

Current Transportation System: Coordinated Mobility

Transit Operators Committee | March 26, 2025



Puget Sound Regional Council



We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Coordinated Mobility Plan's Priority Populations

Individuals with mobility and accessibility needs due to their age, income, or ability including:

- Older Adults
- Youth
- People with Low Incomes
- People with Disabilities
- People with Limited English Proficiency



Transportation Options

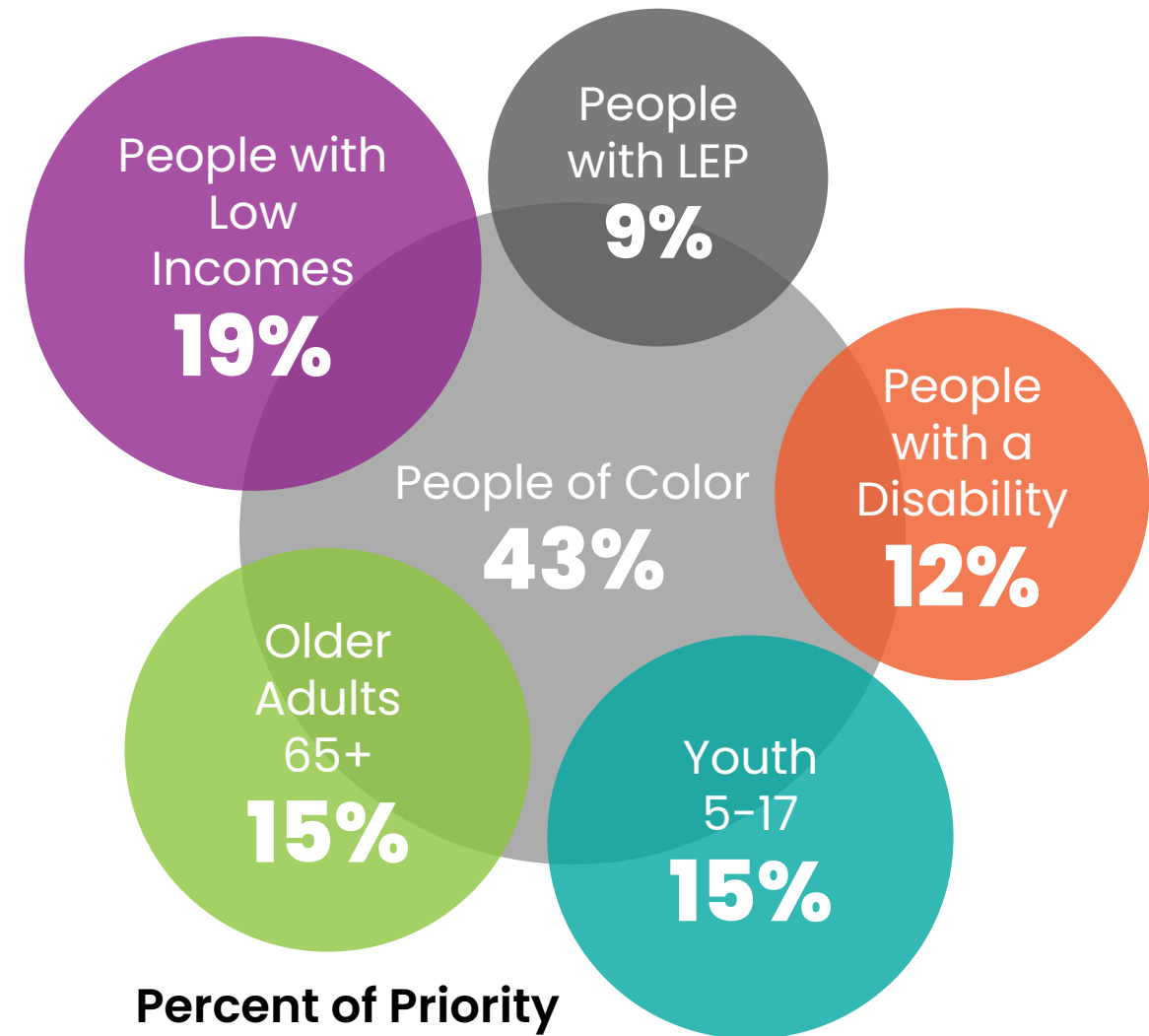


Specialized Transportation



A large percentage of our region's population falls into at least one of the priority populations.

- The number of **older adults, people with disabilities, and people with limited English proficiency** is growing faster than the overall population.
- About **1 in 5 people** in our region have **low incomes**.



**Percent of Priority
Percentage Breakdowns,
2023**



Our region is aging and facing more accessibility needs.

- Across the region, about **1 in 3 adults aged 65 and older have a disability**.
 - For those over 85, 71% have at least one disability.
- By 2050, **1 out of every 5 people** in the region will be **65 or older**.



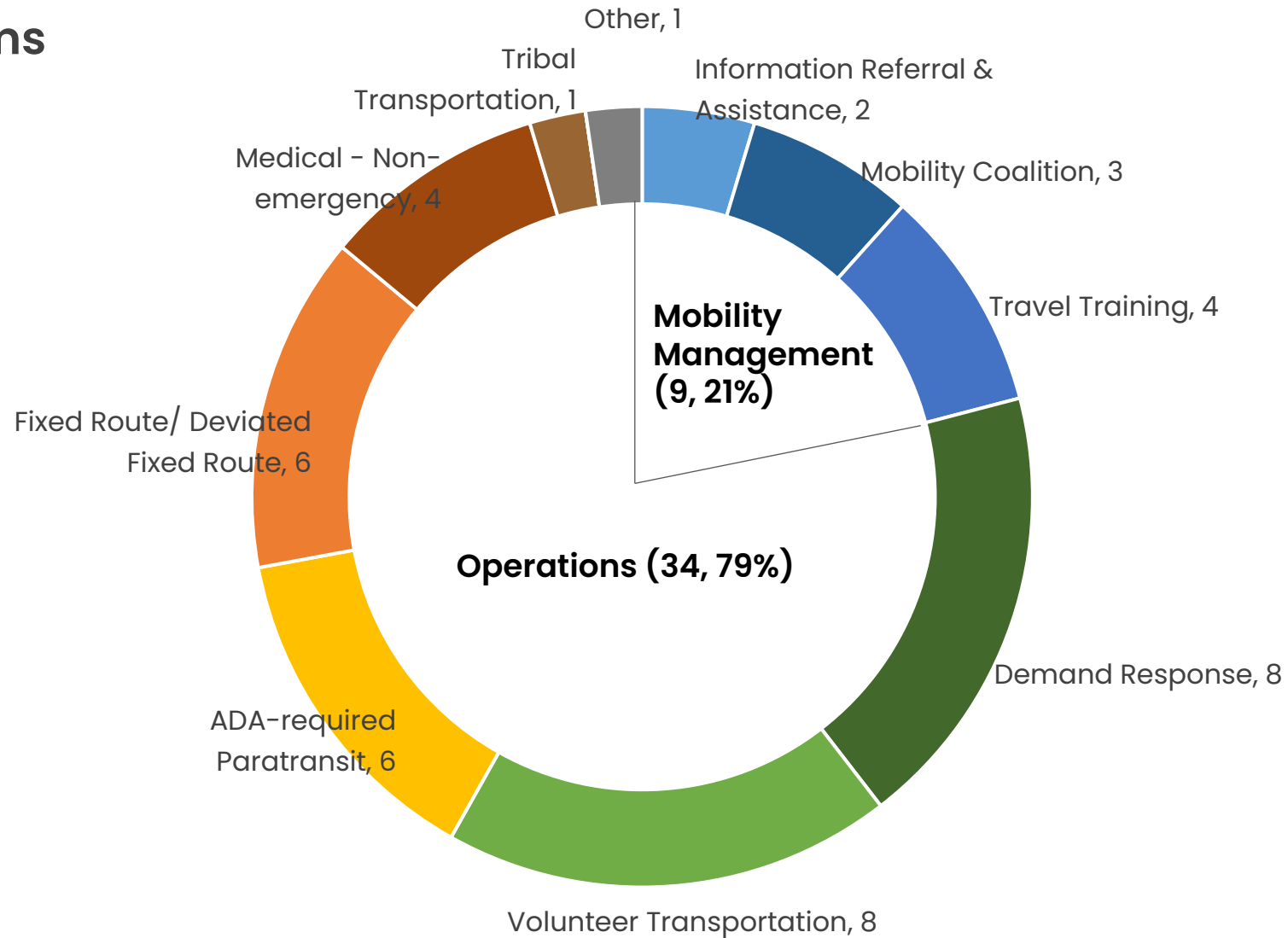
2024 Coordinated Mobility Plan Inventory Survey

