



## PSRC Coordinated Mobility Plan Prioritized Strategies

The [Coordinated Mobility Plan](#) engaged priority populations, specialized transportation providers, transit agencies, and PSRC's Coordinated Mobility and Accessibility Committee (CMAC) to identify mobility needs of priority populations in the central Puget Sound. The engagement also helped the region develop strategies to address the needs and priorities. Each strategy is designated as either a "High" or an "Other " prioritized strategy.



### High Priority Strategies

The strategies designated as "High" priority will receive additional emphasis during the Coordinated Mobility Plan implementation. The table below summarizes these strategies and their corresponding mobility needs.

For the Regional Priority Ranking Process, a project will receive a "Yes" if it:

- Identifies "High" prioritized strategies that the project supports. Projects must identify at least one to receive a "Yes.;" and
- Explains how the project aligns with that strategy.

More information about the strategies and associated information, including actions and performance measures, can be found in the Coordinated Mobility Plan: <https://www.psrc.org/planning-2050/regional-transportation-plan/coordinated-mobility-plan>.

*Note: Mobility Need #3 does not have a corresponding "High" priority strategy. Also, Mobility Needs #7 & 8 do not apply to projects seeking the Consolidated Grant.*



Mobility Need	Project Type	Key Implementers	"High" Priority Strategy
<p><b>#1:</b> Better cross-agency and cross-county coordination for a seamless travel experience.</p>	<p>Operations (sustain/new)</p>	<p>Transit agencies, specialized transportation providers, jurisdictions, and local stakeholders</p>	<p><b>Strategy 1.1:</b> Strengthen coordination among transit, paratransit, and other specialized transportation providers to ensure a more seamless travel experience for priority populations.</p>
<p><b>#2:</b> Shorter wait times and more reliable transfers and return trips.</p>	<p>Vehicle/Equipment (System Improvement), Planning</p>	<p>Transit agencies, specialized transportation providers, and mobility management programs</p>	<p><b>Strategy 2.1:</b> 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>
<p><b>#3:</b> More frequent and expanded transit service, especially during evenings, weekends, and other times when people need it most.</p>			<p><i>No corresponding high-priority strategies.</i></p>
<p><b>#4:</b> Context-appropriate transportation options in areas not well served by fixed-route transit, including rural areas.</p>	<p>Operations (sustain/new)</p>	<p>Transit agencies, specialized transportation providers, jurisdictions, and local stakeholders</p>	<p><b>Strategy 4:</b> 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>



Mobility Need	Project Type	Key Implementers	"High" Priority Strategy
<p><b>#5:</b> More rider education opportunities and awareness of available transportation services.</p>	<p>Mobility management</p>	<p>Mobility management providers</p>	<p><b>Strategy 5:</b> 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>
<p><b>#6:</b> Improved access to healthcare, wellness, and other essential services.</p>	<p>Operations (Sustain, Expansion, New), Mobility management</p>	<p>Transit agencies, specialized transportation providers, and healthcare providers</p>	<p><b>Strategy 6:</b> Expand and optimize transportation services to improve access to healthcare and other essential service locations.</p>
<p><b>#7</b> More accessible and safer infrastructure, including more amenities at transit stops (seating, lighting, shelters, and restrooms)</p>	<p><i>Not applicable for Consolidated Grant</i></p>		
<p><b>#8:</b> More sustainable, long-term funding is needed to support the operation of transit and specialized transportation services.</p>	<p><i>Not applicable for Consolidated Grant</i></p>		



### “Other” Priority Strategies

The Coordinated Mobility Plan also identifies “Other” Priority Strategies. These lower-priority strategies still address key mobility needs but will be implemented as capacity allows. For the Regional Priority Ranking process, applications should demonstrate alignment with “High” Prioritized Strategies, instead of “Other” priority, to meet **Factor #2: Alignment with “High” Prioritized Strategy**.

*Note: Mobility needs #4, 5, 6, and 8 do not have a corresponding “other” priority strategy. Also, Mobility Needs #7 & 8 do not apply to projects seeking the Consolidated Grant.*

Mobility Need	Project Type	Key Implementers	“Other” Priority Strategy
<b>#1:</b> Better cross-agency and cross-county coordination for a seamless travel experience.	Vehicle/Equipment (system improvement), Planning	Transit agencies	<b>Strategy 1.2:</b> Ensure fare payment options for ADA paratransit are equivalent to fixed-route transit, improving convenience, accessibility, and regional interoperability.  <b>Strategy 1.3:</b> Improve rider experience for people using ADA paratransit and other specialized transportation by making eligibility and trip request processes more accessible and user-friendly.
<b>#2:</b> Shorter wait times and more reliable transfers and return trips.	Vehicle/Equipment (Vehicle Replacement)	WSDOT, specialized transportation providers	<b>Strategy 2.2:</b> Assess and replace demand response vehicle fleets for specialized transportation to deliver on-time service.
<b>#3:</b> More frequent and expanded transit service, especially during evenings, weekends, and other times when people need it most.	Operations (expansion)	Transit agencies and specialized transportation providers.	<b>Strategy 3:</b> Expand transit and specialized transportation frequency and service hours to better serve priority populations, while maintaining existing service levels.