional Council

Coordinated Mobility and Accessibility Committee Meeting Summary

Date: October 15, 2025 from 9:30 a.m. to 11:30 a.m.

Location: Remote – Online Meeting Only (Zoom Meeting)

Welcome and Introductions

Jean Kim, PSRC, welcomed everyone at 9:30 a.m. and took a roll call of the membership in attendance.

Approval of Meeting Summary

The September 17, 2025 meeting summary was approved as presented.

Discussion: Coordinated Mobility Plan – Prioritized Strategies

Jean Kim and Erin Hogan, PSRC, reviewed key community input on transportation needs and priorities, along with committee feedback from the Mentimeter survey on draft strategies, action steps, and priorities. The discussion focused on refining the priorities of strategies (e.g., high vs. low/other) and making final adjustments to several strategies. Due to limited time, the committee agreed that a small group of members would meet separately with PSRC staff to discuss further revisions. Additional updates will be provided ahead of the November CMAC meeting.

The presentation can be found on our website [here](#).

For more information, contact Jean Kim, PSRC, at JKim@psrc.org.

Discussion: Coordinated Mobility Plan – Performance Measures

Erin Hogan, PSRC, shared existing performance measures from the current Coordinated Mobility Plan that help track progress toward the plan's strategies and desired outcomes. CMAC members provided feedback on measures and PSRC staff noted that revisions and updates to the committee will be followed.

The presentation can be found on our website [here](#).

For more information, contact Jean Kim, PSRC, at JKim@psrc.org.

Roundtable: Announcements and Updates from CMAC Members

- Brock Howell, Snohomish County Mobility Coalition (Snotrac)
- Brendan Work, Community Transit
- Jenny Hayslip, Everett Transit
- Daeveene May, Pierce County Mobility Coalition (PCCTC)
- Ausha Potts, Pierce Transit
- Dorian Esper-Taylor, Pierce Transit

Adjourn

The meeting adjourned at approximately 11:30 a.m.

***Members and Alternates Present**

See attached attendance roster.

***Alternates, Guests and PSRC Staff Present**

Dorian Esper-Taylor, Pierce Transit; Griffin Cole; Catholic Community Services - Volunteer Services; Heather Clark, Hopelink; Jenny Hayslip, Everett Transit; Laura Loe, Hopelink; Lyn McCarthy, Hopelink; Staci Sahoo, Hopelink; Tommie Lorene

PSRC

Jean Kim, Erin Hogan, Alexa Leach

*All attendees were present via remote participation.

CMAC Attendance Roster

Item 2 - Att. A

(Members and Alternates represented)

