



Puget Sound Regional Council

Coordinated Mobility and Accessibility Committee Agenda

Date: December 10, 2024 from 9:00 a.m. to 3:00 p.m. (REVISED SCHEDULE)

Online Meeting Only: Use Zoom Connection Information Provided Below

1. Welcome and Introductions (9:00 a.m.) – Jean Kim, PSRC

2. Action: Approval of Meeting Summary September 18, 2024 (9:10 a.m.)*

3. Action: Consolidated Grant Regional Priority Ranking Recommendations for Projects Seeking Funding for 2025-27 Biennium/2025-29 Biennia (9:15 a.m.)*

PSRC staff will provide an overview of the process the committee will follow to prepare a regional priority ranking recommendation to the Transit Operators Committee. Then, the committee will have an opportunity to review agenda materials and identify additional factors for consideration in deliberation.

Per the attached meeting procedures, Jean Kim, PSRC, will facilitate the committee discussion and recommendation of rankings.

As a reminder, all project applications, presentations, and follow-up information can be found on PSRC's website at: <https://www.psrc.org/psrc-2025-27-consolidated-grant-applications>.

NOTE: The committee will take breaks, as needed.

4. Adjourn (3:00 p.m.)

The meeting can be extended until the final decision on regional priority ranking recommendations is made.

5. Next Meeting: Wednesday, January 15, 2025, from 9:30 a.m. to 11:30 a.m.

*Supporting materials attached

Zoom Connection:

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

Other Formats:

- Sign language and communication material in alternate formats can be arranged given sufficient notice by calling (206) 464-7090 or TTY Relay 711.

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Puget Sound Regional Council

Coordinated Mobility and Accessibility Committee Meeting Summary

Date: September 18, 2024 from 9:30 a.m. to 11:30 a.m.

Location: Remote – Online Meeting Only (Zoom Meeting)

Welcome and Introductions

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

Approval of Meeting Summary

The July 17, 2024 meeting summary was approved as presented.

Discussion: Initial 2023 PSRC Household Travel Survey Findings

Michael Jensen, PSRC, shared initial findings from the 2023 Household Travel Survey with a focus on the priority population's travel behavior and travel patterns, including mode share. The committee asked questions and PSRC staff provided responses.

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

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

Discussion: Regional Transportation Plan/Coordinated Mobility Plan Work Program and Schedule for CMAC

Jean Kim, PSRC, shared an outline of key Regional Transportation Plan topics that the committee will be asked to address, including key components of the Coordinated Mobility Plan such as mobility needs and prioritized strategies. Jean also shared a draft schedule for how future committee meetings will address those topics through the end of 2025. The committee asked clarifying questions and staff will provide more details and any updates to the potential topic presentations at the next regular committee meeting. October and November meetings will cover the PSRC's Regional Priority Ranking Process for the WSDOT Consolidated Grant program.

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

Discussion: Updates on PSRC's Coordinated Mobility Plan Survey

Jean Kim, PSRC, provided a brief update on the Coordinated Mobility Plan survey results. The purpose of the survey was to inform the next Coordinated Mobility Plan and its inventory of services. She presented key findings, including top destinations and mobility needs and gaps identified from the survey. The top three gaps are spatial (service not available in locations where they are needed), awareness (riders fully not aware of available or eligible service), and health access (lack of adequate transportation options to get to medical facilities or other wellness locations). PSRC further collected performance data and other service information from transportation providers. Staff will finalize the data analysis by end of this year and incorporate the findings into the next Coordinated Mobility Plan.

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

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

Roundtable: Opportunity for CMAC members to share information on their programs and coalition news

During the local coalition reports, the committee received updates and announcements from the following attendees:

- Bree Boyce, Hopelink
- Staci Sahoo, Hopelink
- Jeff Vinecourt, Kitsap Transit
- Daeveene May, Pierce County Human Services
- Brock Howell, SNOTRAC
- Jean Kim, PSRC

Adjourn

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

***Members and Alternates Represented**

See attached attendance roster.

