Puget Sound Regional Council

Coordinated Mobility and Accessibility Committee

Revised Agenda

Wednesday, November 18, 2026 • 9:00 a.m. – 3:00 p.m.

Online Meeting Only

Attend Zoom Meeting

- Join the meeting at zoom.com
- Listen by phone 1-888-475-4499 Meeting ID: 848 4508 2947 Passcode: 478388

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1. **Welcome and Introductions (9:00)**
2. **Action: Consolidated Grant Regional Priority Ranking Recommendations for Projects Seeking Funding for 2027-29 Biennium/2027-31 Biennia (9:15)* – Jean Kim, PSRC**
   Staff will provide an overview of the process the committee will follow to prepare a regional priority ranking recommendation to PSRC's Transportation Policy Board. Then, the committee will review agenda materials and discuss additional considerations deliberation.

   Per Attachment C, Meeting Procedures, Jean Kim, PSRC, will facilitate the committee discussion and recommendation of rankings. The committee will take breaks, as needed.

   All project applications, presentations, and follow-up information can be found on PSRC's website at: https://www.psrc.org/psrc-2027-29-consolidated-grant-applications.

   NOTE: WSDOT has reviewed initial application submissions and provided feedback for revisions by November 13. If any changes occur before the November 18 meeting, PSRC will provide a supplemental packet with changes noted prior to the meeting.
3. **Information Item:**
   a. CMAC At Work – September 16, 2026
4. **Next Meeting: January 20, 2027**
5. **Adjourn (3:00)**

***Supporting materials attached**

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

Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, 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/language-assistance.

Puget Sound Regional Council

UPDATE TO AGENDA PACKET MATERIALS FOR NOVEMBER 18, 2026 CMAC MEETING

11/17/2026

This week WSDOT notified PSRC of a change to the Northshore Senior Center's Transportation Operations application, which required revisions to PSRC's assessment of the application and the packet materials.

WSDOT indicated that the change was made to the projected future service level. The changes required reassessment and revision for Factor #1 (Preservation of Existing Programs). The corresponding update is reflected in Attachments 2 and 2A as follows:

- **Attachment 2:** The cover memo was updated for numbers of applications receiving 2 points and 1.5 points.
- **Attachment 2A:** The response for Factor #1 from "Partial" to "Yes" and a point total was revised for Northshore Senior Center's Transportation Operations application 1.5 to 2 points, consistent with the reassessment noted above.

Please reach out to Jean Kim at jkim@psrc.org if you have any questions.

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Puget Sound Regional Council

November 16, 2026

ACTION ITEM

To: Coordinated Mobility and Accessibility Committee (CMAC)

From: Jean Kim, Principal Planner

Subject: **Consolidated Grant Regional Priority Ranking Recommendations for Projects Seeking Funding for 2027-29 Biennium/2027-31 Biennia**

IN BRIEF

The committee will meet on November 18, 2026, to develop its recommendations for assigning Regional Priority Rankings to the WSDOT 2027-2029 Consolidated Grant.

ACTION

The CMAC is tasked with making regional priority ranking recommendations to the Transportation Policy Board. At the November 18 meeting, the CMAC shall:

1. Recommend Regional Priority Rankings for the projects found in Attachment A, assigning 6 A's, 7 B's, and 6 C's allocated to the PSRC region by WSDOT; and

2. Identify projects seeking 4 years (two biennia) of funding are recommended to receive the same regional priority ranking in the second biennium (2029-2031).

Note: When a project receives a regional priority ranking for a 4-year period, that ranking counts against the region's available ABC rankings in both biennia. As a result, one fewer ranking (A, B, or C) will be available for the region in the second biennium (2029-2031).

DISCUSSION

Attachment A summarizes projects submitted to WSDOT and PSRC for consideration in the 2027-2029 Consolidated Grant competition. The table is organized by the points translated from the total number of "Yes" responses, reflecting how closely each project aligns with the Regional Priority Ranking Factors. Projects with the same total points are listed alphabetically by project sponsor name and project title. Attachment A will serve as the basis for the committee's deliberation on November 18, 2026.

Overview of Applications Received

PSRC received 28 applications for the 2027-2029 Consolidated Grant competition. The applications include operating, capital (vehicle purchase), mobility management, and planning projects. Some applications are new or expansion projects, while others apply to sustain existing programs.
Among the 28 applications:

- 13 operating projects (including 1 expansion)
- 4 capital/vehicle purchase
- 9 mobility management
- 2 planning projects

Of these projects, 14 (8 operating and 6 mobility management) are requesting funding to continue their services for four years, 2027-2031. More details, along with a brief description of each project, can be found in Attachment A.

Summary of Project Requests

- Total funding requests for 2027-2029: $ 31.4M (28 projects)
- Total funding requests for 2029-2031: $ 20.7M (14 projects)

Application and Presentation Materials

Consolidated Grant applications and presentation materials submitted to PSRC are posted on PSRC's website, linked here: https://www.psrc.org/psrc-2027-29-consolidated-grant-applications.

CMAC members should review the application materials in advance and familiarize themselves with the projects before the November 18 meeting.

NOTE: WSDOT has reviewed initial application submissions and provided feedback for revisions by November 13. If any changes occur before the November 18 meeting, PSRC will provide a supplemental packet with changes noted prior to the meeting.

Consolidated Grant Funds for PSRC Region

WSDOT's Consolidated Grant awards are funded from a variety of federal and state sources, including Federal Transit Administration (FTA) Section 5310 funds for programs addressing the mobility needs of older adults and people with disabilities. A portion of these Section 5310 funds are allocated to the large urbanized areas, including Seattle-Tacoma, which are affected by rankings recommended by CMAC. These funds were apportioned by FTA to the large urbanized areas and must be awarded to projects within or benefiting the urbanized areas identified in King, Pierce, and Snohomish counties. Kitsap County (and the Bremerton large urban area) participates in the Consolidated Grant regional priority ranking process through the Peninsula RTPO. PSRC will coordinate with WSDOT on the final allocation of FTA Section 5310 funds.

Other federal and state funding sources for the Consolidated Grant are identified on WSDOT's Consolidated Grant website, linked here: https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/consolidated.

The Consolidated Grant program is a statewide program. The specific funding amount available to the PSRC region from these sources will not be known until WSDOT completes its evaluation process in spring 2027.

PSRC Assessment of Projects

Attachment A provides project information and PSRC's evaluation of each application. Projects are organized by their total points across the Regional Priority Ranking Factors, which reflect how well each project addresses the factors based on its application and presentation. The five factors used in PSRC's evaluation are:

- Preservation of Existing Programs
- Alignment with "High" Prioritized Strategies
- Service Coordination
- Performance Measures and Targets
- Community Support

For each factor, PSRC assigned a "Yes," "Partial," or "No" rating to indicate whether the project addressed the factor fully, partially, or not. A "Partial" rating was assigned when a project addressed parts of the factor but did not fully meet it. A full point was given to a "Yes," 0.5 points to a "Partial," and 0 points to a "No." The projects were evaluated as follows:

- **2 projects** received 5 points.
- **3 projects** received 4.5 points.
- **5 projects** received 4 points.
- **4 projects** received 3.5 points.

- **5 projects** received 3 points.
- **5 projects** received 2.5 points.
- **2 projects** received 2 points. (NOTE: one project moved to 2 from 1.5 points)
- **1 project** received 1.5 points; and
- **1 project** received 1 point.

Attachment B provides a description of each factor and assessment methodology.

These review results are the starting point for the committee's deliberations. The committee will not revisit or modify staff evaluation results. Instead, deliberations will focus on the CMAC's recommendations for assigning regional priority rankings.

Project sponsors may request a meeting with PSRC staff to review and discuss their evaluation results after the statewide Consolidated Grant process is complete.

Additional Considerations for Deliberation

CMAC members will identify additional considerations to inform their priority ranking recommendations and to justify the adjustments made to the initial array of projects provided by PSRC.

Before beginning deliberations, the committee will review and agree on the set of "Additional Considerations." These considerations should be distinct from the Regional Priority Ranking Factors already used in PSRC's assessment and address other relevant aspects of the projects that may inform regional priorities. Table 1 provides the additional considerations used during the previous CMAC deliberation in 2024. The considerations are listed in no particular order.

Table 1. Additional Considerations for Deliberation Used in 2024

Geographical distribution	Addresses the geographical distribution of regional priority rankings.
Project types	Considers the variety of project types recommended for regional priority rankings (e.g., mobility management, operating, and capital projects) to support a balanced range of services.
Agency balance	Addresses the number of projects recommended by an agency.
Compelling cases for agencies with limited resources	Recognizes projects that provide valued services but may be unable to meet the minimum local match. Small agencies or community-based organizations may have less local support compared to larger agencies with established partnerships or dedicated tax bases.

Strategic application of federal/state funds	Considers the strategic use of available federal and state funding sources found within the Consolidated Grant program, including potential funding eligibility and opportunities to maximize available resources.
Coordination	Addresses projects that coordinate with other agencies or programs to maximize resources and improve service efficiency. Coordination may range from sharing training resources to the full integration of services. CMAC can discuss the full range of coordination for this topic.
Acknowledge the importance of the largest county service providers	Recognizes the important role of larger transportation operators in providing critical safety-net services to priority populations in each county.
Vehicle characteristics (newly added in 2024)	Considers vehicle mileage and age, vehicle configuration and capacity when prioritizing vehicle purchase or replacement requests.
Vehicle projects submitted by new agencies to support existing operations (newly added in 2024)	Recognizes vehicle requests from agencies that are new to the Consolidated Grant but seek to maintain existing transportation services.
Precedent for past rankings, compelling cases for new agencies applying for existing projects (newly added in 2024)	Considers previous regional priority rankings while recognizing changes in project circumstances, service needs, and regional priorities.
Unique populations currently not well served by specialized transportation (newly added in 2024)	Recognizes transportation needs of priority populations underserved by existing services.

As identified above, CMAC introduced four new considerations during its 2024 deliberations. However, only the consideration “Unique populations currently not well served by specialized transportation” was used to adjust the initial project ranking. The remaining newly added considerations were not used in developing the final recommendations. For the 2027-2029 Consolidated Grant, the updated Regional Priority Ranking Factors already incorporate an assessment of how projects serve priority populations. As a result, the consideration “Unique populations currently not well served by specialized transportation” may be duplicative of the factors used in PSRC’s evaluation.

PSRC will facilitate a discussion of whether to retain, update, or remove the previous additional considerations before the recommendation discussion. Please note that voting members should mention and use at least one of these considerations to justify their project ranking adjustments.