- **Purpose:** Inform the next Coordinated Mobility Plan
- **Data Collected:**
 - Basic program information
 - Service areas
 - Performance data
 - Annual program cost
 - Top trip origins and destinations



Transportation Services

Total: 44 programs



Source: Coordinated Mobility Plan Survey



Key Destinations

The survey also identified key destinations:

1. Medical facilities
2. Grocery stores & foodbanks
3. Residences
4. Employment/Educational
5. Transit stations
6. Recreational & Parks

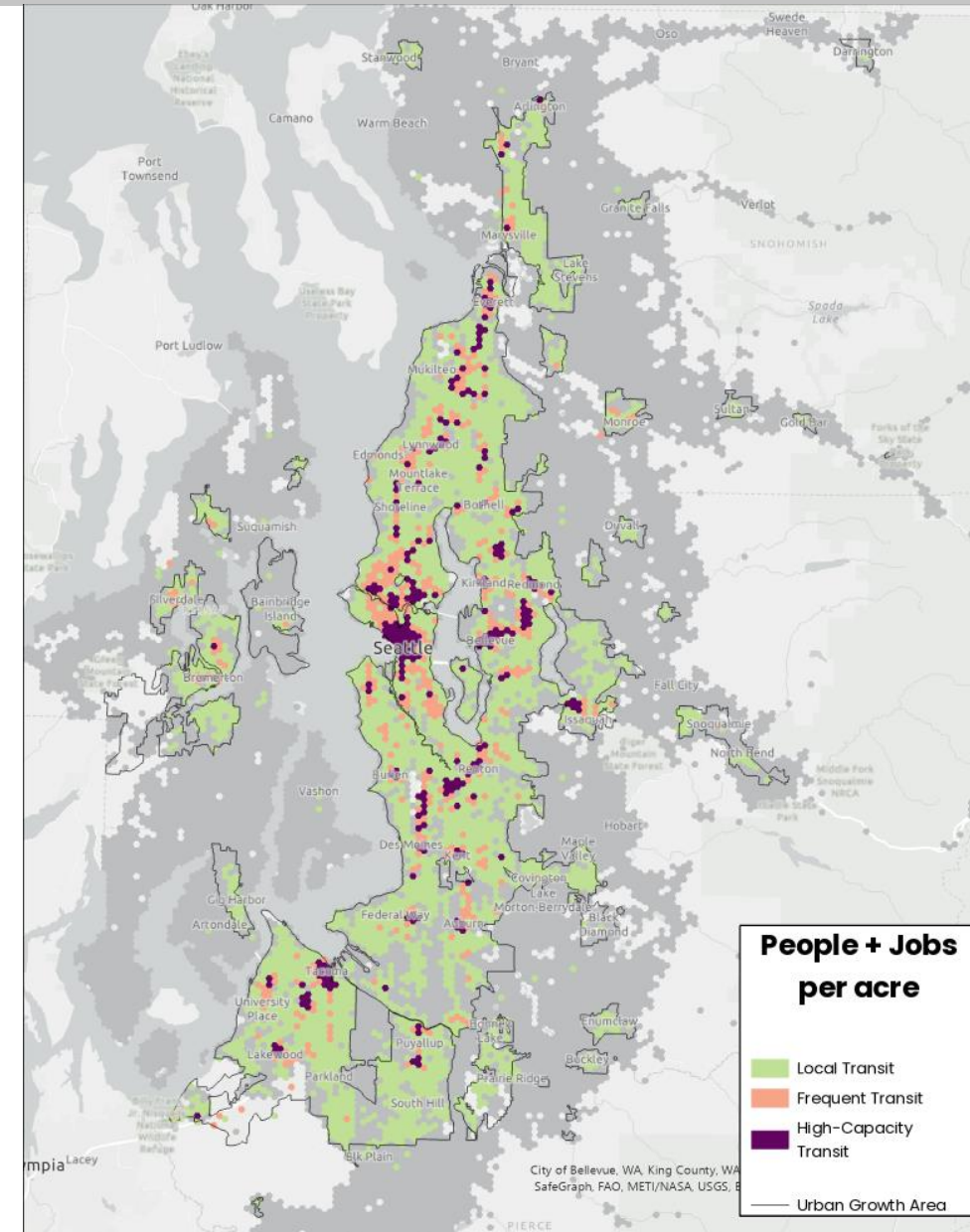
Source: Coordinated Mobility Plan Survey



Current Transportation System

The Regional Transportation Plan will:

- Look at where people & jobs are today and planned for 2050 – at varying densities.
- Identify potential gaps in the transportation system supporting those places.