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

Amy Biggs, Snoqualmie Valley Transportation; Bree Boyce, Hopelink; Dorene Cornwell, King County, Persons with Disabilities; Griffin Cole; Tara Zink, Pierce County

PSRC

Gil Cerise, Jean Kim, Alexa Leach, Nick Johnson, Brian Lee, Michael Jensen, Suzanne Childress, Erin Hogan

**All attendees were present via remote participation.*

CMAC Attendance Roster

Item 2 - Att. A

(Members and Alternates represented)

Date: September 18, 2024 9:30am - 11:30am

Online/Remote Meeting Only

Representation	Name	Representation	Name
King County		Snohomish County	
King County Metro (1)	Mitchell Brown	Community Transit/Everett Transit (1)	Margaret Keckler, Community Transit
	Penny Lara (Alt.)		Brian Senyitko, Everett Transit
KCMC (1)	VACANT	SNOTRAC (1)	x Brock Howell
	x Staci Sahoo, Hopelink (Alt.)		Amanda Dodd, Snotrac Board President (Alt.)
Seattle-King County Aging and Disability Services (1)	x Meg Woolf	Snohomish County Long-Term Care and Aging (1)	x Stefanie Novacek
	Suzy Miller (Alt.)		Michal Glauner (Alt.)
King County Persons with Disabilities/Advocacy Groups for Persons with Disabilities (1)	x Aaron Morrow, KCMC	Snohomish County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)	x Leigh Spruce, Arc of Snohomish County
	Dorene Cornwell, KCMC (Alt.)		Don Vanney, Arlington councilmember and disability advocate (Alt.)
Other People with Mobility and Accessibility Needs (1)	x Phirun Lach, Sound Generations	Other People with Mobility and Accessibility Needs (1)	Melissa Johnson, Snow Goose Transit
<i>Available county seat to be chosen by KCMC*</i>	Amy Biggs, Snoqualmie Valley Transportation (Alt.)	<i>Available county seat to be chosen by SNOTRAC*</i>	Christina Robertson, Catholic Community Svcs Snohomish (Alt.)
Pierce County		Kitsap County	
Pierce Transit (1)	Ausha Potts	Kitsap Transit ^ (1)	Michael Bozarth
	Cherry Thomas (Alt.)		x Jeff Vincourt (Alt.)
Representative from PC Human Services (f/k/a PCCC) (1)	x Daeveene May, Pierce County Human Services	KIRN ^ (1)	Kelly Schwab
	Jodie Moody, Catholic Community Services (Alt.)		VACANT (Alt.)
Pierce County Aging and Disability Resources (1)	x Brian Guthrie	Kitsap County Dept. of Aging and Long-Term Care ^ (1)	VACANT
	VACANT (Alt.)		VACANT (Alt.)
Pierce County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities (1)	x Francie Peltier, PCCTC	Kitsap County Persons with Disabilities/ Advocacy Groups for Persons with Disabilities ^ (1)	VACANT
	Tara Zink, Pierce County, Human Svcs. Developmental Disabilities Dept (Alt.)		VACANT (Alt.)
Other People with Mobility and Accessibility Needs (1)	Steve Hutchins, Around the Sound	Other People with Mobility and Accessibility Needs (1)	VACANT
<i>Available county seat to be chosen by PCCTC*</i>	Penni Belcher, UWPC/South Sound 211 (Alt.)	<i>Available county seat to be chosen by Kitsap Group*</i>	VACANT (Alt.)
Regional Representation		Tribal Representation	
Paratransit Services/Hopelink (2)	Ann Kennedy, Paratransit Services	Muckleshoot Indian Tribe (1)	VACANT
	Christie Scheffer, Paratransit Services (Alt.)		VACANT (Alt.)
	x Susan Carter, Hopelink	Puyallup Tribe of Indians (1)	VACANT
	Darryl Sierra, Hopelink (Alt.)		VACANT (Alt.)
Washington State Ferries (1)	Sarah Rose	The Suquamish Tribe (1)	VACANT
	Jared Fernley (Alt.)		VACANT (Alt.)
Sound Transit (1)	Beth Hamby	The Tulalip Tribes (1)	VACANT
	Brandy Arojo (Alt.)		VACANT (Alt.)
Puget Sound Educational Services District (1)	x Jacque Mann	NON-VOTING/PARTNER MEMBERSHIP	
	Davina Miller-Leach (Alt.)	WSDOT Community Transportation Planner – King/Pierce (1)	x Matthew Cramer
		WSDOT Community Transportation Planner – Kitsap (1)	Elizabeth Safsten
		WSDOT Community Transportation Planner – Snohomish (1)	x 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