An overview of the November 18 Meeting Procedures is provided in Attachment C. Additional data and information are provided in Attachments D through J to potentially help CMAC's discussion on additional considerations and deliberations.

Available Regional Priority Rankings for 2027-2029 Biennium

For the 2027-2029 biennium, PSRC can allocate 19 ABC rankings to projects:

- 6 A rankings
- 7 B rankings
- 6 C rankings
- Unlimited D's

These rankings add points to a project's statewide evaluation score. Projects receiving an A ranking are automatically funded, subject to eligibility requirements and any other fatal flaws identified by WSDOT that may affect final awards. B rankings add 25 points and C rankings add 12 points to the state score. D rankings do not add any points to the statewide score. Although regional priority rankings help determine which projects are likely to be funded, WSDOT makes the final award decisions based on its statewide evaluation process.

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

ATTACHMENTS

A. 2027-2029 Consolidated Grant PSRC Evaluation Summary

B. Regional Priority Ranking Process and Factors

C. Meeting Procedures for 2027-2029 Regional Priority Ranking Recommendations

D. Projects Awarded Consolidated Grant Funding for 2025-2027 and 2027-2029

E. Cumulative Awards and Rankings by County

F. Demographics of Older Adults and People with Disabilities by County

G. 2027-2029 Vehicle Requests Summary

H. Service Level Summary (Operating and Capital Projects Only)

I. Projects Potentially Eligible for Federal Transit Administration (FTA) Traditional Section 5310 Funds

J. CMAC Membership Roster (November 2026)

Revised - 2027-2029 Consolidated Grant PSRC Evaluation Summary

Sponsor	Project Title	Description	County	Project Type		Applying for 2-year or 4-year	Budget					PSRC Review Results					
				Sustaining, Expansion, or New	Capital, Operation, Mobility Management or Planning		Funds requested for 2027-2029	Funds requested for 2029-2031	Total requested amount	Variance between 2025-27 vs. 2027-29 (%)	% Match 2027-29	Factor 1 Preservation of Existing Programs	Factor 2 Alignment with "High" Prioritized Strategies	Factor 3 Service Coordination	Factor 4 Performance Measures and Targets	Factor 5 Community Support	Total
Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant will provide 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 for populations with access and functional needs during an emergency in the Central Puget Sound region.	King, Pierce, Snohomish	Sustaining	Mobility Management	4-year	$ 220,703	$ 238,260	**$ 458,963**	3.03%	24.15%	Yes	Yes	Yes	Yes	Yes	**5**
The Lighthouse for the Blind	Travel Training for Blind or DeafBlind	The Lighthouse for the Blind, Inc.'s Enhancing Mobility through Travel Training for Individuals Who Are Blind or DeafBlind project will empower individuals with disabilities with Orientation and Mobility skills, resources, and information to travel safely and independently in King County.	King	Sustaining	Mobility Management	2-year	$ 496,700	-	**$ 496,700**	1.91%	40.08%	Yes	Yes	Yes	Yes	Yes	**5**
Catholic Community Services of Snohomish County	Disabled Veterans Transportation	Sustain the Disabled Veterans Transportation program that provides veterans living in Snohomish County with no-cost transportation to medical, dental and other essential appointments.	Snohomish	Sustaining	Operation	2-year	$ 36,164	-	**$ 36,164**	-45.22%	9.09%	Yes	Yes	Yes	Yes	Partial	**4.5**
Mt Si Senior Center	Sustain Snoqualmie Valley Transportation	Sustain ADA weekday and weekend accessible demand response services and circulator (deviated) routes to special needs riders and the rural populations in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King County) and Monroe (Snohomish County).	King/Snoho	Sustaining	Operation	2-year	$ 2,814,933	-	**$ 2,814,933**	6.71%	53.03%	Yes	Yes	Yes	Partial	Yes	**4.5**
Pierce County Human Services	Beyond the Borders	Beyond the Borders (BtB) provides accessible demand and deviated fixed route transportation to special needs riders in rural and suburban unincorporated Pierce County who are not served by Pierce Transit (PT). BtB's clients include older adults, veterans, low-income individuals, people with disabilities, and youth aged 5 to 17.	Pierce	Sustaining	Operation*	4-year	$ 2,729,531	$ 2,729,531	**$ 5,459,062**	10.00%	22.04%	Yes	Yes	Yes	Partial	Yes	**4.5**
Homage Senior Services	Transportation Assistance Program: Sustaining Rural and Regional Mobility	WSDOT funding will sustain Homage's specialized demand-response transportation for older adults and adults with disabilities in Snohomish County, particularly in rural communities. The project will preserve weekday service and sustain Saturday service, cross-county medical trips, and volunteer-driver transportation.	Snohomish	Sustaining	Operation	2-year	$ 873,000	-	**$ 873,000**	7.98%	10.01%	Yes	Yes	Yes	Partial	Partial	**4**
Hopelink	Mobility Management in King County	Supports King County's mobility coalitions through staffing, planning, operations, and implementation of priority mobility projects. The project also leads outreach to targeted populations, including the Community Transportation Navigators' peer-to-peer, culturally appropriate transportation education to communities experiencing transit barriers.	King	Sustaining	Mobility Management	4-year	$ 1,681,360	$ 1,770,646	**$ 3,452,006**	23.66%	21.48%	Partial	Yes	Partial	Yes	Yes	**4**
King County Metro Transit	Sustain Hyde Shuttle Service	Provide funds to support the continuation of the Hyde Shuttle, a community-based accessible service for seniors and people with disabilities in urban, suburban, and rural King County who are unable to use public transportation like the bus or ADA paratransit service due to access, cost, eligibility, or feasibility limitations.	King	Sustaining	Operation*	4-year	$ 816,750	$ 898,425	**$ 1,715,175**	10.00%	55.00%	Yes	Yes	Yes	Partial	Partial	**4**
SNOTRAC	Snohomish County Mobility Management & Navigation	Funds (1) mobility coalition program to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people in Snohomish County and beyond; and (2) mobility navigation program to educate and train community members in understanding the best transportation options for their needs.	Snohomish	Sustaining	Mobility Management	4-year	$ 570,227	$ 627,249	**$ 1,197,476**	10.99%	13.42%	Partial	Yes	Partial	Yes	Yes	**4**
Volunteers of America Western Washington (VOAWW)	Snohomish County "One Call" VOA Connect Transportation Navigation	VOAWW provides phone, chat and text transportation referrals, coordination, and resources to Snohomish County via our call-center service. With live translation in over 300 languages and comprehensive knowledge of local transportation resources with medical, age, and income requirements, accessible transportation help is just One-Call away.	Snohomish	Sustaining	Mobility Management	4-year	$ 564,697	$ 594,640	**$ 1,159,336**	14.84%	10.00%	Partial	Yes	Yes	Yes	Partial	**4**

Revised - 2027-2029 Consolidated Grant PSRC Evaluation Summary

Sponsor	Project Title	Description	County	Project Type		Applying for 2-year or 4-year	Budget					PSRC Review Results					
				Sustaining, Expansion, or New	Capital, Operation, Mobility Management or Planning		Funds requested for 2027-2029	Funds requested for 2029-2031	Total requested amount	Variance between 2025-27 vs. 2027-29 (%)	% Match 2027-29	Factor 1 Preservation of Existing Programs	Factor 2 Alignment with "High" Prioritized Strategies	Factor 3 Service Coordination	Factor 4 Performance Measures and Targets	Factor 5 Community Support	Total
Hopelink	Central Puget Sound One-Call/One-Click	This project maintains and improves the One-Call/One-Click program, Find a Ride, a multimodal trip planning and referral system for targeted populations in the Central Puget Sound. Find a Ride gives the community a one-stop shop for transportation needs while increasing the efficacy and coordination of existing specialized transportation services.	King, Pierce, Snohomish	Sustaining	Mobility Management	4-year	$ 695,397	$ 789,091	**$ 1,484,488**	25.27%	24.14%	Partial	Yes	Yes	No	Yes	**3.5**
Pierce Transit	2027-2031 Pierce Transit -- Runner (Spanaway/Gig Harbor/Ruston/Tideflats)	Pierce Transit is proposing to sustain Runner microtransit services under the Consolidated Grant Program for the following people with accessibility and mobility needs: youth, people with disabilities, older adults aged 65+, and families with low incomes in Spanaway, Gig Harbor, Ruston, and the Tacoma Tideflats.	Pierce	Sustaining	Operation*	4-year	$ 5,695,641	$ 5,695,641	**$ 11,391,282**	13.76%	10.00%	Partial	Yes	Yes	Partial	Partial	**3.5**
Puget Sound Educational Service District	Road to Independence (RTI)	To sustain the Road to Independence (RTI) program in Pierce County and south King County: door-to-door demand-response trips connecting people facing barriers to medical care, jobs, and essential services, paired with tuition-free Class B CDL training and workforce development that moves participants into transportation careers.	King/Pierce	Sustaining	Operation	4-year	$ 749,819	$ 843,179	**$ 1,592,998**	11.82%	55.60%	No	Yes	Yes	Yes	Partial	**3.5**
Sound Generations	Hyde Shuttle - Original	To provide operating funding to sustain and strengthen community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transit such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Sustaining	Operation	4-year	$ 3,314,069	$ 3,911,976	**$ 7,226,045**	8.21%	69.83%	Yes	Yes	Partial	Partial	Partial	**3.5**
Homage Senior Services	Homage Transportation Assistance Program Fleet Replacement Project	Homage will replace a cutaway bus in its Transportation Assistance Program (TAP) fleet that has more than 250,000 miles and is beyond its 7-year useful-life benchmark. The vehicle will provide curb-to-curb transportation across Snohomish County for older adults and adults with disabilities who cannot access fixed route or ADA paratransit.	Snohomish	Sustaining	Capital/Vehicles	2-year	$ 126,850	-	**$ 126,850**	-	13.62%	Yes	No	Yes	Partial	Partial	**3**
King County Metro Transit	Sustain Rideshare Online.com as a TDM and Ridesharing Platform	Fund continuation of the TDM and ridesharing platform RideshareOnline.com (RSO) for regional stakeholders in PSRC's jurisdiction after the current WSDOT contract expires 3/2027. RSO currently serves counties, transit agencies, cities, TMAs, employers, schools and commuters/travelers statewide with a concentration of users in the Puget Sound region.	King, Kitsap, Pierce, Snohomish	Sustaining	Mobility Management	2-year	$ 731,904	-	**$ 731,904**	18.29%	20.00%	Partial	Yes	Partial	Partial	Partial	**3**
Pierce Transit	2027-2029 Pierce Transit -- Runner (Puyallup)	Pierce Transit is proposing to fund operation of a new Runner microtransit zone under the Consolidated Grant Program for the following people with accessibility and mobility needs: youth, people with disabilities, older adults aged 65+, and families with low incomes-specifically the Puyallup Runner which serves the City of Puyallup.	Pierce	Sustaining	Operation*	2-year	$ 2,849,984	-	**$ 2,849,984**	30.55%	5.00%	No	Yes	Yes	Partial	Partial	**3**
Snoqualmie Indian Tribe	Snoqualmie Valley Transportation afternoon evening service expansion	The Snoqualmie Indian Tribe requests WSDOT operating funds to begin Snoqualmie Valley Transportation's (SVT) afternoon and evening demand response service by adding three (3) drivers during the 2027-2029 biennium in order to connect all rural residents in the lower Snoqualmie Valley cities to available fixed route services.	King	Expansion	Operation	2-year	$ 589,000	-	**$ 589,000**	-	5.00%	No	Yes	Partial	Yes	Partial	**3**
Sound Generations	Hyde Shuttle - Eastside	Provide operating funding to sustain and expand Hyde Eastside, a door-to-door, demand-response transportation service for older adults and adults with disabilities in Bellevue, Kirkland, and Redmond. Funding will sustain three accessible shuttle routes and add a fourth route to increase service capacity.	King	Sustaining	Operation	4-year	$ 1,141,470	$ 1,215,605	**$ 2,357,075**	21.78%	14.25%	Partial	Yes	Partial	Partial	Partial	**3**