Date: October 15, 2025 9:30am - 11:30am

Online/Remote Meeting Only

Representation		Name	Representation		Name
King County			Snohomish County		
King County Metro (1)	x	Scott Weinberger	Community Transit/Everett Transit (1)	x	Brendan Works, Community Transit
		Nick Abel (Alt.)			Jenny Hayslip, Everett Transit
KCMC (1)	x	Anny Smith	SNOTRAC (1)	x	Brock Howell
		Staci Sahoo, Hopelink (Alt.)			Amanda Dodd, Snotrac Board President (Alt.)
Seattle-King County Aging and Disability Services (1)		Dinah Stephens	Snohomish County Long-Term Care and Aging (1)		Stefanie Novacek
		Suzy Miller (Alt.)			Michal Glauner (Alt.)
King County Persons with Disabilities/Advocacy Groups for Persons with Disabilities (1)		Aaron Morrow, KCMC	Snohomish County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)		Leigh Spruce, Arc of Snohomish County
		Dorene Cornwell, KCMC (Alt.)			Don Vanney, Arlington councilmember and disability advocate (Alt.)
Other People with Mobility and Accessibility Needs (1)		Phirun Lach, Sound Generations	Other People with Mobility and Accessibility Needs (1)		Melissa Johnson, Snow Goose Transit
Available county seat to be chosen by KCMC*		Amy Biggs, Snoqualmie Valley Transportation (Alt.)	Available county seat to be chosen by SNOTRAC*		Christina Robertson, Catholic Community Svcs Snohomish (Alt.)
Pierce County			Kitsap County		
Pierce Transit (1)	x	Ausha Potts	Kitsap Transit ^ (1)		Michael Bozarth
		Cherry Thomas (Alt.)			Jeff Vinecourt (Alt.)
Representative from PC Human Services (f/k/a PCCC) (1)	x	Daeveene May, Pierce County Human Services	KIRN ^ (1)		Kelly Schwab
		Jodie Moody, Catholic Community Services (Alt.)			VACANT (Alt.)
Pierce County Aging and Disability Resources (1)	x	Brian Guthrie	Kitsap County Dept. of Aging and Long-Term Care ^ (1)		VACANT
		VACANT (Alt.)			VACANT (Alt.)
Pierce County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)		VACANT	Kitsap County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities ^ (1)		VACANT
		Tara Zink, Pierce County, Human Svcs. Developmental Disabilities Dept (Alt.)			VACANT (Alt.)
Other People with Mobility and Accessibility Needs (1)		Steve Hutchins, Around the Sound	Other People with Mobility and Accessibility Needs (1)		VACANT
Available county seat to be chosen by PCCC*		Penni Belcher, UWPC/South Sound 211 (Alt.)	Available county seat to be chosen by Kitsap Group* ^		VACANT (Alt.)
Regional Representation			Tribal Representation		
Paratransit Services/Hopelink (2)		Ann Kennedy, Paratransit Services	Muckleshoot Indian Tribe (1)		VACANT
		Christie Scheffer, Paratransit Services (Alt.)			VACANT (Alt.)
	x	Susan Carter, Hopelink	Puyallup Tribe of Indians (1)		VACANT
		Darryl Sierra, Hopelink (Alt.)			VACANT (Alt.)
Washington State Ferries (1)		VACANT	The Suquamish Tribe (1)		VACANT
		VACANT (Alt.)			VACANT (Alt.)
Sound Transit (1)		Beth Hamby	The Tulalip Tribes (1)		VACANT
		Emilie Pelfrène (Alt.)			VACANT (Alt.)
		Jacque Mann	NON-VOTING/PARTNER MEMBERSHIP		
Puget Sound Educational Services District (1)	x	Davina Miller-Leach (Alt.)	WSDOT Community Transportation Planner – King/Pierce (1)		Matthew Cramer
*This is suggested to be a representative from a transportation provider or other special needs populations listed in coordinated plan including seniors, low income, youth, veterans, and limited			WSDOT Community Transportation Planner – Kitsap (1)		Elizabeth Safsten
** Representative is chosen by local Tribal Transportation Planning Organizations (TTPO)			WSDOT Community Transportation Planner – Snohomish (1)		Katie Stanford
^Role does not include WSDOT Consolidated Grant Voting			as of 7/2025		



Puget Sound Regional Council

November 12, 2025

MEMORANDUM

TO: Coordinated Mobility and Accessibility Committee (CMAC)

FROM: Jean Kim, Senior Planner

SUBJECT: 2025-2027 WSDOT Consolidated Grant Regional Priority Ranking Process Debrief

IN BRIEF

At the meeting, staff will provide a brief overview of the regional priority ranking process for the 2025-2027 WSDOT Consolidated Grant program. PSRC will seek committee feedback on the regional priority ranking process to help inform future priority ranking processes.

BACKGROUND

Each biennium, WSDOT conducts a competition through the Consolidated Grant Program to distribute federal and state funds for specialized transportation programs that serve individuals with mobility challenges, including older adults and people with disabilities. To ensure that funded projects align with regional priorities, WSDOT allows regional transportation planning organizations (RTPOs), like PSRC, to submit “regional priority rankings.” Higher-ranked projects receive additional points in the statewide scoring process.

In December 2024, PSRC region recommended regional priority rankings to 24 projects serving King, Pierce and Snohomish counties,¹ based on alignment with pre-established assessment factors drawn from the [Coordinated Mobility Plan](#):

- Preservation of Existing Programs
- Addressing High Priority Strategies in the Coordinated Mobility Plan
- Service Coordination
- Performance Measures and Targets
- Equitable Engagement and Communications

¹ NOTE: Kitsap County projects are not included, as the county competes for this funding program through the Peninsula RTPO.