as of 9/2024



Puget Sound Regional Council

December 3, 2024

MEMORANDUM

TO: Coordinated Mobility and Accessibility Committee (CMAC)

FROM: Jean Kim, Senior Planner

SUBJECT: PSRC Regional Priority Ranking Recommendations for 2025-2027 Consolidated Grant Projects

IN BRIEF

The November CMAC meeting was canceled due to the recent windstorm. The committee will meet on December 10, 2024, to develop recommendations for assigning regional priority rankings to the WSDOT 2025-2027 Consolidated Grant program.

ACTION

The CMAC is tasked with making regional priority ranking recommendations to the Transit Operators Committee (TOC). The CMAC shall:

1. Identify which projects found in Attachment A will receive the regional priority rankings of 3 A's, 3 B's, and 5 C's allocated to our region by WSDOT; and
2. Identify which projects seeking 4 years (two biennia) of funding are recommended to receive the same regional priority ranking for all 4 years. Note: When a regional priority ranking is awarded for a 4-year period, it is one less ranking (A, B, or C) available for the PSRC region in the second biennium (2027-2029) grant competition.

DISCUSSION

Attachment A summarizes projects submitted to WSDOT and PSRC for consideration in the 2025-2027 Consolidated Grant competition. The table is organized in priority order by the "Total Number of 'Yes' Responses" column, reflecting the projects most closely aligned with the regional priority ranking factors developed with the committee's input earlier this year. Projects that are tied in the ranking are arranged in alphabetical order by the project sponsor's name and project title. Attachment A will be the basis for the

committee to deliberate on recommended regional priority rankings for the 2025-2027 biennium.

Overview of Applications Received

PSRC received 24 applications. The projects include a mix of operating, capital, and mobility management projects, some of which were new or expansion projects, while the others were to sustain existing programs. For the 2025-2027 biennium, 13 projects are applying for operations (including 4 expansion projects), 6 for capital, and 5 for mobility management (including 2 new sponsors competing for existing programs and 1 new travel navigator program). For the 2027-2029 biennium, 2 operations and 1 mobility coalition project are applying for funds to continue their services. More details, along with a brief description of each project, can be found in Attachment A.

Summary of Project Requests

- Total requests for the 2025-2027 biennium: \$ 20,944,091 (24 projects)
- Total requests for the 2027-2029 biennium: \$ 2,483,825 (3 projects)

Funding Available 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 that address the mobility needs of older adults and people with disabilities. A portion of these FTA Section 5310 funds are allocated to the large urban area, encompassing urbanized portions of King, Pierce, and Snohomish counties. Because these funds were apportioned by the FTA to the Seattle-Tacoma-Everett large urban area, they must be awarded to projects within or benefiting the urbanized areas of King, Pierce, and Snohomish counties.

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

Since the Consolidated Grant program is a statewide competition, the specific funding amount available to the PSRC region from these federal and state sources will not be known until the state's Consolidated Grant scoring process is complete in early 2025.

PSRC Assessment of Projects

Attachment A provides the following project information:

- **County:** the county (or counties) that some portion of the project serves or benefits.