Current Transportation System – Transit Example

Transit Service & Densities

Density	Frequency & Span	Transit Service
at least 7 people + jobs per acre	Service with at least 2 trips per hour between 6am and 8pm	Local Transit
at least 15 people + jobs per acre	Service with at least 3 trips per hour between 5 am and 10pm	All Day Service
at least 25 people + jobs per acre	Service with at least 4 trips per hour between 6am and 6pm	Frequent Service
at least 40 people + jobs per acre	BRT, Light Rail, Commuter Rail or Ferry	High-Capacity Transit

All analysis will include details for:

- Equity Focus Areas
- Counties
- Regional Geography
- Regional Centers

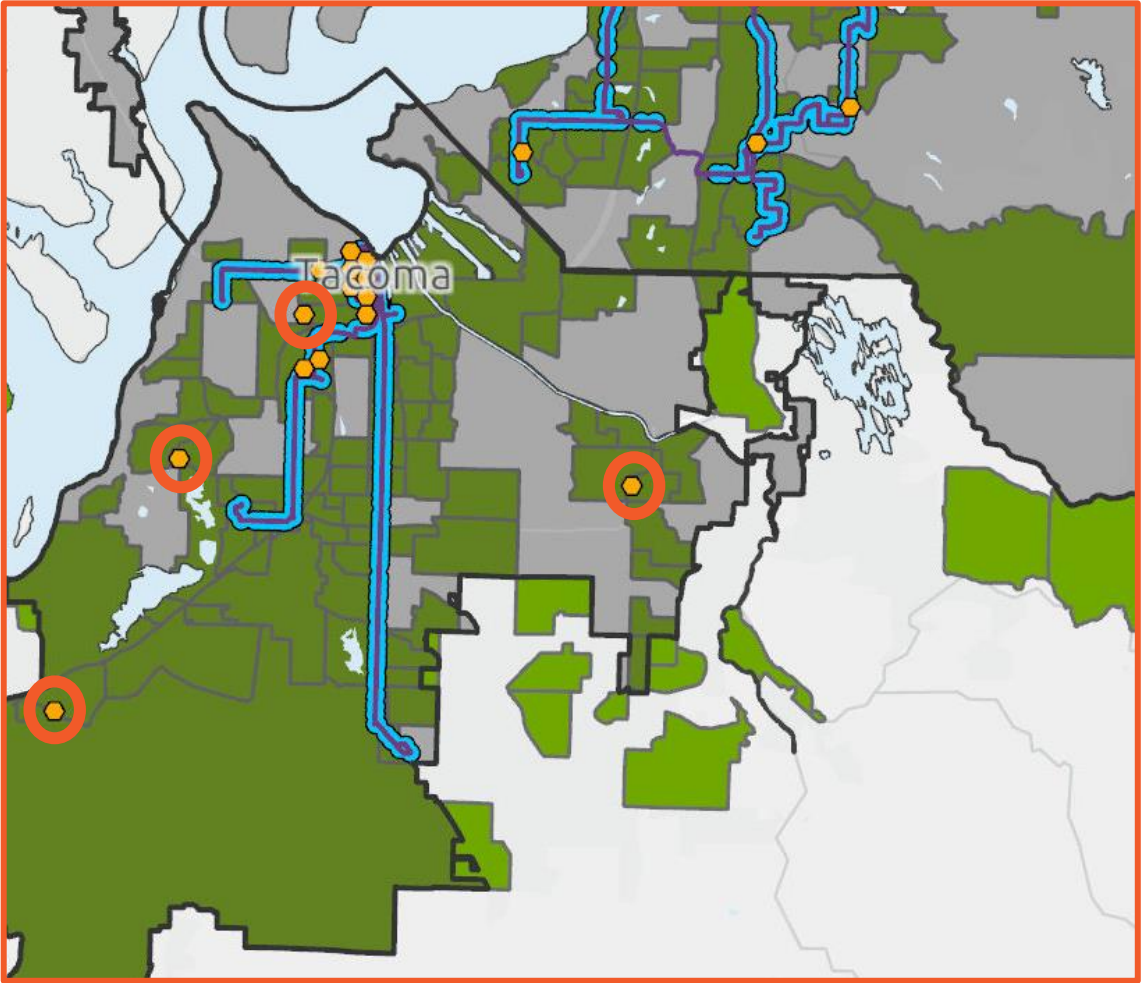
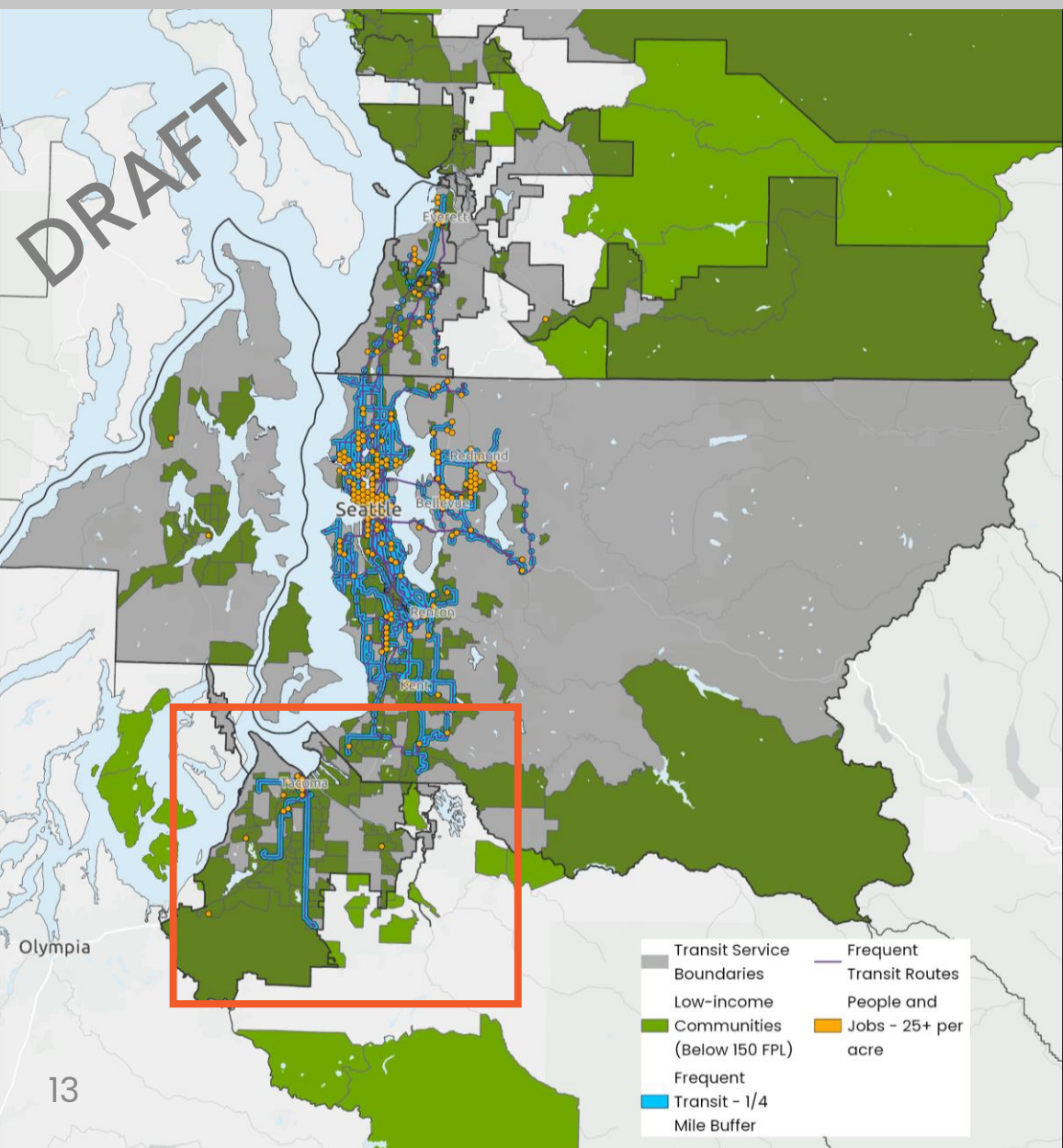