Of these, 17 projects received funding from WSDOT. These projects represent a range of specialized transportation services. Attachment A lists the final funding outcomes for the 2025-2027 biennium. Additionally, WSDOT has been allowing eligible returning projects to apply for four years of funding (two biennia), rather than the standard two-year cycle. Projects awarded four-year funding across the 2023-25 and 2025-27 biennia are listed at the bottom of the list.

DISCUSSION

Staff will initiate a discussion on the **PSRC regional priority ranking process** completed in 2024, focusing on the following:

- Call for Projects Materials
- Regional Priority Ranking Training Webinar
- Sponsor Presentations
- Regional Priority Ranking Factors (used for staff assessment)
- Additional Considerations (determined at the deliberation meeting)
- CMAC Deliberation and Supporting Materials

PSRC has also identified an initial list of potential process improvements for consideration:

- Provide additional resources, guidance, and/or training to help applicants better address the Equitable Engagement and Communications factor in their applications;
- Continue CMAC discussions and education on regional priority ranking factors for staff review/assessment and possible “additional considerations” for use in the deliberation meeting; and
- Continue incorporating performance measures and targets tailored to different project types, especially capital-vehicle replacement and mobility management projects, into the regional priority ranking process.

As a reminder, this discussion will focus on the regional priority ranking process, not the statewide Consolidated Grant process. However, WSDOT staff will be present at the meeting in case CMAC feedback can assist the state's [Grant Program Advisory Consultation \(GPAC\)](#) process and answer any questions related to the statewide process.

LEAD STAFF

For more information, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

Attachment 3-A: PSRC Region Projects Funded through the WSDOT Consolidated Grant Program for the 2025-2027 Biennium

Attachment A: PSRC Region Projects Funded through the WSDOT Consolidated Grant Program for the 2025-2027 Biennium