- **Sustaining, Expansion, or New:** indicates whether the application is to sustain an existing program, expand or add to an existing program, or fund a new program, as self-identified by the applicant. Programs that already exist but are new applicants to the Coordinated Grant are identified as “Sustaining*.”
- **Project Type:** operating, capital, or mobility management, as self-identified by the applicant.
- **2-Yr/4-Yr:** identifies whether the application is seeking funding for a single biennium (2 years: 2025-2027) or two biennia (4 years: 2025-2029).
- **Amount of Funds Requested:** the amount each project requested for 2025-2027 (Column Q) and 2027-2029 (Column R), if applying for four years, and total request (Column S).
- **Variance Between 2023-25 vs. 2025-27 (%):** provides the percent change in the requested amount compared to the previous biennium, if a project is applying as a “sustaining” project.

Attachment A orders the applications by PSRC’s assessment of whether a project satisfied the pre-established regional priority ranking factors or not, based on the application and sponsor presentations. These five factors are based, in part, on the region’s Coordinated Mobility Plan and were also shaped by input from the CMAC and PSRC’s Equity Advisory Committee. Regional priority ranking factors were shared with potential applicants in June via PSRC’s call for projects materials. They are:

- Preservation of Existing Programs
- Addressing Coordinated Mobility Plan's High Prioritized Strategies
- Service Coordination
- Performance Measures and Targets
- Equitable Engagement and Communications

A detailed description of each factor and the assessment method is found in Attachment B. PSRC assigned a “Yes” or “No” for each factor to indicate whether the applicant fully addressed that factor. The 24 projects were evaluated as follows:

- **2 projects** received 5 “Yes” responses.
- **2 projects** received 4 “Yes” responses.
- **6 projects** received 3 “Yes” responses.
- **11 projects** received 2 “Yes” responses; and
- **3 projects** received 1 “Yes” response.

The PSRC review results will be the starting point for the deliberation at the December 10th meeting. There will be no debate or discussion on changing these results. The project sponsors will have an opportunity to meet with PSRC staff to review and discuss the results once the recommendation process is complete.

Deliberation Factors for Consideration

The CMAC members can identify additional factors to inform the priority ranking process and adjust the initial array of projects provided in Attachment A. The committee will develop and agree to a list of these “Deliberation Factors” at the meeting. These factors should be unique and consider aspects not already addressed by the five factors used for the initial PSRC assessment. Table 1 provides a list of deliberation factors used at the last committee Consolidated Grant deliberation meeting in December 2022. The topics listed below are not listed in any particular order.

Table 1. Deliberation Factors Used at the December 2022 CMAC for the 2023-2025 Regional Priority Ranking Recommendation

Geographical distribution	Addresses the distribution of regional priority rankings over the three counties participating in the Consolidated Grant in the PSRC region.
Project types	Addresses the variety of project types being recommended for regional priority rankings (e.g., mobility management, operating, and capital projects).
Agency balance	Addresses the number of projects recommended by an agency.
Compelling cases for agencies with limited resources	Addresses projects that provide valued services but are unable to meet the minimum local match. Small agencies or community-based organizations might have less local support compared to larger agencies that have local partners providing sufficient matching funds or local governments/transit agencies that have their own tax bases.
Strategic application of federal/state funds	Includes stakeholders’ assessment of possible program eligibility for state/federal funding programs found within the Consolidated Grant program.
Coordination	Addresses projects that work together to maximize resources. There are many levels of coordination, ranging from the basic sharing of training resources to the full integration of services. The committee can discuss the full range of coordination for this topic.
Acknowledge the importance of the largest county service providers	Identifies the importance of larger transportation operators in providing critical safety net services to priority populations in King, Pierce, and Snohomish counties.

PSRC will facilitate a committee discussion of whether to retain, update, or remove these additional factors prior to opening the discussion on recommendations at the meeting.

As a reminder, any deliberation factors that require data or analysis must be determined before December 10, 2024, to allow reasonable time for PSRC to prepare information for the committee. Additional data and information are provided in Attachments E, F, and G based on previous deliberation factors.