Current Transportation System – Low-Income Corridor

- Highlight corridors and transportation needs for low-income communities to address equity considerations for Jobs Access Reverse Commute (JARC) funding of transit service enhancements.
 - **Excerpt from Circular:** Projects funded as “job access and reverse commute projects” must be designed to provide transportation for welfare recipients and eligible low-income individuals.
 - “FTA encourages recipients to ensure that projects meet the employment-related transportation needs of welfare recipients and low-income individuals, either by deriving such projects from a locally coordinated public transportation/human services planning process that involves low-income communities and their stakeholders...”



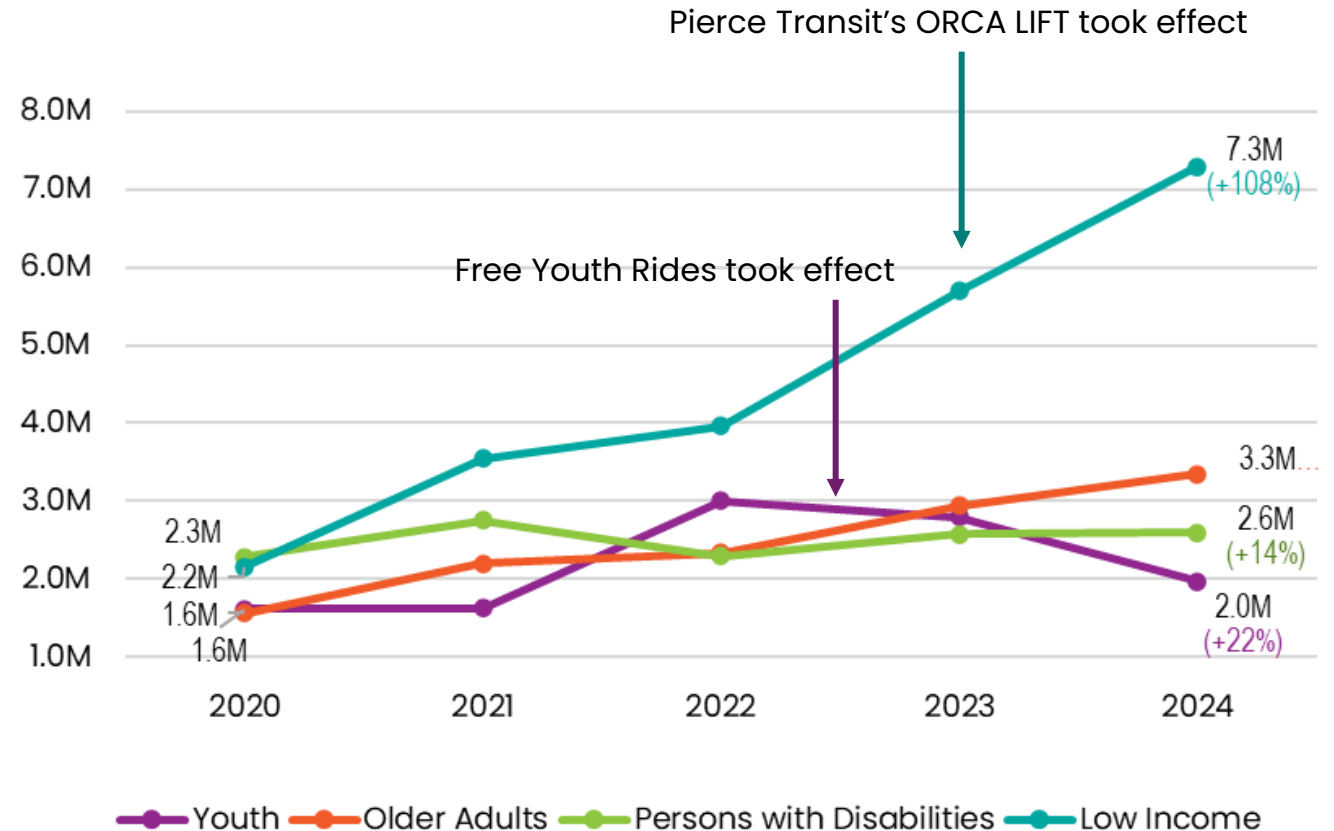
Frequent Transit & Low-income Tracts



Highlights of the Transit Usage by Priority Populations

ORCA Reduced-fare Programs make travel more accessible for priority populations:

- **ORCA LIFT** – for low-income households
- **Regional Reduced Fare Permit (RRFP)** – for older adults and people with disabilities
- **Free ORCA Youth Pass**



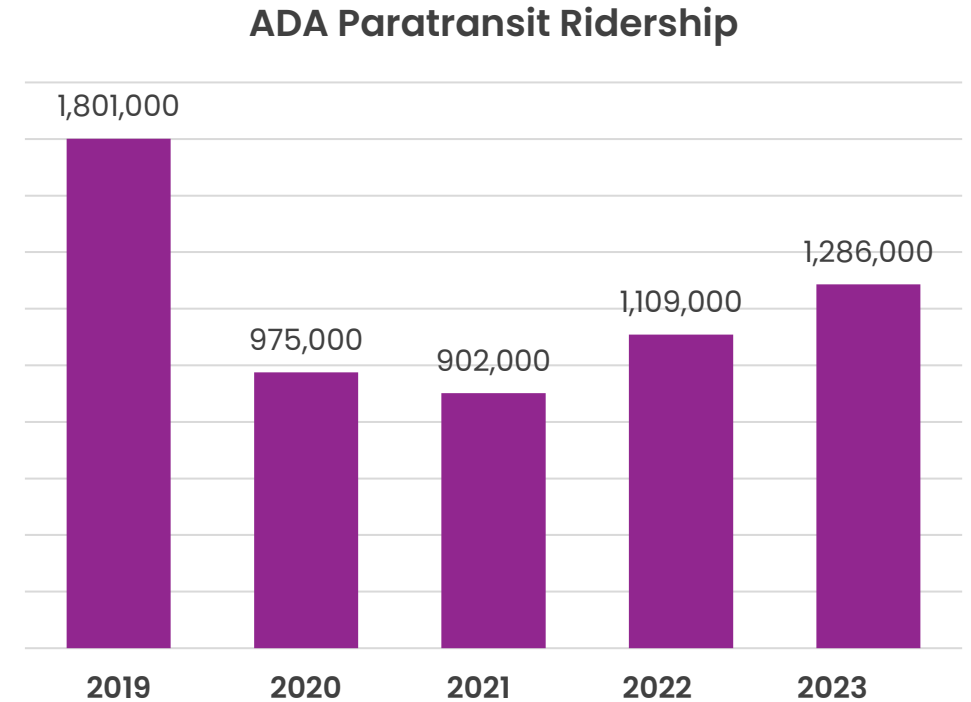
Source: ORCA

NOTE: Since many transit agencies allow youth riders to use their student ID as proof of fare when boarding, ORCA data may not fully capture actual youth ridership.