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
2-Year and 4-Year Projects (2025-2027 & 2027-2029 Biennia)					
King	Catholic Community Services of King County	Catholic Community Services Volunteer Transportation Services	Volunteer Services provides low-income older adults and adults with disabilities in King County with free transportation using volunteers. Services are offered to those who do not qualify for state-paid chore programs. Drivers tailor services to client needs, including door-through-door service and multiple stops.	\$116,980	\$122,651
Snohomish	Catholic Community Services of Snohomish County	Disabled Veterans Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental, and other essential appointments.	\$64,262	-
Snohomish	Homage (Senior Services of Snohomish County)	Homage Transportation Assistance Program Vehicle Replacement	This project will replace four vehicles, each with 150K+ mileage currently exceeding or within 1 year of the useful life benchmark. Homage's Transportation program provides demand response curb-to-curb transportation services to older adults and adults with disabilities who reside outside the paratransit corridors in Snohomish County.	\$298,860	-
Snohomish	Homage (Senior Services of Snohomish County)	Transportation Assistance Program (TAP) - Expansion	Expand capacity for paratransit service to disabled and older adults living in rural areas of Snohomish County by increasing the number of trips with 1) adding availability on Saturdays, 2) non-emergency medical trips to Skagit or King County, 3) volunteer driver trips and 4) coordination with Snow Goose Transit to provide trips for gap coverage.	\$766,100	-
Snohomish	Homage (Senior Services of Snohomish County)	Transportation Assistance Program (TAP) Sustain	Sustain Homage's Transportation Assistance Program (TAP) which provides demand response curb-to-curb transportation services to older adults and adults with disabilities residing outside the paratransit corridors in Snohomish County. Provides clients access to medical appointments, work, and shopping activities, enabling them to maintain their independence.	\$1,953,612	\$2,137,428
King	Hopelink	Community Transportation Navigators	The Community Transportation Navigators program provides transportation education using a peer-to-peer model through culturally appropriate engagement to hard-to-reach communities. The program leverages paid Navigators with lived experience to increase confidence and allow target populations to move freely around the central Puget Sound region.	\$364,949	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Multi County	Mt. Si Senior Center	Capital - Bus Replacement	Provide replacement vehicles to sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	\$536,760	-
Multi-County	Mt. Si Senior Center	Sustain Snoqualmie Valley Transportation (SVT) Weekday Operations	Sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	\$2,110,365	-
Multi-County	Mt. Si Senior Center	Sustain SVT WEEKEND services	Continue to provide weekend ADA-accessible demand response services and deviated route services to transit-dependent individuals in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall, and Monroe. Operating hours are Saturday and Sunday, 6:00 am to 8:00 pm.	\$713,408	-
Multi-County	Northshore Senior Center	Expansion of Deviated Fixed-Route Specialized Transportation in Mill Creek	Northshore Senior Center will expand access to mobility services for seniors and people with disabilities between Mill Creek (Snohomish) and Bothell (King/Snohomish).	\$128,000	-
Pierce	Pierce County Human Services	Beyond the Borders - Supplement	The project sustains accessible demand and deviated fixed route transportation for special needs riders who live in or travel to unincorporated rural and suburban locations in east and south Pierce County, unserved by Pierce Transit. Special needs clients include seniors, low-income persons, persons with disabilities, and youth aged 5-17.	\$582,460	-
Pierce	Pierce County Human Services	Pierce County Mobility Management	This project sustains staffing for the Pierce County Coordinated Transportation Coalition (PCCTC) which provides mobility leadership for all of Pierce County. The PCCTC's primary focus is finding solutions for special needs riders facing transportation challenges. Pierce County Human Services has been the lead agency of the PCCTC since 1999.	\$210,257	\$223,746
Pierce	Pierce Transit	Pierce Transit Runner: New Special Needs Transit Connector for Tide Flats, Ruston, and Gig Harbor	Pierce Transit is proposing to fund new Runner micro transit mobility zones under the Consolidated Grant Program for special needs populations such as the youth, people with disabilities, older adults aged 65 and above, and families with low incomes. These new special needs connector projects are located in Ruston, Tide Flats, and Gig Harbor.	\$2,435,696	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Pierce	Pierce Transit	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Pierce Transit proposes to sustain Runner, its flexible, on-demand, and affordable micro transit service in the Parkland-Spanaway-Midland area as a real time transit solution for special needs populations such as the youth, seniors aged 65 and older, people with disabilities, and families with low incomes.	\$1,079,244	-
Snohomish	SnoTRAC	Snohomish County Mobility Management & Navigation	Funds Snohomish County's mobility coalition to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people; and to educate and train community members and local organizational/ agency staff in understanding the best transportation options for their needs.	\$518,388	-
King	Sound Generations	Hyde Shuttle - Eastside	Provides operating funds for a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, are not eligible for ADA Paratransit, or are too frail to use it.	\$724,857	-
Snohomish	Volunteers Of America Western Washington	Snohomish County "One Call" 211 Transportation Navigation	Volunteers of America Western Washington (VOAWW) will increase 2-1-1 staff capacity to help Snohomish County callers navigate transportation services and provide direct referrals. Our proposal supports the implementation of the Puget Sound Regional Council's "One-Call" portion of the "One-click/One-call" effort in Snohomish County.	\$519,061	-
Total Funds Awarded				\$ 13,123,259	\$ 2,483,825

NOTE: Kitsap County participates in the WSDOT Consolidated Grant process through the Peninsula RTPPO.

4-Year Continuing Projects (2023-2025 & 2025-2027 Biennia)					
Pierce	Catholic Community Services of Western Washington - Pierce County	Pierce County Volunteer Transportation Services Program	Volunteer Transportation Services provides door-through-door transportation to medical, grocery shopping and other necessary errands for low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit SHUTTLE Paratransit or who live in a rural area of Pierce County where public transportation isn't available.	\$351,972	-
Multi-County	Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	\$206,141	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Multi-County	Hopelink	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	\$584,539	-
King	Hopelink	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	\$1,016,318	-
King	King County Metro Transit	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	\$669,920	-
Multi-County	Northshore Senior Center	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	\$137,500	-
Pierce	Pierce County Human Services	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	\$1,868,950	-
Multi-County	Puget Sound Educational Service District	Road to Independence	The Road to Independence program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing Certified Driver License (CDL) training and licensing to low-income individuals who may obtain family-wage jobs.	\$811,200	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
King	Sound Generations	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	\$2,146,941	-
Pierce	United Way of Pierce County	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	\$345,522	-
			Total Funds Awarded	\$8,139,003	

NOTE: Kitsap County participates in the WSDOT Consolidated Grant process through the Peninsula RTPPO.