Regional Priority Ranking Recommendations

An overview of the November 20th meeting procedures is included in Attachment C. For the WSDOT 2025-2027 Consolidated Grant program, PSRC can allocate 11 ABC rankings to submit to WSDOT, as follows:

- 3 A's
- 3 B's
- 5 C's
- Unlimited D's

A's are worth the most points on top of statewide score and B's are worth more than C's. D rankings will not add points to the statewide score. Although the regional priority rankings help determine which projects are likely to be funded, the final award decision will be made by WSDOT based on the statewide evaluation process.

Application and Presentation Materials

Consolidated Grant applications and presentation materials submitted to PSRC are available on PSRC's website, linked here: <https://www.psrc.org/our-work/funding/project-selection/specialized-transportation-funding/consolidated-grant>.

Please keep in mind that several new project sponsors and projects are participating this year. **CMAC members should review the above materials and be familiar with each project in advance of the meeting.**

LEAD STAFF

For more information prior to the December 10th meeting, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

ATTACHMENTS

Attachment A: 2025-2027 Consolidated Grant Application Summary for PSRC Region

Attachment B: Regional Priority Ranking Process and Factors

Attachment C: Meeting Procedures for November 20 Recommendation Meeting

Attachment D: Projects Awarded WSDOT Consolidated Grant Funding in 2022

Attachment E: Specialized Transportation Funding Cumulative Awards by County

Attachment F: Demographics of Older Adults and People with Disabilities by County

Attachment G: Projects Likely to Be Eligible for FTA Traditional 5310 Funds

Attachment H: Membership and Voting Composition of CMAC

Attachment A: 2025-2027 Consolidated Grant Application Summary for PSRC Region

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Capital, Operating, Mobility Management or Planning	Applying for:		Funds requested for 2025-27	Funds requested for 2027-29	Total amount of funds requested for 2025-29	Variance between 2023-25 vs. 2025-27 (%)	Staff Review Results					
						2-year	4-year					Preservation of Existing Programs	Addressing Coordinated Mobility Plan's High Prioritized Strategies	Service Coordination	Performance Measures and Targets	Equitable Engagement and Communications	Total Number of "Yes" Responses
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.	King	Sustaining	Operating		4-year	\$ 116,980	\$ 122,651	\$ 239,631	6.7%	Y	Y	Y	Y	Y	5
SnoTRAC	Snohomish County Mobility Management & Navigation	Funds Snohomish County's mobility coalition to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people; and to educate and train community members and local organizational/ agency staff in understanding the best transportation options for their needs.	Snohomish	Sustaining	Mobility Management	2-year		\$ 518,388	\$ -	\$ 518,388		Y	Y	Y	Y	Y	5
Hopelink	Community Transportation Navigators	The Community Transportation Navigators program provides transportation education using a peer-to-peer model through culturally appropriate engagement to hard-to-reach communities. The program leverages paid Navigators with lived experience to increase confidence and allow target populations to move freely around Central Puget Sound.	King	New	Mobility Management	2-Year		\$ 365,829	\$ -	\$ 365,829		N	Y	Y	Y	Y	4
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.	Pierce	Sustaining	Mobility Management		4-year	\$ 210,257	\$ 223,746	\$ 434,003	16.2%	Y	Y	N	Y	Y	4
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.	King	Sustaining*	Capital	2-year		\$ 211,965	\$ -	\$ 211,965		Y	Y	N	N	Y	3
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.	King	Sustaining*	Operating	2-year		\$ 531,564	\$ -	\$ 531,564	29.8%	Y	N	Y	N	Y	3
Mt. Si Senior Center	Sustain WEEKEND services	Continue to provide weekend ADA-accessible demand response services 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, 6:00 am to 8:00 pm.	Multi County	Sustaining	Operating	2-year		\$ 713,408	\$ -	\$ 713,408	100.0%	Y	N	Y	N	Y	3
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.	Pierce	Expansion	Operating	2-year		\$ 650,000	\$ -	\$ 650,000		N	Y	Y	N	Y	3
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 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.	King	Sustaining	Operating	2-year		\$ 724,857	\$ -	\$ 724,857		Y	N	Y	N	Y	3