Highlights of the ADA-Complementary Paratransit

- Ridership has been steadily rebounding from the pandemic:
 - 71% of 2019 paratransit ridership
- Paratransit operation costs increased by 40% compared to 2019.

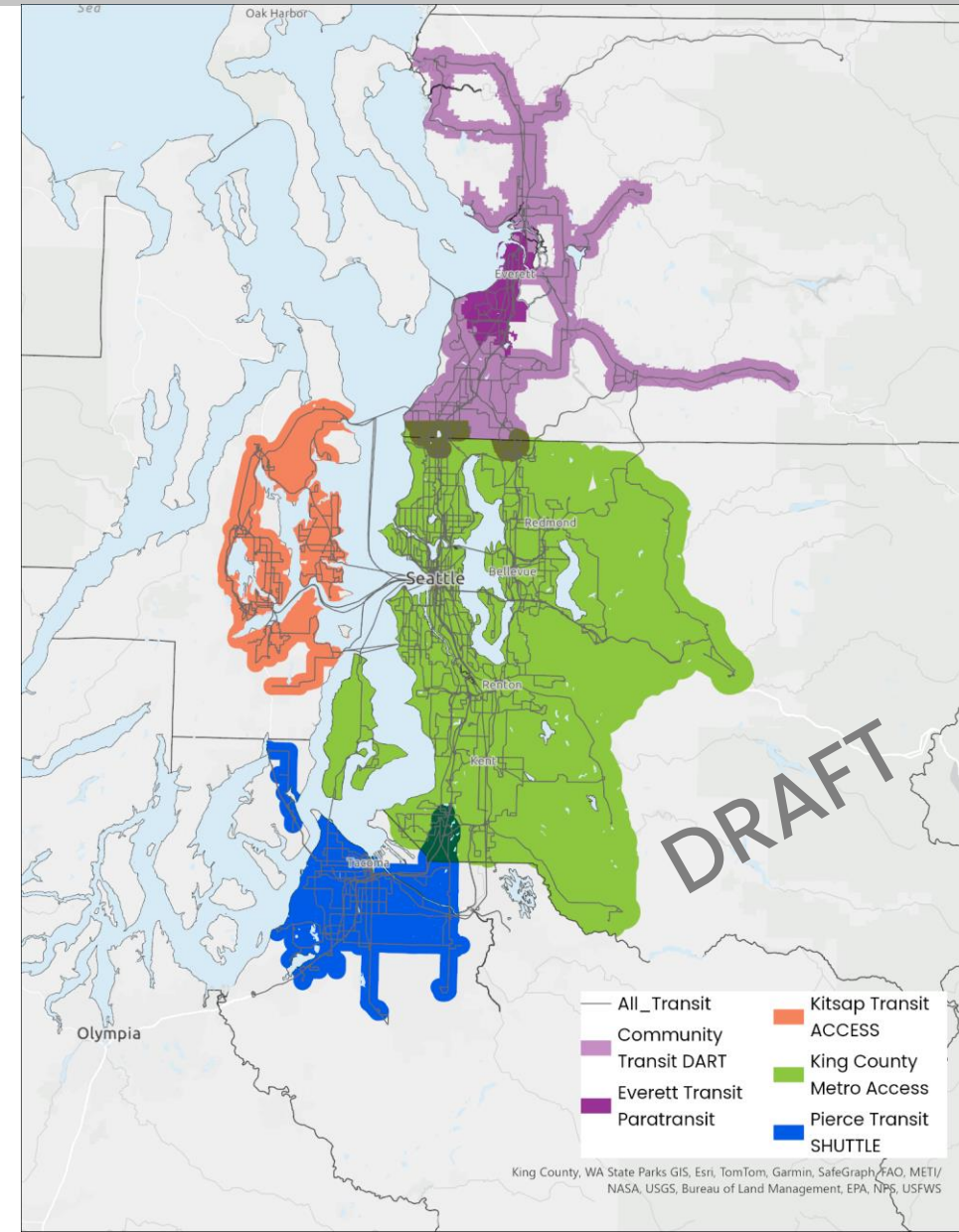


Source: Transit Agencies



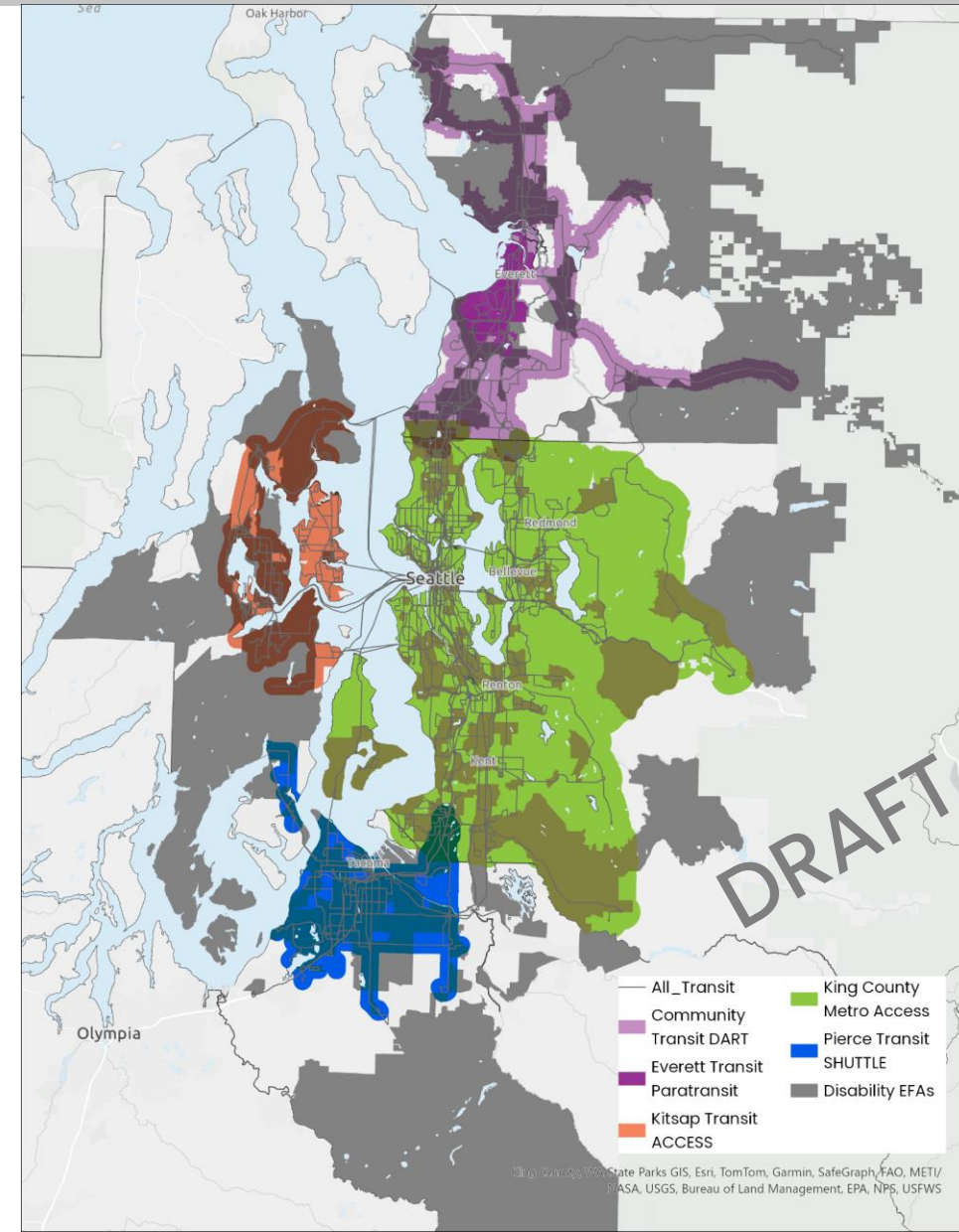
Highlights of the ADA-Complementary Paratransit