Puget Sound Regional Council

November 12, 2025

MEMORANDUM

TO: Coordinated Mobility and Accessibility Committee (CMAC)

FROM: Jean Kim, Senior Planner

SUBJECT: Coordinated Mobility Plan Prioritized Strategies

IN BRIEF

At the meeting, CMAC will review the refined Coordinated Mobility Plan strategies, priorities (high vs. low/other), and associated actions, and build committee consensus for the draft plan release in mid-December.

BACKGROUND

Over the past several months, CMAC reviewed and provided feedback on draft strategies and discussed priorities of the strategies based on community input identified from the Coordinated Mobility Plan outreach. In October, CMAC discussed priorities and potential refinements to performance measures. Following the committee meeting, four members met with PSRC staff to discuss further revisions to make final edits and better incorporate committee input into the strategies and actions.

DISCUSSION

The November discussion will focus on reviewing the proposed revised strategies and reaching committee consensus on all information relevant to those strategies, including priorities and actions. Key changes made since the October meeting are summarized below:

- **Strategy 2.1 (High): Improve the reliability and responsiveness of transit, paratransit, and other specialized transportation by improving dispatch systems, real-time communication, and coordination of return trips.**
 - Refined to specifically address the need for improved reliability and coordination across transit, paratransit, and specialized transportation through better data-sharing, dispatch systems and real-time communication.

- **Strategy 2.2 (Other): Assess and replace demand-response vehicle fleets for specialized transportation to deliver on-time service.**
 - New strategy to emphasize assessing and replacing aging fleets to help ensure on-time performance. This strategy is rated as “Other” priority, allowing the region to prioritize operational projects over vehicle replacements (capital) in the regional priority ranking process. However, some vehicles may require urgent replacement to sustain existing service levels, and these should be considered accordingly.
- **Strategy 5 (High): Conduct mobility management programs that help potential riders navigate transportation options and complete their trips, with tailored support to address language and technology barriers.**
 - Combines previous Strategies 5.1 and 5.2, as suggested by CMAC in October, to broaden the focus of mobility management programs that assist potential riders in navigating transportation options and completing trips. It also emphasizes addressing barriers related to language and technology, which were raised during community outreach.
- **Strategy 7.3 (Other): Support the development of land use policies and implementation of transit-oriented development for all ages and abilities.**
 - New strategy to reflect the impact of land use, transit-oriented development framework in particular, on transportation planning. Mobility managers are identified as key implementers for this strategy.

CMAC members will also be asked to provide final input on suggested performance measures that are set to help monitor transportation programs and track progress toward desired outcomes consistently. Revised strategies and other relevant components are included in Attachment A. All committee members are asked to review the proposal before the meeting.

NEXT STEPS

Input from the meeting will inform final revisions to the Coordinated Mobility Plan. DRAFT Coordinated Mobility Plan will be released for public comment in mid-December, as part of the Regional Transportation Plan’s public comment process.

LEAD STAFF

For more information, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

Attachment 4-A: DRAFT Coordinated Mobility Plan Strategies

Attachment A: DRAFT Coordinated Mobility Plan Strategies

Need #1: Better cross-agency and cross-county coordination for a seamless travel experience

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 1.1: Strengthen coordination among transit, paratransit, and other specialized transportation providers to ensure a more seamless travel experience for priority populations.	<p>► Action 1.1 A: Convene ADA paratransit and specialized transportation providers on a regular basis to improve cross-county trips and identify service gaps or challenges.</p> <p>► Action 1.1 B: Conduct pilot programs to test solutions for cross-county trips, especially to high-demand destinations, such as healthcare or job hubs.</p> <p>► Action 1.1 C: Identify opportunities for data consistency and explore data systems among agencies to improve trip coordination and scheduling efficiency, as resources allow.</p>	<p>Provider-reported improvement in cross-county coordination (via post-meeting survey or feedback).</p> <p>Change in the number or share of completed cross-county trips compared to baseline.</p> <p>Rider satisfaction with regional/cross-agency mobility options (collected via rider survey).</p>	High
Strategy 1.2: Ensure fare payment options for ADA paratransit are equivalent to fixed-route transit, improving convenience, accessibility, and regional interoperability.	<p>► Action 1.2 A: Assess the needs of ADA paratransit riders and current fare payment options on various ADA paratransit services.</p> <p>► Action 1.2 B: Identify ways to improve fare payment options to accommodate various rider needs and preferences for ADA paratransit.</p>	<p>Number or share of ADA paratransit providers using interoperable fare payment systems.</p> <p>Number of ADA paratransit riders who report satisfaction with fare payment options.</p>	Other
Strategy 1.3: Improve rider experience for people using ADA paratransit and other specialized transportation by making eligibility and trip request processes more accessible and user-friendly.	<p>► Action 1.3 A: Coordinate and explore options to improve eligibility review and trip request processes for riders, especially those who are seeking cross-county trips.</p> <p>► Action 1.3 B: Explore the use of shared tools, such as One Call/One Click, that enhance transparency, allow riders to easily track application status, and improve data-sharing among agencies.</p>	<p>Number of agencies using compatible eligibility and scheduling systems.</p> <p>Number or share of riders who report the eligibility and trip request process as “easy” (or “very easy”).</p> <p>Number of providers participating in shared eligibility or trip planning systems.</p>	Other