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Capital, Operating, Mobility Management or Planning	Applying for:		Funds requested for 2025-27	Funds requested for 2027-29	Total amount of funds requested for 2025-29	Variance between 2023-25 vs. 2025-27 (%)	Staff Review Results					
						2-year	4-year					Preservation of Existing Programs	Addressing Coordinated Mobility Plan's High Prioritized Strategies	Service Coordination	Performance Measures and Targets	Equitable Engagement and Communications	Total Number of "Yes" Responses
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.	Snohomish	Sustaining*	Mobility Management	2-year		\$ 519,061	\$ -	\$ 519,061		Y	Y	Y	N	N	3
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.	Snohomish	Sustaining	Operating	2-year		\$ 64,262	\$ -	\$ 64,262	5.0%	Y	N	Y	N	N	2
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.	Multi County	Sustaining*	Mobility Management	2-year		\$ 1,800,000	\$ -	\$ 1,800,000	68.7%	Y	Y	N	N	N	2
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	Snohomish	Expansion	Operating	2-year		\$ 766,100		\$ 766,100		N	Y	Y	N	N	2
Homage	Transportation Assistance Program (TAP) Sustain	Sustain Homage's Transportation Assistance Program (TAP) which provides demand response curb-to-curb transportation services to older adults and adults with disabilities residing outside the paratransit corridors in Snohomish County. Clients can get to medical appointments, work, shopping/ activities, enabling them to maintain their independence.	Snohomish	Sustaining	Operating	4-year		\$ 1,953,612	\$ 2,137,428	\$ 4,091,040	22.7%	Y	N	Y	N	N	2
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.	Snohomish	Sustaining	Capital	2-year		\$ 298,860	\$ -	\$ 298,860		Y	N	Y	N	N	2
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).	Multi County	Sustaining	Capital	2-year		\$ 536,760	\$ -	\$ 536,760		Y	N	Y	N	N	2
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).	Multi County	Sustaining	Operating	2-year		\$ 2,110,365	\$ -	\$ 2,110,365	50.1%	Y	N	Y	N	N	2
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).	Multi County	Expansion	Operating	2-year		\$ 128,000	\$ -	\$ 128,000		N	N	Y	N	Y	2
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.	Pierce	Sustaining*	Operating	2-year		\$ 4,070,478	\$ -	\$ 4,070,478		Y	N	Y	N	N	2

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Capital, Operating, Mobility Management or Planning	Applying for:		Funds requested for 2025-27	Funds requested for 2027-29	Total amount of funds requested for 2025-29	Variance between 2023-25 vs. 2025-27 (%)	Staff Review Results					
						2-year	4-year					Preservation of Existing Programs	Addressing Coordinated Mobility Plan's High Prioritized Strategies	Service Coordination	Performance Measures and Targets	Equitable Engagement and Communications	Total Number of "Yes" Responses
TranServe PNP	Beyond the Borders Replacement Vehicles	TranServe is a new Private non-profit created to 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.	Pierce	Sustaining	Capital	2-year		\$ 905,926	\$ -	\$ 905,926		Y	N	Y	N	N	2
TranServe PNP	MultiCare PACE/ADH Vehicle Replacement 2024	TranServePNP is a new private non-profit created to 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.	Multi County	Sustaining	Capital	2-year	\$ 602,270	\$ -	\$ 602,270		Y	Y	N	N	N	2	
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.	Multi County	Sustaining	Operating	2-year	\$ 1,500,000	\$ -	\$ 1,500,000	10.6%	Y	N	N	N	N	1	
Northshore Senior Center	Replace 4 Gas Powered Medium-Duty Cutaway Vehicles	Purchase four (4) replacement gas powered medium duty lift-equipped vehicles	Multi County	Sustaining	Capital	2-year	\$ 438,000	\$ -	\$ 438,000		Y	N	N	N	N	1	
Pierce Transit	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Pierce Transit proposes to sustain Runner, its flexible, on-demand, and affordable micro transit service in the Parkland-Spanaway-Midland area as a real time transit solution for special needs populations such as the youth, seniors aged 65 and older, people with disabilities, and families with low incomes.	Pierce	Expansion	Operating	2-year	\$ 1,207,149		\$ 1,207,149	26.7%	N	N	Y	N	N	1	
TOTAL								\$ 20,944,091	\$ 2,483,825	\$ 23,427,916							

* refers to the programs new to the Consolidated Grant funding, but applying for existing projects to sustain.