Revised - 2027-2029 Consolidated Grant PSRC Evaluation Summary

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Northshore Senior Center	Northshore Senior Center Replace 4 Transit Vehicles - Capital	Purchase four (4) replacement gas powered medium duty lift-equipped vehicles	King/Snoho	Sustaining	Capital/Vehicles	2-year	$ 359,612	-	**$ 359,612**	-	10.01%	Yes	No	Yes	Partial	No	**2.5**
SNOTRAC	Central Puget Sound Mobility Survey for Priority Populations - 2028	The Central Puget Sound Mobility Survey is a statistically significant survey to understand the mobility gaps of people with disabilities, older adults, youth, low income, people of color, rural communities and other priority populations within Snohomish, King, Kitsap, and Pierce Counties that allows comparison across the region and time.	Snohomish	Sustaining	Planning	2-year	$ 100,000	-	**$ 100,000**	-	20.00%	Partial	No	Partial	Yes	Partial	**2.5**
TranServe	Beyond the Borders 2027	TranServe will acquire five ADA-accessible replacement vehicles to support Beyond the Borders transportation in rural and underserved areas of Pierce County. The vehicles will replace high-mileage vehicles and maintain safe, reliable transportation for older adults, people with disabilities, low-income residents, veterans, and others.	King/Pierce	Sustaining	Capital/Vehicles	2-year	$ 639,335	-	**$ 639,335**	-	10.00%	Yes	No	Partial	Partial	Partial	**2.5**
TranServe	PACE Adult Day Health 27-29	TranServe will replace eight high-mileage wheelchair-accessible vehicles used by MultiCare PNW PACE Partners. The vehicles will support coordinated transportation for frail older adults and adults with significant physical, cognitive, or mobility-related disabilities in King, Pierce, and Thurston counties.	King/Pierce	Sustaining	Capital/Vehicles	2-year	$ 1,023,456	-	**$ 1,023,456**	-	10.00%	Partial	No	Yes	Partial	Partial	**2.5**
United Way of Pierce County	Access Pierce Transportation Navigation Center (Formerly South Sound 211)	Preserve existing Access Pierce Transportation Navigation Center (formerly South Sound 211), as the centralized intake service for special needs transportation, providing the access point for this population to learn about and apply for all mobility options available in Pierce County and receive one-on-one support.	Pierce	Sustaining	Mobility Management	4-year	$ 394,549	$ 432,069	**$ 826,618**	14.32%	21.00%	Partial	Yes	Partial	No	Partial	**2.5**
Catholic Community Services of King County	ORCA Expansion	Expand mobility management services countywide by restoring a Mobility Management Supervisor and adding a Mobility Access Coordinator to deliver ORCA LIFT reduced fares and subsidized pass enrollment, transportation navigation, travel training, outreach to low-income King County residents and people with disabilities.	King	Expansion	Mobility Management	2-year	$ 332,750	-	**$ 332,750**	4.85%	23.99%	No	Yes	Partial	Partial	No	**2**
Northshore Senior Center	Northshore Senior Center Transportation Operations	The Northshore Senior Center Transportation Program provides demand-response mobility services to seniors and persons with disabilities in the Northshore region with trained drivers operating lift-equipped vehicles.	King/Snoho	Sustaining	Operation	4-year	$ 699,175	$ 566,973	**$ 1,266,148**	7.09%	58.36%	Yes	No	Partial	Partial	No	**2**
Catholic Community Services of Pierce County	Pierce County Volunteer Transportation Services (VTS)	medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn't	Pierce	Sustaining	Operation	4-year	$ 325,631	$ 362,558	**$ 688,189**	17.21%	28.25%	No	No	Yes	Partial	No	**1.5**
Solid Ground	Sand Point Transportation Needs Assessment	A two-year planning project to better understand transportation needs and gaps impacting the well-being of low-income residents in Sand Point, a Seattle neighborhood with multiple low-income programs converted from a former naval base that is isolated from convenient access to essential services that support daily life.	King	New	Planning	2-year	$ 785,397	-	**$ 785,397**	-	5.00%	No	No	Partial	No	Partial	**1**
						TOTAL	**$ 31,358,103**	**$ 20,675,843**	**$ 52,033,947**								

* indicates the projects considered "contract for services" as identified in Section 5310 FTA C 9070.1H Circular.
Variance between 2025-27 vs. 2027-29 (%): Percents above or below 10% are highlighted in blue

PSRC Regional Priority Ranking Process

Consolidated Grant Program

Every two years, the Washington State Department of Transportation (WSDOT) awards state and federal funding for specialized transportation services through the Consolidated Grant program. Specialized transportation fills mobility gaps when public transit is unavailable or does not fully meet the needs of people with mobility and accessibility challenges, including older adults and people with disabilities.

Regional Priority Ranking Process

As part of this process, Regional Transportation Planning Organizations (RTPOs) or Metropolitan Planning Organizations (MPOs) develop regional priority rankings for projects applying for Consolidated Grant funds within their respective regions. As an MPO, the Puget Sound Regional Council (PSRC) provides regional priority rankings, expressed in WSDOT's designated letter grade format, for the projects in King, Pierce, and Snohomish counties.[1]

WSDOT allocates each region a set number of A, B, and C rankings, which add points to a project's statewide score and influence final award decisions. Projects receiving an A ranking are automatically funded (barring an eligibility issue or other fatal flaw identified by the state). B rankings add 25 points and C rankings add 12 points to the statewide score. PSRC may also assign D rankings, which do not add any points to the statewide score but demonstrate a project participated in the regional priority ranking process and remains eligible for funding in the statewide competition.

For the 2027-2029 biennium, the PSRC region can distribute **19 regional rankings worth points** in the competition (6 A's, 7 B's, and 6 C's). Projects can apply for either two years (July 1, 2027-June 30, 2029) or four years (July 1, 2027-June 30, 2031) of funding (see WSDOT guidance on eligibility for four-year projects).

[1] Kitsap County is a member of both PSRC and the Peninsula RTPO. Kitsap County participates in the regional ranking process through the Peninsula RTPO.



Instructions

Regional Priority Ranking Training

PSRC will provide a regional priority ranking training **on July 15, 2026 (11:30am-12:30pm PT) via Zoom** for any potential project applicants.

- Please register in advance: https://psrc-org.zoom.us/webinar/register/WN_Tku1Uph3QNa-vY6s6VB-bg
- A video recording of the training will be posted to the PSRC website after the session.

Application Requirements

- Projects within the PSRC region must address both WSDOT's evaluation criteria and PSRC's Regional Priority Ranking Factors (see Table 1) within the same application.

Application Deadline

Applications must be submitted to both WSDOT and PSRC **by 3:00pm PT on September 9, 2026.**

- **WSDOT Submission:** Submit an application through the Grants Management System (GMS).
- **PSRC Submission:** Email a PDF version of the GMS application to Jean Kim at jkim@psrc.org by the deadline.

PSRC Sponsor Presentation

Projects seeking regional priority rankings from PSRC are required to give a short presentation (5-7 minutes per project). The presentations are tentatively scheduled for **October 21, 2026 (9:30am-3:00pm PT) via Zoom.**

- The final schedule, including the length and order of presentations, will be confirmed after the September 9 application deadline, based on the number of applications received.
- **What to expect:** At this session, PSRC's Coordinated Mobility and Accessibility Committee (CMAC) and PSRC staff will attend and may ask questions following each presentation. Information shared during presentations will be used to inform PSRC's evaluation of priority ranking factors.

Deliberation & Ranking Recommendations

PSRC will perform an initial assessment of each project, awarding a yes or no for each of the five regional priority ranking factors based on information provided in the applications and sponsor presentations. A summary of this assessment will be provided to CMAC as a starting point for their deliberation on November 18, 2026, at which the committee will develop recommendations for the priority rankings.

Contact Information

For more information on **PSRC's regional priority ranking process**, contact:

- Jean Kim, Senior Planner (jkim@psrc.org)
- Erin Hogan, Associate Planner (ehogan@psrc.org)
- PSRC Specialized Transportation Funding webpage: https://www.psrc.org/our-work/funding/project-selection/special-needs-funding.

For any questions about the **WSDOT Consolidated Grant process**, contact:

- King and Pierce Counties: Matthew Cramer (cramema@wsdot.wa.gov)
- Snohomish County: Katie Stanford (katie.stanford@wsdot.wa.gov)
- WSDOT Consolidated Grant Website: https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/grant-programs-and-awards/consolidated.

PSRC's Priority Ranking Factors

PSRC's Priority Ranking Factors are designed to help implement the Coordinated Mobility Plan, the region's Coordinated Transit-Human Services Transportation Plan, by evaluating how well projects address regional priorities to serve populations with mobility and accessibility needs. This evaluation helps guide the Coordinated Mobility and Accessibility Committee (CMAC) in developing the regional priority ranking recommendations submitted to WSDOT after approval by the PSRC boards.