Need #2: Shorter wait times and more reliable transfers & return trips

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Refined Strategy 2.1: Improve the reliability and responsiveness of transit, paratransit, and other specialized transportation by improving dispatch systems, real-time communication, and coordination of return trips.	<p>► Action 2.1 A: Assess barriers to timely return trips, then explore improvements, including flexible scheduling models, to address those barriers.</p> <p>► Action 2.1 B: Develop a regional framework for sharing planned and real-time paratransit operations data to improve coordination and reliable return trips.</p>	<p>Number or share of riders reporting reliable return trips in satisfaction surveys.</p> <p>Number or share of agencies participating in real-time or planned data-sharing systems.</p>	High
NEW Strategy 2.2: Assess and replace demand response vehicle fleets for specialized transportation to deliver on-time service.	► Action 2.2 A: Collaborate with WSDOT and regional providers to create a regional inventory of demand-response vehicle fleets and equipment based on the Transit Asset Management (TAM) framework to support coordinated service planning.	<p>Number of agencies participating in the regional inventory.</p> <p>Number or share of vehicles meeting or exceeding state-of-good-repair targets.</p>	Other

Need #3: More frequent and expanded transit service, especially during evenings, weekends, and other times when people need it most

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 3: Expand transit and specialized transportation frequency and service hours to better serve priority populations, while maintaining existing service levels.	► Action 3A: While maintaining existing service levels, pilot expanded service routes and/or hours in areas with unmet needs, and evaluate ridership, impact, and feasibility based on local context.	<p>Increase in hours of service provided during non-peak hours (e.g., evenings, weekends).</p> <p>Ridership for expanded services based on local context.</p> <p>Number of expanded service routes or hours/span in priority areas.</p>	Other

Need #4: Context-appropriate transportation options in areas not well served by fixed-route transit, including rural areas.

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 4: Support context-appropriate transportation options, such as deviated-fixed route, demand response, volunteer driver program, or flexible services, for rural and other areas with limited transit, with measures of success tailored to local needs.	<p>► Action 4A: Maintain and strengthen existing transit partnerships (e.g., Metro's Community Access Transportation program), and explore context-appropriate opportunities to expand to meet local needs.</p>	<p>Number of context-appropriate transportation options provided (or active partnership underway) in areas not well served by regular transit.</p> <p>Number of riders served through new context-appropriate transportation.</p> <p>Percent change in geographic coverage or service hours provided through context-appropriate transportation.</p>	High

Need #5: More rider education opportunities and awareness of available transportation services.

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
New Strategy 5 (combined 5.1 and 5.2): Conduct mobility management programs that help potential riders navigate transportation options and complete their trips, with tailored support to address language and technology barriers.	<p>► Action 5A: Develop and implement an inclusive outreach, training, and marketing campaign to raise awareness of available transportation services.</p> <p>► Action 5B: Promote travel navigation programs/tools like One Call/One Click, and ensure they are easy to use and accessible across multiple languages, devices, and ability levels.</p> <p>► Action 5C: Explore and implement data-sharing capabilities among transportation providers to improve the completeness of travel information available to riders.</p>	<p>Number of people engaged through inclusive outreach efforts.</p> <p>Number of trips booked and completed.</p> <p>Number of transportation providers participating in shared travel navigation programs or tools.</p> <p>Improvement in user satisfaction and accessibility ratings (measured through surveys or feedback forms).</p> <p>Number of providers participating in data-sharing agreements or discussions.</p>	High

Need #6: Improved access to healthcare, wellness, and other essential services.