- Except for Kitsap Transit, most providers have overlapping service areas but use **different eligibility screening procedures**.
- Agencies also limit paratransit usage within the origin county.



Highlights of the ADA-Complementary Paratransit

- Gaps in service coverage:
 - 13% of people with disabilities (64,500 individuals) live outside of ADA paratransit boundaries.
- Even within the service area, paratransit may not fully meet all travel needs.

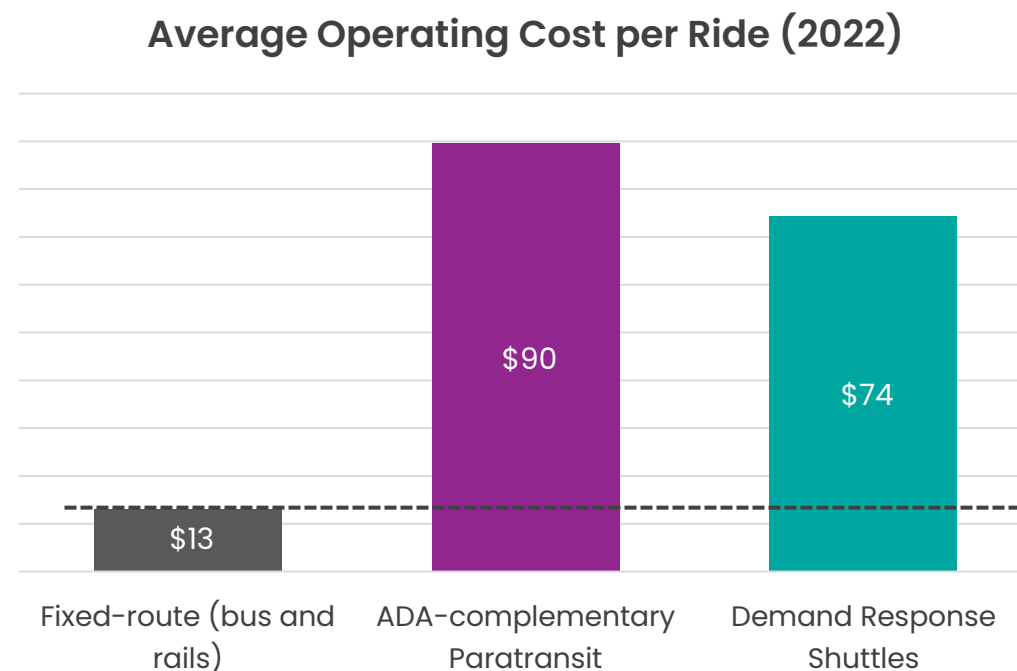


Highlights of the Demand Response Shuttles

Demand response shuttles serve riders not well served at times or locations by ADA-complementary paratransit.

Examples:

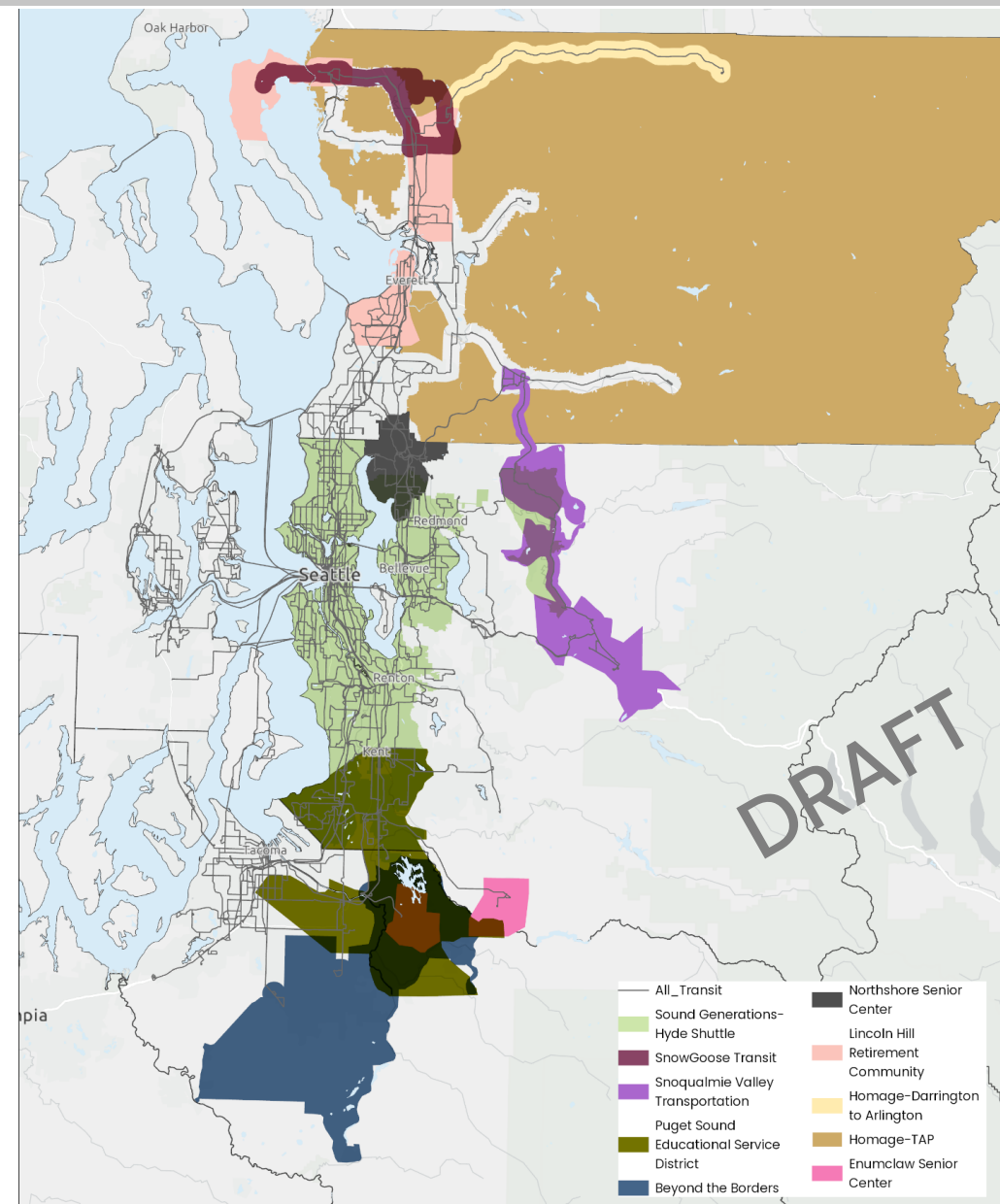
- Transportation Assistance Program
- Snoqualmie Valley Transportation
- Hyde Shuttle
- Beyond the Borders