PSRC staff will review applications for how well they address the priority ranking factors listed below:

- Preservation of Existing Programs
- Alignment with "High" Prioritized Strategies
- Service Coordination
- Performance Measures and Targets
- Community Support

For PSRC's evaluation, projects will receive a simple "Yes" or "No" answer for each factor, rather than numeric scores:

- A "Yes" response indicates the project application fully addresses the factor; and
- A "No" response indicates the project application does not adequately address the factor.

In some cases, if an application fail to address every component of a factor, PSRC staff may assign a "partial yes" to provide more distinction in the initial ranked list shared with CMAC.

The first column in **Table 1** outlines the regional priority ranking factors along with a description of how PSRC will evaluate each factor. The second column of the table provides guidance for where the regional priority ranking factor should be addressed within the WSDOT application. The factors are not listed in any particular order, and no weighting will be applied to any factor.

Table 1. PSRC Regional Priority Ranking Factors

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
Factor #1: Preservation of Existing Programs	
Is the project needed to support the ongoing operation of an existing program? This includes vehicle replacement and maintenance, or other capital needs to support an existing program at similar service levels. **Evaluation Method:** A project will receive a "Yes" if it: • Indicates the funding will be used to support the established service level of an existing project. A project will receive a "No" if that is not the case, or new or expansion projects. **Guidance: Existing and/or sustaining** refer to a program that is already established, and its level of service remains similar to the previous biennium. **Expansion** refers to a project that increases the service level of an existing program. This includes establishing new service areas, increasing the budget, and extending service hours. PSRC region defines a **new project** as a project that has either not yet begun or that contains substantial changes in cost and scope of work to a previous project.	**Operating projects:** the response should be provided in the "Summary of Project Information: Need for Service" section. **Vehicle/Equipment, Mobility Management, or other:** the response should be provided in the "Scope of Work: Proposed Scope/Description of the Work" section. NOTE: All projects should identify relationships to other projects in the "Relationship to Other Projects" section.
Factor #2: Alignment with "High" Prioritized Strategies	
Does the project identify at least one "High" prioritized strategy from the Coordinated Mobility Plan **and** explain how the project aligns with that strategy? **Evaluation Method:** A project will receive a "Yes" if it:	Response should be provided in the "Planning and Coordination: Project Coordination" section.

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
• **Identifies "High" prioritized strategies that the project supports.** Projects must identify at least one to receive a "Yes." These strategies are identified in the Coordinated Mobility Plan (PDF pages 63-72); **and** • **Explains how the project aligns with that strategy**. A project will receive a "No" if it does not meet the above criteria. Identifying "Other/Lower" prioritized strategies only, instead of the "High" prioritized strategies, will receive a "No." **Guidance**: The Coordinated Mobility Plan identifies strategies to address the transportation needs of priority populations. Based on feedback received during the plan development process, each strategy is categorized as either "High" or "Other/Lower" priority. Applicants should identify the most closely aligned strategy(ies) from the plan and clearly demonstrate how the project supports the strategy(ies). To receive a "yes," the application must describe how project outcomes satisfy at least one "High" prioritized strategy.	
Factor #3: Service Coordination	
Does the applicant demonstrate that they coordinate with other transportation programs serving similar populations within a similar geographic area, including public transit, **and** avoid unnecessary duplication in services? If other programs serve similar populations within a similar geographic area, does this project demonstrate how it fills a remaining gap or disparities for priority populations that are not met by the other transportation programs? **Evaluation Method:** A project will receive a "Yes" if it: • **Clearly explains how the service or program is coordinated with services in or near the service area** or programs similar in nature**,** including those provided	Response should be provided in "Scope of Work: Special Needs Transportation" section. Also, further address how your project supports and interacts with other existing transportation programs in the "Planning and Coordination: Project Coordination" section.

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
by public transit (e.g., bus, light rail, paratransit, microtransit, travel training); **and** • **Demonstrates that any overlapping services or programs are not unnecessarily duplicative.** Projects must explain how the project enhances or fills gaps in existing services. Simply stating that services are not duplicative is insufficient to get a "Yes." A project will receive a "No" if it does not meet the above criteria. **Guidance:** Projects should list any existing services that overlap with the proposed project and describe key differences, such as service area, rider eligibility, hours of operation, or vehicle capabilities (e.g., to transport mobility devices). The application should demonstrate how the service fills the gap that is not addressed by existing services. For example, a mobility management application might explain how its travel training services differ from those offered by a transit agency in the area. **If no overlapping services exist,** projects should state this and describe the most comparable service. • **Example:** No other similar transit or specialized transportation provider operates in our service area. The nearest option is provided by Transit Agency A, which operates only four trips per day on weekdays, and the closest stop is 12 miles away from our community.	
Factor #4: Performance Measures and Targets	
Does the application provide required performance data, set targets for all required measures, **and** include priority population details* for at least one required performance measure?	**Operating and Capital projects:** Required performance measures and targets, including priority population details, should be

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
Evaluation Method: A project will receive a "Yes" if it: • **Provides required performance data** (see guidance below); • **Includes priority population details*** for at least one required measure OR a standalone community impact measure; **and** • **Sets targets for all measures**. A project will receive a "No" if it does not meet the above criteria. ***Priority Population Details:** To ensure the region is prioritizing projects that serve priority populations, PSRC is asking applicants to add details about the number or share of individuals from priority populations served by the project. **If a proposed project serves priority populations only,** applicants should indicate that clearly. **Priority Populations are defined in the Coordinated Mobility Plan.** They include older adults, youth, people with low incomes, people with disabilities, people with limited English proficiency, and tribes. PSRC recognizes and respects the full sovereignty of each Tribe and their traditional lands located within the jurisdictional boundaries of PSRC members. Federally recognized tribes in the region can be found here: https://www.psrc.org/about-us/tribes. **Guidance: Existing/Sustaining** projects should include current performance data and targets for required measures **and** identify priority population details for at least one required measure based on the project type. **New/expansion projects** that do not have performance data yet should still include targets for the required measures, including priority population details. **Required Performance Measures for Operating Projects:** • Passenger trips; • Revenue vehicle miles;	provided in the "Service Level: Project Service Level Information" section. **Mobility Management projects:** Address required performance measures and targets, including priority population details, in the "Intended Outputs" and "Project Success Measurement" sections under "Measurable Outcomes." **Other project types (Small Construction or Planning)** or projects that need more space to address this factor, please use the "Supplemental Information" section.

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application

• Revenue vehicle hours (or revenue volunteer hours, if applying for volunteer transportation); and
• At least one priority population detail for one of the above measures.
  ○ **Example:** A total of 512 passenger trips were completed during the last biennium. Of those, 461 trips were taken by older adults and people with disabilities (90% of all trips). The target for the 2027-2029 biennium is 620 total trips, with at least 90% of those trips taken by older adults or people with disabilities.)
 	
Required Performance Measures for Capital Projects:
Capital projects must describe the operational service they will support to demonstrate the need for the project. Required performance measures are:
• Vehicle Useful Life Benchmark (ULB)[2] in years;
• Vehicle mileage;
• Vehicle year; and
• At least one priority population detail.
  ○ **Example:** Our nonprofit organization uses six ADA accessible vans to provide demand response transportation for individuals over 65 and those with disabilities. Two of our six vans are past the end of their ULB, each having over 140,000 miles on them. Another 3 vans are near their ULB, with one to two years of useful life remaining. Last year, our organization provided over 4,000 passenger trips. 100% of our riders are priority populations. With new vehicles, our organization plans to provide trips over 220,000 miles to these eligible riders during the 2027-2029 biennium.	

[2] ULB is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment.

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application

Required Performance Measures for <u>Mobility Management</u> Projects:
• **Information Referral & Assistance:**
  ○ Number of people or groups receiving trip planning services;
  ○ Number of referrals made; and
  ○ At least one priority population detail.
  ▪ **<u>Example</u>:** Fifty-two individuals with disabilities and their caregivers received trip planning assistance during the last biennium. The target for the next biennium is to increase this number by 30% (68 individuals with disabilities).
• **Mobility Coalitions:**
  ○ Number of mobility coalition meetings;
  ○ Number of mobility coalition participants;
  ○ Number of unique agencies represented at the meetings; and
  ○ At least one priority population detail.
  ▪ **<u>Example</u>:** Twelve world language organizations and three youth organizations attended the coalition meetings during the last biennium. The target for the 2027-2029 biennium is fifteen or more organizations representing world language and youth.
• **Travel Training:**
  ○ Number of training sessions provided;
  ○ Number of people or groups participated in training sessions; and
  ○ At least one priority population detail.
  ▪ **<u>Example</u>:** During the last biennium, 25 training sessions were provided to riders eligible for ADA paratransit. For the 2027-2029 biennium, our goal is to provide 40 or more training sessions through improved marketing and communications.	

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
As a reminder, WSDOT Consolidated Grant Quarterly Progress Reports allow projects to track progress toward performance measures. PSRC expects funded projects to report progress towards required measures through these quarterly reports.	
Factor #5: Community Support	
Does the application identify the priority populations served by the project, describe engagement with those populations, **and** explain how the project was informed by or responsive to that engagement? **Evaluation Method: A project will receive a "Yes" if it:** • **Identifies priority populations** served by the project with supportive information or data; • **Describes engagement with those priority populations,** including when it was conducted, for which community, the method used for engagement (e.g., accessible meetings, survey, interviews, compensation), and the number of people reached; **and** • **Clearly explains how the project will address gaps or priorities identified** through engagement. Simply stating that engagement occurred or a survey conducted, with little or no detail, is not sufficient. A project will receive a "No" if it does not meet the above criteria. **Guidance:** While ongoing engagement with community members is encouraged, it does not need to be conducted specifically for this project by the project sponsor. Engagement approaches may vary based on project type and scale, and engagement conducted by partner organizations or other agencies is acceptable and will not affect the assessment.	Projects should clearly identify key priority populations, including tribes, served by the project, describe engagement with those populations, and how the project addresses gaps in the "Vulnerable Populations in Overburdened Communities & Tribes: Inclusive Outreach in Planning" section.