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 6: Expand and optimize transportation services to improve access to healthcare and other essential service locations.	<p>► Action 6A: Identify gaps in transit and specialized transportation coverage, frequency, and service hours to key healthcare and wellness destinations through data analysis and community needs assessments, focusing on the needs of priority populations.</p> <p>► Action 6B: Launch pilot (new or expanded) services focused on connecting riders to and from healthcare, wellness, and other essential services, especially within areas with a higher share of people with disabilities.</p> <p>► Action 6C: Partner with healthcare and wellness providers to better coordinate transportation schedules with appointment times.</p>	<p>Percent of regional healthcare and wellness destinations accessible by transit or specialized transportation within a certain time of travel (e.g., 60 minutes via transit).</p> <p>Number or percentage of healthcare providers participating in regional coordination.</p> <p>Rider satisfaction with coordination between transportation and appointment times (via rider survey or feedback).</p>	High

Need #7: More accessible and safer infrastructure, including more amenities at transit stops (e.g., seating, lighting, restrooms).

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 7.1: Improve the accessibility and safety of infrastructure, such as sidewalks, curb ramps, and bike lanes with designs that accommodate all ages and abilities.	<p>► Action 7.1 A: Improve sidewalks, crossings, and other pedestrian infrastructure to ensure safe and convenient access for all, especially older adults and people with disabilities.</p> <p>► Action 7.1 B: Align local jurisdiction improvements with ADA transition plans, Capital Improvement Programs, and priority frameworks, ensuring investments are made in areas where they are needed most.</p>	<p>Number of pedestrian access projects completed in priority areas.</p> <p>Number of projects completed in local plans identified in Action 7.1 B.</p> <p>NOTE: PSRC's Regional Safety Action Plan (RSAP) establishes regional safety goals and strategies. The Monitoring and Tracking section (Chapter 5) identifies the measures PSRC will continue to track to monitor progress toward these goals.</p>	High

Strategy 7.2: Improve the comfort, safety, and usability of transit stops by providing amenities, such as seating, lighting, shelters, weather protection, and, where feasible, restrooms, especially at stops with high ridership and transfer rates.	<p>► Action 7.2 A: Enhance rider experience with improved amenities at key stops and transfer points based on transit agencies' prioritization strategies for amenities and identify opportunities to further prioritize where priority populations live and travel.</p> <p>► Action 7.2 B: Provide restrooms at major transit centers where feasible, acknowledging high capital and maintenance costs, and develop strategies for cost-effective implementation.</p>	<p>Number or share of stops or transfer points with enhanced amenities located in priority areas.</p> <p>Rider satisfaction regarding comfort and safety at transit stops and transfer points.</p>	Other
NEW Strategy 7.3: Support the development of land use policies and implementation of transit-oriented development for all ages and abilities.	<p>► NEW Action 7.3 A: Collaborate with local jurisdictions, transit agencies, and mobility managers to achieve new transit-oriented development (TOD) that are accessible to all ages and abilities.</p>	<p>Increase in new TOD developments and/or housing units in that are accessible for all ages and abilities.</p>	Other

Need #8: Service funding and sustainability: More sustainable, long-term funding is needed to support the operation of transit and specialized transportation services.

DRAFT Strategies (Nov. 2025)	DRAFT Action Steps	DRAFT Performance Measures	Priority
Strategy 8: Identify and pursue coordinated, sustainable funding strategies to maintain and expand transit, paratransit, and other specialized transportation serving priority populations.	<p>► Action 8A: Convene regional transportation providers and stakeholders to explore shared funding solutions, partnerships with health and human services, and innovative funding sources.</p> <p>► Action 8B: Identify ways to expand or leverage funding to increase program capacity, including driver recruitment, to deliver more frequent service and reduce wait times.</p> <p>► Action 8C: Document and elevate regional funding needs through data-driven analyses to support advocacy.</p>	<p>Amount of funding leveraged regionwide from partnerships, grants, or non-traditional sources.</p> <p>Amount of additional funding secured or reallocated to support service improvements.</p> <p>Development of shared metrics or dashboards to monitor ongoing funding and resource needs.</p>	High