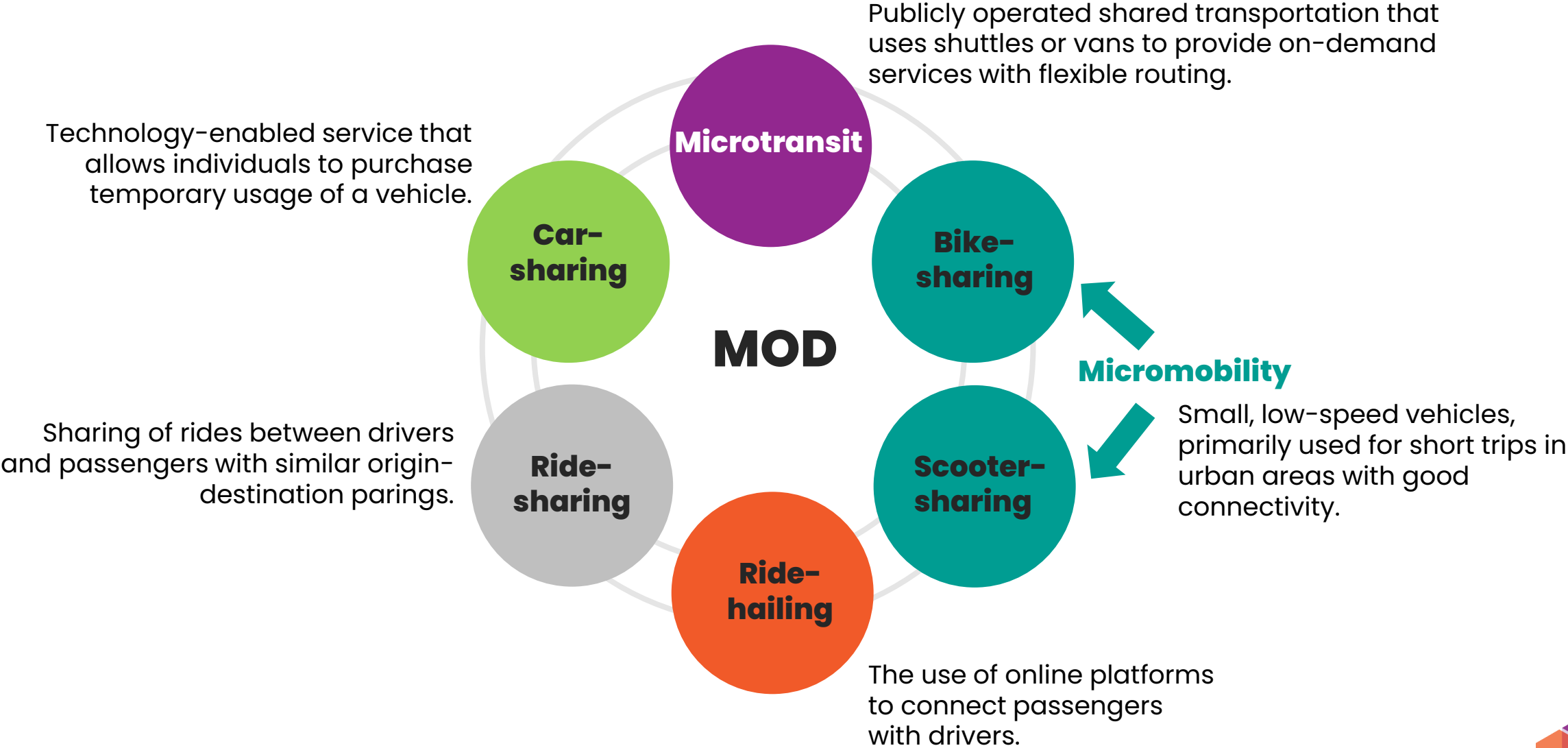
Highlights of the Demand Response Shuttles

PSRC used GTFS-flex files to visualize coverage and overlaps of demand response shuttle programs.

NOTE: Volunteer transportation and non-emergency medical transportation programs are not shown on the map.