Regional Priority Ranking Factors	Where to address the factor in the WSDOT Application
If engagement indicates gaps or disparities in the existing system, the application must clearly describe how the project will improve those gaps for priority populations within the service area: • **Sustaining Projects:** should demonstrate how the project continues to respond to input from priority populations using the service, and how that feedback has informed ongoing improvements. • **New or Expansion Projects:** should describe feedback from priority populations, through engagement or surveys, and explain how their input helped shape the project. **Applications that simply reference regional resources or survey results without any relevant context will receive a "No."** For example, projects applying to serve priority populations in a specific community should reference engagement with people in that specific community, rather than relying solely on data or survey results. **Example:** Older adults and people with disabilities are the key priority populations served by the project. Over the last two years, we conducted four focus groups with these populations in our service area. From these conversations, the need for door-to-door demand response service in Community A and B was identified. While SMART deviated fixed-route service is available for people who can get to one of the stops, it does not meet the needs of those who require assistance leaving their home, especially older adults with limited mobility. This project will fill that gap by providing door-to-door service during weekdays in communities A and B. This example clearly identifies the priority populations served by the project and demonstrates how the agency used engagement to improve service gaps based on the community's feedback.	

Attachment C: Meeting Procedures for 2027-2029 Regional Priority Ranking Recommendations

The meeting will begin promptly at 9:30 am on Wednesday, November 18, 2026, and will be conducted via Zoom. The committee will take necessary breaks at regular intervals, as needed, until it is able to produce a recommendation for the allocation of regional priority rankings.

PURPOSE AND OUTCOMES

- The committee will recommend regional priority rankings for projects seeking funding from WSDOT's 2027-2029 Consolidated Grant program. PSRC can distribute 19 ABC rankings for the 2027-2029 biennium which will add extra points to the statewide evaluation:
    - 6 "A" rankings
    - 7 "B" rankings
    - 6 "C" rankings
    - Unlimited "D" rankings (0 extra points added to the statewide score)

- For projects seeking four years of funding, the committee shall identify whether to allow the regional priority ranking to be used for the full four years or only for a two-year period.

  NOTE: When a regional priority ranking is awarded for a four-year period (two biennia, 2027-2029 & 2029-2031), the PSRC region loses that ranking for the 2029-2031 biennium in 2028. In other words, a regional priority ranking used for four years does not become available to the region again until that four-year period is over.

- The committee will submit its recommendation to PSRC's Transportation Policy Board.

EXPECTATIONS

Meeting Decorum

- Committee members agree to keep an open mind and identify their interests and objectives.

- Committee members agree to respect each other's opinions and make an effort to understand and accurately characterize the views of other members. Members will operate in a consistently constructive manner.

- Discussion will be conducted professionally with a focus on project merits regardless of project type, in a respectful and mindful manner. Committee members will consider regional benefits and priorities when developing recommendations, rather than focusing on a single county or local community.

- Only voting members or their alternates (in the absence of the voting member) will be permitted to make motions or take votes. No questions or comments will be permitted from non-voting members, other than PSRC or WSDOT staff, during the committee deliberations.

- Project sponsors may be present for the deliberations. However, out of fairness to those unable to attend, project sponsors will not be asked to respond to project-specific questions posed by committee members. Instead, committee members will rely on applications and presentation materials to develop recommendations. Committee members who are also project sponsors should not advocate for their own projects.

- The committee will conduct its deliberations in an open discussion with no pre-determined outcome. Pre-determined ranking packages will not be considered.

- Please keep in mind that final project eligibility and partial funding decisions are the purview of WSDOT. The committee should focus on the task at hand to determine regional priority rankings of projects.

- During breaks, the committee members will not discuss priority ranking recommendations.

- The committee shall strive to reach informed consent on the issues before them, through a cooperative problem-solving process. Consensus is not unanimity, but substantial agreement that the group can move forward. Voting shall be transacted by motion that may be made by any voting member in attendance (or alternate if the voting member is absent) and shall require a second. Voting on all motions shall be by roll call. The facilitator shall call for the vote of each member and the vote shall be recorded.

MEETING PROCEDURES

- PSRC staff will facilitate the meeting.

- PSRC staff will present a summary of applied projects and staff assessment on how project applications addressed the Regional Priority Ranking Factors (outlined in Attachment B) that the committee agreed to use for PSRC staff assessment.

  Note: This summary is also shared with the committee before the deliberation in Attachment A. The summary will show an initial array of projects based on five ranking factors. The staff review results are final and there will be no discussion or debate on an individual project.

- After a presentation of the materials provided to the committee, the facilitator will ask if any project sponsors wish to voluntarily withdraw any projects or provide any other relevant information to inform the regional priority ranking recommendation.

- Then, the facilitator will ask the committee if there are any “additional considerations for deliberation” the committee wishes to use to help in their decisions. The additional considerations should not duplicate the regional priority ranking factors that are already used for PSRC’s assessment.

- The committee will openly discuss all project requests for consideration. If a higher-ranking project was skipped over or provided a lower ranking than the initial ranking, an explanation is required by using the agreed-upon “additional considerations for deliberation.”

POST-MEETING EXPECTATIONS AND OUTCOMES

- PSRC staff will prepare the meeting summaries, including the priority ranking results and committee recommendations, for reporting to the Transportation Policy Board (January 14, 2027) and Executive Board (January 28, 2027). There will be public comment opportunities at these meetings.

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027	Priority Ranking for 2027-2029
2-Year and 4-Year Projects (2025-2027 & 2027-2029 Biennia)											
Catholic Community Services of King County	Catholic Community Services - Volunteer Services	Volunteer Services provides low-income older adults and adults with disabilities in rural and urban areas of 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.	Operations	King	Sustaining	4-year	$ 116,980	$ 116,980	$ 122,651	**A**	**A**
Homage	Transportation Assistance Program (TAP) Sustain	Sustain Homage's 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. Clients can get to medical appointments, work, shopping/ activities, enabling them to maintain their independence.	Operations	Snohomish	Sustaining	4-year	$ 1,953,612	$ 1,953,612	$ 2,137,428	**A**	**A**
Mt. Si Senior Center	Sustain SVT Operations M-F	Sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	Operations	Multi-County	Sustaining	2-year	$ 2,110,365	$ 2,110,365	$ -	**A**	
Homage	Transportation Assistance Program - 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) Saturday availability, 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.	Operations	Snohomish	Expansion	2-year	$ 766,100	$ 766,100	$ -	**B**	
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.	Operations	Pierce	Expansion	2-year	$ 582,460	$ 582,460	$ -	**B**	
Sound Generations	Hyde Shuttle - Eastside	To provide operating funds for a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use transit such as bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit, or too frail to use them.	Operations	King	Sustaining	2-year	$ 724,857	$ 724,857	$ -	**B**	

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027	Priority Ranking for 2027-2029
2-Year and 4-Year Projects (2025-2027 & 2027-2029 Biennia)											
Foundations of MultiCare	PACE Senior Transportation	The All-inclusive Care for the Elderly (PACE) program is a Medicare and Medicaid program that helps people meet their healthcare needs in the community instead of going to a nursing home or other care facility. Services include transportation to medical and non-medical appointments, supporting transportation costs is the basis of our request.	Mobility Management	Multi-County	Sustaining*	2-year	$ 1,800,000	Not Funded	$ -	**C**	
Mt. Si Senior Center	Sustain WEEKEND services	Continue to provide weekend ADA-accessible demand response and deviated route services to transit-dependent individuals in incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall, and Monroe. Operating hours are Saturday and Sunday, 6:00am to 8:00pm.	Operations	Multi-County	Sustaining	2-year	$ 713,408	$ 713,408	$ -	**C**	
Muckleshoot Indian Tribe	Muckleshoot Transportation Project	To provide transportation services to overburdened populations to vital destinations. Commuter routes and demand-response services ensure community members can access healthcare, employment, and essential services. The Muckleshoot Tribal Transit provides fare free transportation.	Operations	Multi-County	Sustaining	2-year	$ 1,425,000	Not Funded	$ -	**C**	
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.	Mobility Management	Pierce	Sustaining	4-year	$ 210,257	$ 210,257	$ 223,746	**C**	**C**
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 people; and to educate and train community members and local agency staff in understanding the best transportation options for their needs.	Mobility Management	Snohomish	Sustaining	2-year	$ 518,388	$ 518,388	$ -	**C**	
AbleLight	Vehicle Replacement, Transportation for Adults with Developmental Disabilities	The project will provide safe, accessible transportation for 12 people with developmental disabilities at residential group homes in Renton, WA. Funds will be used to replace three aging vehicles with new vans that have increased wheelchair capacity so all clients can benefit from 24/7 transportation support to help them lead healthy, fulfilling lives.	Capital	King	Sustaining*	2-year	$ 211,965	Not Funded	$ -	**D**	

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027	Priority Ranking for 2027-2029
2-Year and 4-Year Projects (2025-2027 & 2027-2029 Biennia)											
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.	Operations	Snohomish	Sustaining	2-year	$ 64,262	$ 64,262	$ -	**D**	
City of Issaquah	Metro Flex On-Demand Mobility Service Pilot	Issaquah's Metro Flex is an on-demand transit service for residents and visitors. Operating weekdays 7 AM-6 PM and Saturdays 9 AM-6 PM, it provides rides within Issaquah for the cost of a bus fare. Users can book rides via an app or phone, ensuring equitable, convenient, and affordable travel within the local Issaquah-Sammamish service area.	Operations	King	Sustaining*	2-year	$ 531,564	Not Funded	$ -	**D**	
Homage	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.	Capital	Snohomish	Sustaining	2-year	$ 298,860	$ 298,860	$ -	**D**	
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 allow target populations to move freely around Central Puget Sound.	Mobility Management	King	New	2-Year	$ 364,949	$ 364,949	$ -	**D**	
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 incorporated and unincorporated rural areas including North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	Capital	Multi-County	Sustaining	2-year	$ 536,760	$ 536,760	$ -	**D**	
Northshore Senior Center	Expansion of Deviated Fixed-Route Specialized Transportation in the Mill Creek Area of Snohomish County	Northshore Senior Center will expand access to mobility services for seniors and people with disabilities between Mill Creek (Snohomish) and Bothell (King/Snohomish).	Operations	Multi-County	Expansion	2-year	$ 128,000	$ 128,000	$ -	**D**	
Northshore Senior Center	Replace 4 Gas Powered Medium-Duty Cutaway Vehicles	Purchase four (4) replacement gas powered medium duty lift-equipped vehicles	Capital	Multi-County	Sustaining	2-year	$ 438,000	Not Funded	$ -	**D**	

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027	Priority Ranking for 2027-2029
2-Year and 4-Year Projects (2025-2027 & 2027-2029 Biennia)											
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, Tideflats, and Gig Harbor.	Operations	Pierce	Sustaining*	2-year	$ 2,828,805	$ 2,435,696	$ -	**D**	
Pierce Transit	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Pierce Transit proposes to sustain Runner, its flexible, on-demand, and affordable microtransit 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 low-income families.	Operations	Pierce	Expansion	2-year	$ 1,207,149	$ 1,079,244	$ -	**D**	
TranServe PNP	Beyond the Borders Replacement Vehicles	Obtain vehicles to support the Beyond the Borders contract by awarding vehicles to be used by the provider Around the Sound (ATS) Transportation. TranServe will identify vehicles and equipment needed to improve and/or maintain operations.	Capital	Pierce	Sustaining	2-year	$ 905,926	Not Funded	$ -	**D**	
TranServe PNP	MultiCare PACE/ADH Vehicle Replacement 2024	Obtain vehicles to support the PACE ADH Program by providing service vehicles to Around the Sound (ATS). TranServe will work with MultiCare to ensure its highly vulnerable adults are properly transported by ATS.	Capital	Multi-County	Sustaining	2-year	$ 602,270	Not Funded	$ -	**D**	
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.	Mobility Management	Snohomish	Sustaining*	2-year	$ 519,061	$ 519,061	$ -	**D**	
						TOTAL	**$ 19,039,937**	**$ 12,604,198**	**$ 2,483,825**		

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027
4-Year Continuing Projects (2023-2025 & 2025-2027 Biennia)										
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.	Operating	Pierce	Sustaining	4-year	$ 351,972	$ 351,972		**A**
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.	Mobility Management	Multi-County	Sustaining	4-year	$ 206,141	$ 206,141		**C**
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.	Mobility Management	Multi-County	Sustaining	4-year	$ 584,539	$ 584,539		**C**
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.	Mobility Management	King	Sustaining	4-year	$ 1,016,318	$ 1,016,318		**B**
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.	Operating	King	Sustaining	4-year	$ 669,920	$ 669,920		**B**
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.	Operating	Multi-County	Sustaining	4-year	$ 137,500	$ 137,500		**B**

Sponsor	Project Title	Description	Project Type	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds Requested for 2025-27	Funds Awarded for 2025-27	Funds Requested for 2027-29	Priority Ranking for 2025-2027
4-Year Continuing Projects (2023-2025 & 2025-2027 Biennia)										
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.	Operating	Pierce	Sustaining	4-year	$ 2,072,982	$ 1,868,950		**A**
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.	Operating	Multi-County	Sustaining	4-year	$ 811,200	$ 811,200		**A**
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.	Operating	King	Sustaining	4-year	$ 2,146,941	$ 2,146,941		**A**
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.	Mobility Management	Pierce	Sustaining	4-year	$ 345,522	$ 345,522		**B**
						TOTAL	**$ 8,343,035**	**$ 8,139,003**		

Summary of Final Awards and Regional Priority Rankings Distributed for 2025-2027 & 2027-2029

2025-2027 Biennium

2025-2027 Award Total			%
King	$	5,039,965	24.3%
Pierce	$	6,874,101	33.1%
Snohomish	$	3,601,222	17.4%
Multi	$	5,227,913	25.2%
Total	**$**	**20,743,201**	**100%**

2025-2027 Award Total			%
Operations	$	10,674,984	72.3%
Mobility Management	$	3,246,114	22.0%
Capital	$	835,620	5.7%
Total	**$**	**14,756,718**	**100%**

Rankings Used	A	B	C	D
King	2	3	0	3
Pierce	2	2	1	3
Snohomish	1	1	1	2
Multi	2	1	5	4
Total	**7**	**7**	**7**	**12**

Funds Awarded	A	B	C	D
King	$ 2,263,921	$ 2,411,095	$ -	$ 364,949
Pierce	$ 2,220,922	$ 927,982	$ 210,257	$ 3,514,940
Snohomish	$ 1,953,612	$ 766,100	$ 518,388	$ 363,122
Multi	$ 2,921,565	$ 137,500	$ 1,504,088	$ 664,760
Total	**$ 9,360,020**	**$ 4,242,677**	**$ 2,232,733**	**$ 4,907,771**

2027-2029 Biennium

2027-2029 Award Total			%
King	$	122,651	4.9%
Pierce	$	223,746	9.0%
Snohomish	$	2,137,428	86.1%
Multi	$	-	0.0%
Total	**$**	**2,483,825**	**100%**

2027-2029 Award Total			%
Operations	$	2,260,079	91.0%
Mobility Management	$	223,746	9.0%
Capital	$	-	0.0%
Total	**$**	**2,483,825**	**100%**

Rankings Used	A	B	C	D
King	1	0	0	0
Pierce	0	0	1	0
Snohomish	1	0	0	0
Multi	0	0	0	0
Total	**2**	**0**	**1**	**0**
Available Rankings for 2027-2029	8	7	7	Unlimited
Remaining Rankings for 2027-2029	**6**	**7**	**6**	**Unlimited**

Funds Awarded	A	B	C	D
King	$ 122,651.00			
Pierce			$ 223,746.00	
Snohomish	$ 2,137,428.00			
Multi				
Total	**$ 2,260,079.00**	**$ -**	**$ 223,746.00**	**$ -**

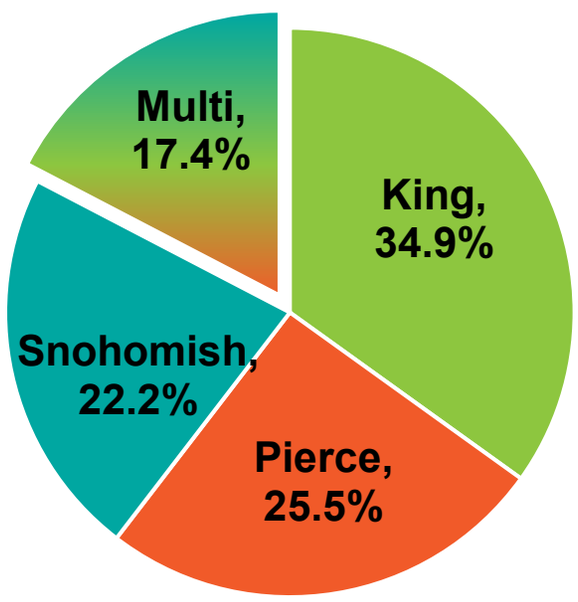
Attachment E: Cumulative Awards and Rankings by County

Cumulative Award Total, 2007-2029* (including contingency funds)

*=total award amount includes the final amount awarded for the 2027-2029 biennium in 2024.

	Total Award Amount	*%*
King	$ 36,048,464	**34.9%**
Pierce	$ 26,338,791	**25.5%**
Snohomish	$ 22,934,675	**22.2%**
Multi	$ 17,923,590	**17.4%**
TOTAL	**$ 103,245,520**	**100%**

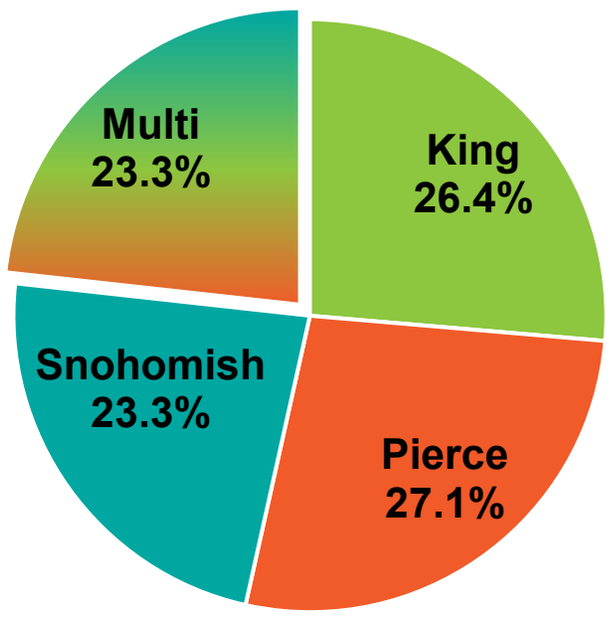
Cumulative Award Total (2007-2029)



Regional Priority Rankings Allocated by County, 2011-2027

County		A	B	C	Total
King	Number of Rankings	17	9	8	**34**
	Total Award Amount	$ 13,459,515	$ 7,210,667	$ 919,661	**$ 21,589,843**
Pierce	Number of Rankings	11	16	8	**35**
	Total Award Amount	$ 8,261,631	$ 3,634,363	$ 2,838,276	**$ 14,734,270**
Snohomish	Number of Rankings	7	12	11	**30**
	Total Award Amount	$ 9,442,704	$ 2,708,310	$ 1,624,151	**$ 13,775,165**
Multi	Number of Rankings	11	5	14	**30**
	Total Award Amount	$ 8,096,259	$ 435,507	$ 3,030,741	**$ 11,562,507**

Cumulative ABC Rankings Total (2011-2029)



Attachment F: Demographics by County (2008, 2016 & 2025)

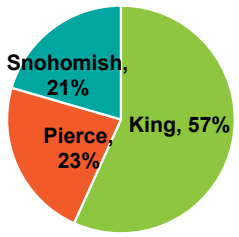
2008	Total Population	
	Count	*%*
King	1,863,200	**57%**
Pierce	746,500	**23%**
Snohomish	673,200	**21%**
TOTAL	**3,282,900**	**100%**

Source: 2008 Census, ACS 1-Year Estimates, Table B18101

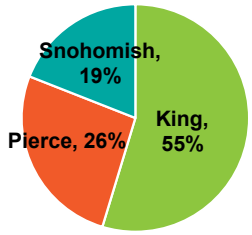
2008	Total Older Adults 65+ and People with Disabilities		
	Count	*%*	*% within County*
King	307,300	**55%**	16%
Pierce	147,600	**26%**	20%
Snohomish	107,000	**19%**	16%
TOTAL	**561,900**	**100%**	

Source: 2008 Census, ACS 1-Year Estimates, Table B18101

Total Population (2008)



Total 65+ and People with Disabilities (2008)



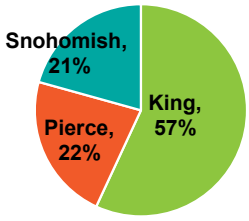
2016	Total Population	
	Count	*%*
King	2,137,700	**57%**
Pierce	840,900	**22%**
Snohomish	776,800	**21%**
TOTAL	**3,755,400**	**100%**