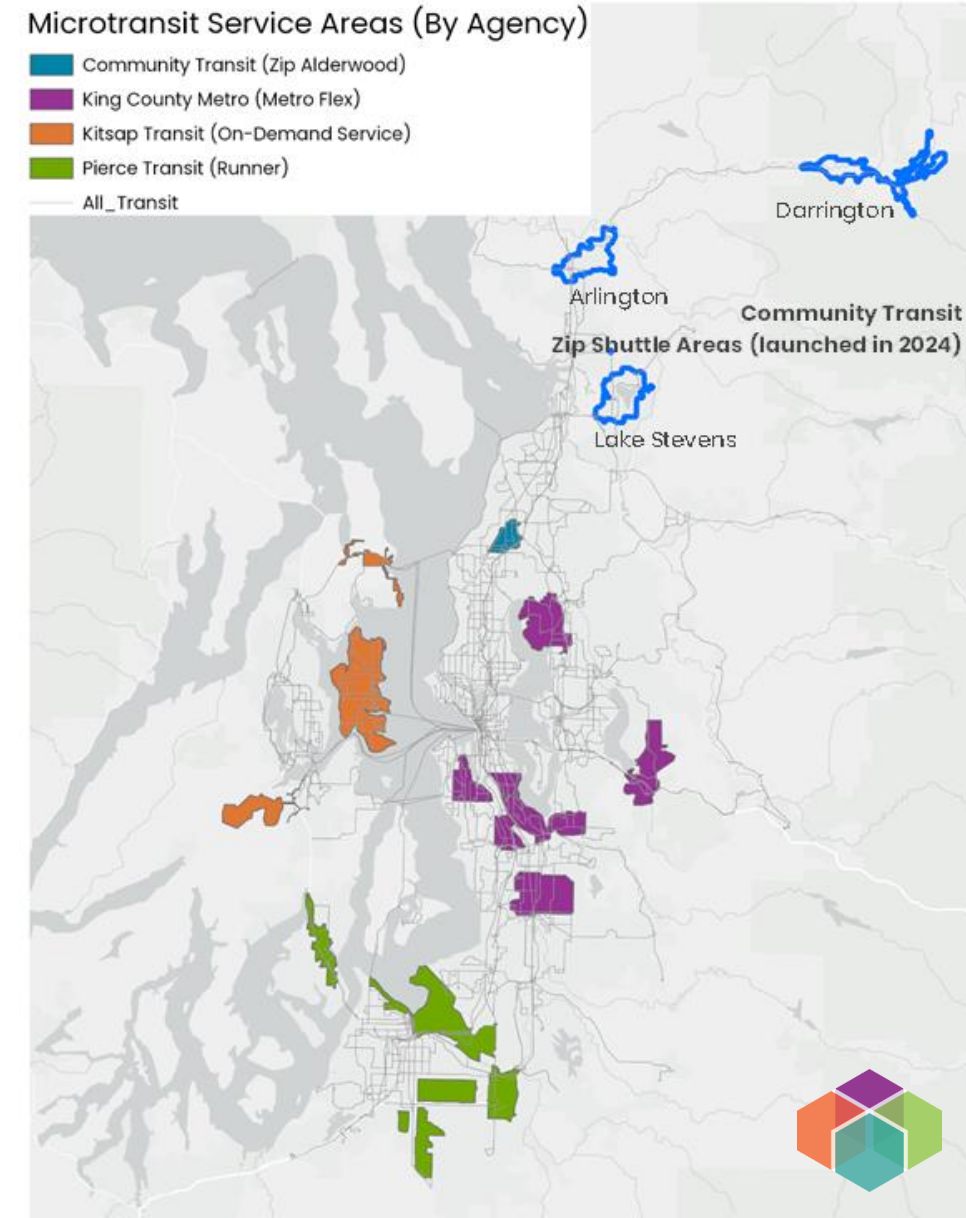


Current Transportation System – Mobility on Demand

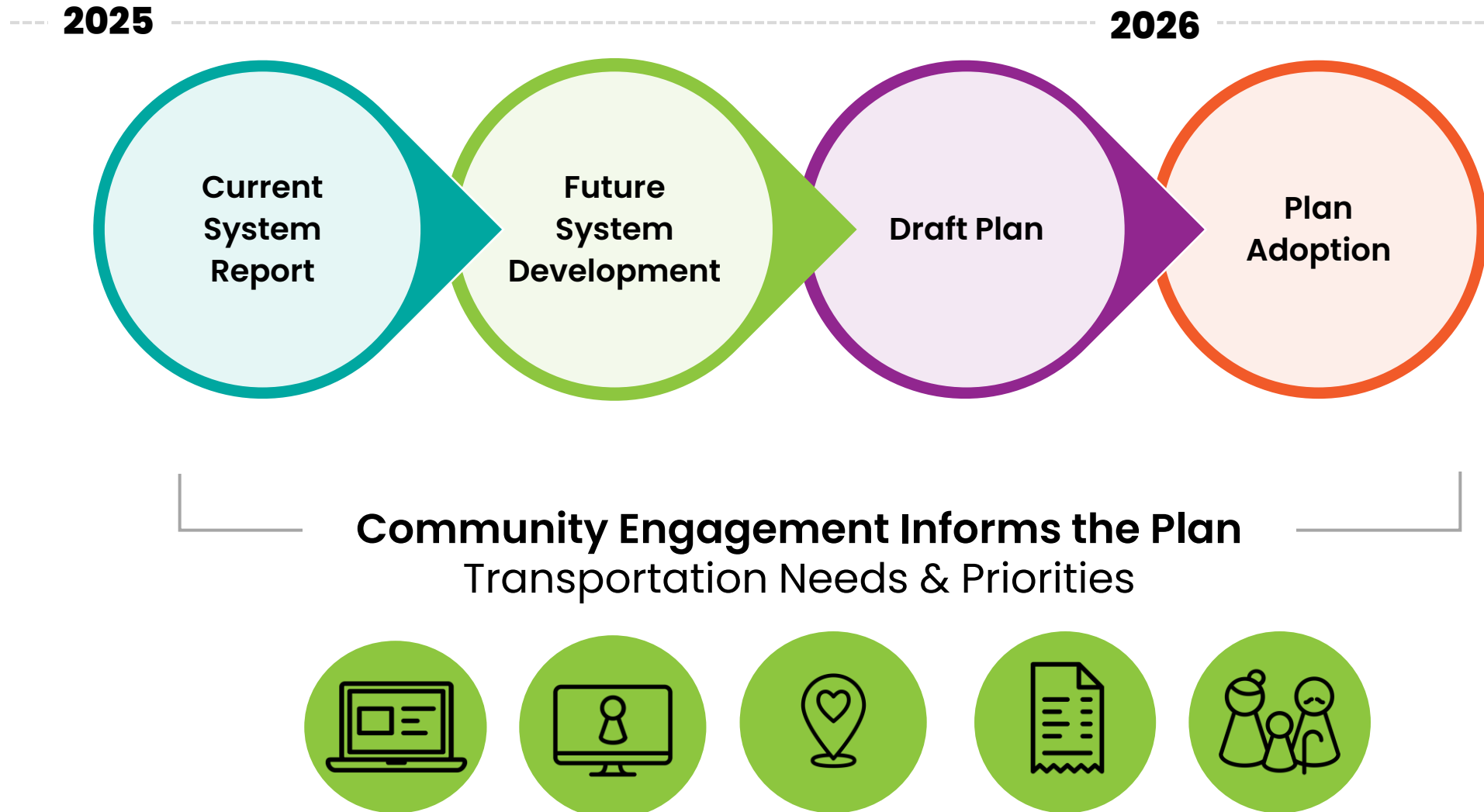


Highlights of the Mobility On Demand

- MOD options are expanding to offer context-appropriate services.
- The average trip duration for **micromobility** ranges from 8 to 12 minutes, covering distances between 0.7 and 1.5 miles.
- Transit agencies across the region provide a variety of **microtransit** programs (see Map).
- **Car-sharing** services are available for those who need access to a vehicle.



Regional Transportation Plan Update Process



Next Steps

April 2025: Current Transportation System Report

- Interim report released in late April.
- Analysis of current system will feed into discussion of future systems and investments.

Summer 2025: Future System Development

Winter 2025: Draft plan released for public comment

May 2026: Regional Transportation Plan (2026–2050)

Targeted Outreach

Fall 2024–May 2025:

Phase 1 outreach on mobility needs continues

June–September

2025: Phase 2 outreach on prioritized strategies starts





Thank You!

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Puget Sound Regional Council