Source: 2016 Census, ACS 1-Year Estimates, Table B18101

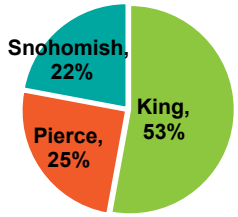
2016	Total Older Adults 65+ and People with Disabilities		
	Count	*%*	*% within County*
King	388,000	**53%**	18%
Pierce	183,900	**25%**	22%
Snohomish	161,800	**22%**	21%
TOTAL	**733,700**	**100%**	

Source: 2016 Census, ACS 1-Year Estimates, Table B18101

Total Population (2016)



Total 65+ and People with Disabilities (2016)



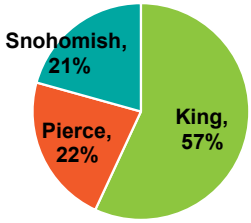
2025	Total Population	
	Count	*%*
King	2,332,600	**57%**
Pierce	915,700	**22%**
Snohomish	864,100	**21%**
TOTAL	**4,112,400**	**100%**

Source: 2025 Census, ACS 1-Year Estimates, Table B18101

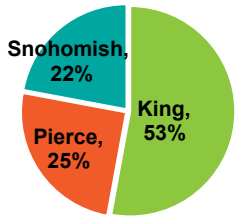
2025	Total Older Adults 65+ and People with Disabilities		
	Count	*%*	*% within County*
King	503,000	**53%**	22%
Pierce	233,600	**25%**	26%
Snohomish	203,700	**22%**	24%
TOTAL	**940,300**	**100%**	

Source: 2025 Census, ACS 1-Year Estimates, Table B18101

Total Population (2025)



Total 65+ and People with Disabilities (2025)



				Existing Vehicles							
Sponsor	Project Title	Number of Vehicles to Replace/Purchase	Requested Funding Amount	Vehicle Type	Year	Make/Model	Remaining Useful Life	Current Mileage	Vehicle Miles (2025-2027 Current Estimate)	Vehicle Miles (2027-2029 Projected)	% Change
Homage Senior Services	Homage Transportation Assistance Program Fleet Replacement Project	1	$ 126,850	Medium-duty Cutaway	2017	Ford 450 Glavel Commute	0	251,124	63,000	66,000	4.8%
Northshore Senior Center	Northshore Senior Center Replace 4 Transit Vehicles - Capital	4	$ 359,612	Medium-duty Cutaway	2011	Ford Goshen	0	209,000	100,000	103,000	3.0%
				Medium-duty Cutaway	2011	Ford Goshen	0	150,000			
				Medium-duty Cutaway	2011	Ford Goshen	0	180,000			
				Medium-duty Cutaway	2011	Ford Goshen	0	155,000			
TranServe	Beyond the Borders 2027	5	$ 639,335	Medium-duty Cutaway	2018	Ford E 450	-1	225,403	680,485	697,527	2.5%
				Medium-duty Cutaway	2018	Ford E 450	-1	230,620			
				Medium-duty Cutaway	2012	Ford E 450	-1	317,686			
				ADA Raised-Roof Van	2019	Ford Transit	-1	270,275			
				ADA Raised-Roof Van	2019	Ford Transit	2	212,000			
TranServe	PACE Adult Day Health 27-29	8	$ 1,023,456	Medium-duty Cutaway	2006	Ford E 450	-2	588,368	336,210	363,106	8.0%
				Medium-duty Cutaway	2002	Ford E 450	-2	447,546			
				Medium-duty Cutaway	2004	Ford E 450	-2	431,640			
				Medium-duty Cutaway	2004	Ford E 450	-2	381,684			
				Medium-duty Cutaway	2004	Ford Transit	-2	381,684			
				Medium-duty Cutaway	2006	Ford E 450	-1	350,741			
				Medium-duty Cutaway	2006	Ford E 450	-1	350,741			
				ADA Minivan	2017	Toyota Sienna	2	279,676			

Service Level Summary (Operating and Capital Projects Only)

						Service Level - Operations (2025-2027 Current Estimate)				Service Level - Operations (2027-2029 Projected)				% of Change				Budget		
Sponsor	Project Title	County	Project Type		Duration of Project	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Funds requested for 2027-2029	Variance between 2025-27 vs. 2027-29 (%)	% Match 2027-29
			Sustaining, Expansion, or New	Capital, Operation, Mobility Management or Planning																
Catholic Community Services of Western Washington - Pierce County	Pierce County Volunteer Transportation Services (VTS)	Pierce	Sustaining	Operation	4-year		66,000	6,960	2,400		68,000	8,400	2,445		3.03%	20.69%	1.88%	$ 325,631	17.21%	28.25%
Homage Senior Services	Homage Transportation Assistance Program Fleet Replacement Project	Snohomish	Sustaining	Capital/Vehicles	2-year	2,800	63,000	3,200	0	3,000	66,000	3,400	3,400	7.14%	4.76%	5.07%	4.98%	$ 126,850	-	13.62%
Homage Senior Services	Transportation Assistance Program: Sustaining Expanded Rural and Regional Mobility	Snohomish	Sustaining	Operation	2-year	5,950	105,265	6,020	2,710	6,245	110,525	6,325	2,845	4.96%	5.00%	5.07%	4.98%	$ 873,000	7.98%	10.01%
King County Metro Transit	Sustain Hyde Shuttle Service	King	Sustaining	Operation	4-year	23,465	172,055	23,104		24,638	180,658	24,259		5.00%	5.00%	5.00%		$ 731,904	10.00%	55.00%
Mt Si Senior Center	Sustain Snoqualmie Valley Transportation	Multi-County	Sustaining	Operation	2-year	38,613	634,764	86,038		41,133	684,000	90,000		6.53%	7.76%	4.60%		$ 2,814,933	6.71%	53.03%
Northshore Senior Center	Northshore Senior Center Transportation Operations	Multi-County	Sustaining	Operation	4-year	28,000	265,000	38,000	250	29400	278,250	39,900	800	5.00%	5.00%	5.00%	220.00%	$ 699,175	7.09%	58.36%
Northshore Senior Center	Northshore Senior Center Replace 4 Transit Vehicles - Capital	Multi-County	Sustaining	Capital/Vehicles	2-year	10,000	100,000	14,000		10,300	103,000	14,420		3.00%	3.00%	3.00%		$ 359,612	-	10.01%
Pierce County Human Services	Beyond the Borders	Pierce	Sustaining	Operation	4-year	17,000	38,000	25,900		18,600	41,700	28,450		9.41%	9.74%	9.85%		$ 2,729,531	10.00%	22.04%
Pierce Transit	2027-2031 Pierce Transit Consolidated Operating Grant--Runner (Spanaway/Gig Harbor/Ruston/Tideflats)	Pierce	Sustaining	Operation	4-year	68,210	1,014,264	62,698		75,031	1,115,690	68,968		10.00%	10.00%	10.00%		$ 5,695,641	13.76%	10.00%
Pierce Transit	2027-2029 Pierce Transit Consolidated Operating Grant--Runner (Puyallup)	Pierce	Sustaining	Operation	2-year	28,176	184,096	53,994		35,568	529,964	62,688		26.24%	187.87%	16.10%		$ 2,849,984	30.55%	5.00%

Service Level Summary (Operating and Capital Projects Only)

						Service Level - Operations (2025-2027 Current Estimate)				Service Level - Operations (2027-2029 Projected)				% of Change				Budget		
Sponsor	Project Title	County	Project Type		Duration of Project	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Passenger Vehicle Hours	Passenger Vehicle Miles	Passenger Trips	Volunteer Hours	Funds requested for 2027-2029	Variance between 2025-27 vs. 2027-29 (%)	% Match 2027-29
			Sustaining, Expansion, or New	Capital, Operation, Mobility Management or Planning																
Puget Sound Educational Service District	Road to Independence (RTI)	Multi-County	Sustaining	Operation	4-year	1,630	43,036	5,150		2,080	65,536	5,450		27.61%	52.28%	5.83%		$ 749,819	11.82%	55.60%
Snoqualmie Indian Tribe	Snoqualmie Tribe's Snoqualmie Valley Transportation afternoon evening service expansion	King	Expansion	Operation	2-year	0	0	0		11,440	93,600	11,700		0.00%	0.00%	0.00%		$ 589,000	-	5.00%
Sound Generations	Hyde Shuttle - Eastside	King	Sustaining	Operation	4-year	10,772	121,552	11,838		11,311	127,630	12,430		5.00%	5.00%	5.00%		$ 1,141,470	21.78%	14.25%
Sound Generations	Hyde Shuttle - Original	King	Sustaining	Operation	4-year	67,174	505,560	79,410		70,533	530,838	83,380		5.00%	5.00%	5.00%		$ 3,314,069	8.21%	69.83%
TranServe	Beyond the Borders 2027	Multi-County	Sustaining	Capital/Vehicles	2-year	23,015	680,485	55,000		23,250	697,527	59,700		1.02%	2.50%	8.55%		$ 639,335	-	10.00%
TranServe	PACE Adult Day Health 27-29	Multi-County	Sustaining	Capital/Vehicles	2-year	35,175	336,210	49,200		40,005	363,106	55,104		13.73%	8.00%	12.00%		$ 1,023,456	-	10.00%

Attachment I: Projects Potentially Eligible for Federal Transit Administration (FTA) Traditional Section 5310 Funds

One of the federal funding sources under the WSDOT Consolidated Grant is Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. **At least 55%** of the Section 5310 funds must be apportioned to **"Traditional"** projects and **up to 45%** of funds can be apportioned to **"Other 5310"** (non-traditional) projects.

Eligible "Traditional" projects are capital activities (purchasing vehicles or equipment), contracting for transportation services ("acquisition of transportation service"), and mobility management. Since the 55% requirement is a floor, not a ceiling, operations (contract for services) and mobility management projects may be eligible under both Traditional and Other 5310 categories.

Of the 28 projects reviewed for the 2027-2029 biennium, PSRC has determined that **16 projects** will likely be eligible for Traditional 5310 funds based on past project eligibility determinations by WSDOT. See **Table 1** below for the list of potentially eligible projects:

Table 1. Projects Potentially Eligible for FTA Traditional Section 5310 Funds

Sponsor	Project Title	Project Type	Funds requested for 2027-2029
Catholic Community Services of King County	ORCA Expansion	Mobility Management	$ 332,750
Homage Senior Services	Homage Transportation Assistance Program Fleet Replacement Project	Capital	$ 126,850
Hopelink	Central Puget Sound One-Call/One-Click	Mobility Management	$ 695,397
Hopelink	Mobility Management in King County	Mobility Management	$ 1,681,359.86
Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	Mobility Management	$ 220,703
King County Metro Transit	Sustain Hyde Shuttle Service	Operating (Contract for Services)*	$ 816,750
King County Metro Transit	Sustain RideshareOnline.com as a TDM and Ridesharing Platform	Mobility Management	$ 731,904

Sponsor	Project Title	Project Type	Funds requested for 2027-2029
Northshore Senior Center	Northshore Senior Center Replace 4 Transit Vehicles - Capital	Capital	$ 359,612
Pierce County Human Services	Beyond the Borders	Operating (Contract for Services)*	$ 2,729,531
Pierce Transit	2027-2029 Pierce Transit Consolidated Operating Grant--Runner (Puyallup)	Operating (Contract for Services)*	$ 2,849,984
Pierce Transit	2027-2031 Pierce Transit Consolidated Operating Grant--Runner (Spanaway/Gig Harbor/Ruston/Tideflats)	Operating (Contract for Services)*	$ 5,695,641
SNOTRAC	Snohomish County Mobility Management & Navigation	Mobility Management	$ 570,226.8
TranServe PNP	Beyond the Borders 2027	Capital	$ 639335
TranServe PNP	PACE Adult Day Health 27-29	Capital	$ 1,023,456
United Way of Pierce County	Access Pierce Transportation Navigation Center (formerly South Sound 211)	Mobility Management	$ 394,549
Volunteers Of America Western Washington	Snohomish County "One Call" VOA Connect Transportation Navigation	Mobility Management	$ 564,696.59

***** indicates the projects considered "acquisition of transportation services under contract, lease, or other arrangement" as identified in Section 5310 FTA C 9070.1H Circular.

NOTE: This attachment reflects PSRC staff's understanding of eligibility for FTA Section 5310. The Consolidated Grant program combines several state and federal funding sources into a single grant application. Final decisions on eligibility and applicability for all projects will be made by WSDOT, as part of their funding authority process.

As a further caveat to this information, WSDOT has indicated to PSRC staff that any new applicants to the state Consolidated Grant competition that win an award will not be awarded federal funding in their first biennium. Therefore, any new applicants on the above list may be technically eligible by federal eligibility guidance, but will need to compete for state funds in the first biennium.

Attachment J: CMAC Membership (November 2026)

Representation	Name	Representation	Name
King County		**Snohomish County**	
King County Metro (1)	Scott Weinberger	Community Transit/Everett Transit (1)	Brendan Works, Community Transit
	Nick Abel (Alt.)		Jenny Hayslip, Everett Transit
KCMC (1)	Anny Smith	SNOTRAC (1)	Brock Howell
	Staci Sahoo, Hopelink (Alt.)		Amanda Dodd, Snotrac Board President (Alt.)
Seattle-King County Aging and Disability Services (1)	Blake Matthews	Snohomish County Long-Term Care and Aging (1)	Jessica Burt
	VACANT (Alt.)		Cole Caplan (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, Mayor of Arlington and disability advocate (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by KCMC**	Phirun Lach, Sound Generations	Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by SNOTRAC**	Melissa Johnson, Snow Goose Transit
	Amy Biggs, Snoqualmie Valley Transportation (Alt.)		VACANT (Alt.)
Pierce County		**Kitsap County**	
Pierce Transit (1)	Dorian Esper-Taylor	Kitsap Transit ^ (1)	Michael Bozarth
	Ausha Potts (Alt.)		Jeff Vinecourt (Alt.)
Representative from PC Human Services (f/k/a PCCC) (1)	Daeveene May, Pierce County Human Services	KIRN ^ (1)	VACANT
	Jodie Moody, Catholic Community Services (Alt.)		VACANT (Alt.)
Pierce County Aging and Disability Resources (1)	Brian Guthrie	Kitsap County Dept. of Aging and Long-Term Care ^ (1)	VACANT
	Shannon McKinney (Alt.)		VACANT (Alt.)
Pierce County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)	Blake Duarte	Kitsap County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities ^ (1)	VACANT
	Monique Patel, Pierce County- Developmental Disabilities (Alt.)		VACANT (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by PCCTC**	Steve Hutchins, Around the Sound	Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by Kitsap Group** ^	VACANT
	Shawn Paton, UWPC (Alt.)		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.)
	Susan Carter, Hopelink	Puyallup Tribe of Indians (1)	VACANT
	Darryl Sierra, Hopelink (Alt.)		VACANT (Alt.)
Washington State Ferries (1)	Ozzy Servais	The Suquamish Tribe (1)	VACANT
	VACANT (Alt.)		VACANT (Alt.)
Sound Transit (1)	VACANT	The Tulalip Tribes (1)	VACANT
	Emilie Pelfrène (Alt.)		VACANT (Alt.)
Puget Sound Educational Services District (1)	Jacque Mann	**NON-VOTING/PARTNER MEMBERSHIP**	
	Davina Miller-Leach (Alt.)	WSDOT Community Transportation Planner – King/Pierce (1)	Matthew Cramer
		WSDOT Community Transportation Planner – Kitsap (1)	Laura Moxham
		WSDOT Community Transportation Planner – Snohomish (1)	Katie Stanford

*****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 english proficiency groups.

** Representative is chosen by local Tribal Transportation Planning Organizations (TTPO)

^Role does not include WSDOT Consolidated Grant Voting

Puget Sound Regional Council

AT WORK

Coordinate Mobility and Accessibility Committee
September 16, 2026
Remote Only

Additional Considerations for Regional Priority Ranking Deliberation

PSRC staff reviewed the purpose of additional considerations for deliberation and shared a list of additional considerations used in the past. Staff facilitated a discussion on potential considerations for the 2027-2029 Consolidated Grant biennium.

The presentation is available on the PSRC website.

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

Initial Findings from 2025 Regional Household Travel Survey

Michael Jensen, PSRC, presented key takeaways from the 2025 Regional Household Travel Survey. He also shared highlights from the Safety and Security Survey which was conducted in September of 2025 to inform future work.

The presentation is available on the PSRC website.

For more information, contact Michael Jensen at MJensen@psrc.org.

Update on PSRC Regional Transit Access Tool

Gil Cerise, PSRC, provided an overview of the PSRC's Regional Transit Access Tool. The tool will be published in November with guidance.

The presentation is available on the PSRC website.

For more information, contact Gil Cerise at GCerise@psrc.org.

Agency Roundtable

Committee members, including representatives of mobility coalitions, provided updates on key work and activities.

Information Items

CMAC At Work –July 15, 2026

ATTACHMENTS

a. Member Attendance – September 19, 2026

CMAC Attendance Roster (Members and Alternates represented)

Date: September 16, 2026 9:30am - 11:30am

Online/Remote Meeting Only

Representation		Name
King County		
King County Metro (1)		Scott Weinberger
	x	Nick Abel (Alt.)
KCMC (1)	x	Anny Smith
	x	Staci Sahoo, Hopelink (Alt.)
Seattle-King County Aging and Disability Services (1)		Dinah Stephens
	x	Blake Matthews (Alt.)
King County Persons with Disabilities/Advocacy Groups for Persons with Disabilities (1)	x	Aaron Morrow, KCMC
	x	Dorene Cornwell, KCMC (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by KCMC**	x	Phirun Lach, Sound Generations
	x	Amy Biggs, Snoqualmie Valley Transportation (Alt.)
Pierce County		
Pierce Transit (1)		Dorian Esper-Taylor
		Ausha Potts (Alt.)
Representative from PC Human Services (f/k/a PCCC) (1)	x	Daeveene May, Pierce County Human Services
		Jodie Moody, Catholic Community Services (Alt.)
Pierce County Aging and Disability Resources (1)	x	Brian Guthrie
		Shannon McKinney (Alt.)
Pierce County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)	x	Blake Duarte
	x	Monique Patel, Pierce County- Developmental Disabilities (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by PCCTC**		Steve Hutchins, Around the Sound
		Shawn Paton, UWPC (Alt.)
Regional Representation		
Paratransit Services/Hopelink (2)		Ann Kennedy, Paratransit Services
		Christie Scheffer, Paratransit Services (Alt.)
	x	Susan Carter, Hopelink
		Darryl Sierra, Hopelink (Alt.)
Washington State Ferries (1)	x	Ozzy Servais
		VACANT (Alt.)
Sound Transit (1)		VACANT
		Emilie Pelfrène (Alt.)
Puget Sound Educational Services District (1)	x	Jacque Mann
		Davina Miller-Leach (Alt.)

Representation		Name
Snohomish County		
Community Transit/Everett Transit (1)		Brendan Works, Community Transit
	x	Jenny Hayslip, Everett Transit
SNOTRAC (1)	x	Brock Howell
		Amanda Dodd, Snotrac Board President (Alt.)
Snohomish County Long-Term Care and Aging (1)		Cole Caplan
		Michal Glauner (Alt.)
Snohomish County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)	x	Leigh Spruce, Arc of Snohomish County
		Don Vanney, Mayor of Arlington and disability advocate (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by SNOTRAC**		Melissa Johnson, Snow Goose Transit
		Vacant (Alt.)
Kitsap County		
Kitsap Transit ^ (1)		Michael Bozarth
	x	Jeff Vinecourt (Alt.)
KIRN ^ (1)		VACANT
		VACANT (Alt.)
Kitsap County Dept. of Aging and Long-Term Care ^ (1)		VACANT
		VACANT (Alt.)
Kitsap County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities ^ (1)		VACANT
		VACANT (Alt.)
Other People with Mobility and Accessibility Needs (1) *Available county seat to be chosen by Kitsap Group** ^		VACANT
		VACANT (Alt.)
Tribal Representation		
Muckleshoot Indian Tribe (1)		VACANT
		VACANT (Alt.)
Puyallup Tribe of Indians (1)		VACANT
		VACANT (Alt.)
The Suquamish Tribe (1)		VACANT
		VACANT (Alt.)
The Tulalip Tribes (1)		VACANT
		VACANT (Alt.)
NON-VOTING/PARTNER MEMBERSHIP		
WSDOT Community Transportation Planner – King/Pierce (1)	x	Matthew Cramer
WSDOT Community Transportation Planner – Kitsap (1)		Laura Moxham
WSDOT Community Transportation Planner – Snohomish (1)		Katie Stanford

*****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

** Representative is chosen by local Tribal Transportation Planning Organizations (TTPO)

^Role does not include WSDOT Consolidated Grant Voting