# of Applications with 5 "Yes" Responses	2
# of Applications with 4 "Yes" Responses	2
# of Applications with 3 "Yes" Responses	6
# of Applications with 2 "Yes" Responses	11
# of Applications with 1 "Yes" Responses	3
# of Applications with 0 "Yes" Responses	0
Total	24

NOTE: Available ABC rankings for 2025-27: 3 A's, 3 B's, and 5 C's.

PSRC Regional Priority Ranking Process

Every two years, the Washington State Department of Transportation (WSDOT) awards state and federal funds for specialized transportation services through the Consolidated Grant competition. 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. As part of this process, Regional Transportation Planning Organizations (RTPO) or Metropolitan Planning Organizations (MPO) contribute to the Consolidated Grant by providing regional priority rankings for projects applying for 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 seeking funds in King, Pierce, and Snohomish counties.¹

WSDOT allocates each region a fixed number of A, B, and C rankings to award. Points associated with the rankings are added to the total score that the state produces. Points associated with each ranking (higher points for A and lower points for C rankings) are added to the statewide score. PSRC can also distribute D rankings, which are worth 0 points to the statewide score, but this allows the project to compete, relying solely on its state score.

For the 2025–2027 biennium, WSDOT has indicated that the PSRC region can distribute **11 regional rankings worth points** in the competition (3 A's, 3 B's, and 5 C's). Projects can apply for either two years (July 1, 2025–June 30, 2027) or four years (July 1, 2025–June 30, 2029).



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

Application Deadline: Projects applying for the Consolidated Grant **must submit their applications to both WSDOT, via Grants Management System (GMS), and PSRC, via email, by 3:00pm PDT on September 17, 2024.** For PSRC submissions, applications must be converted to PDFs from the GMS and emailed to Jean Kim at jkim@psrc.org by the date and time noted above to be considered for PSRC's regional priority ranking review.

- Projects within the PSRC region must address both WSDOT's evaluation criteria and PSRC's Regional Priority Ranking Factors in the same application.
- Applicants must identify how their projects address five Regional Priority Ranking Factors (see Table 1) in their WSDOT GMS application to receive a regional priority ranking.
- PSRC will be providing a **regional priority ranking training on July 31, 2024 (9:30-10:30am) via Zoom.** Please register here in advance: https://psrc-org.zoom.us/webinar/register/WN_hqCLBfNETcGfmXm8LByDOQ The video recording of this session will be posted to the PSRC website at a later date.
- For more information on PSRC's regional priority ranking process, contact Jean Kim, Senior Planner, at jkim@psrc.org or visit PSRC's Specialized Transportation Funding website: <https://www.psrc.org/our-work/funding/project-selection/special-needs-funding>
- For any questions on the WSDOT Consolidated Grant process, contact the WSDOT Community Transportation Planner that serves your project area:
 - King and Pierce Counties: Matthew Cramer (cramema@wsdot.wa.gov)
 - Snohomish County: Marianna Hanefeld (Marianna.hanefeld@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. The objective of the priority ranking factors is for PSRC to evaluate how well projects address regional priorities to serve populations with mobility and accessibility needs. This evaluation helps guide the Special Needs Transportation Committee (SNTC) in developing its regional priority ranking recommendations for projects applying for the Consolidated Grant.

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

- Preservation of Existing Programs
- Addressing Coordinated Mobility Plan's High Prioritized Strategies
- Service Coordination
- Performance Measures and Targets
- Equitable Engagement and Communications

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

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

Projects seeking regional priority rankings from PSRC are also required to provide a short presentation. At this session, SNTC voting members (or alternates of the voting members) and PSRC staff will attend and have an opportunity to ask questions of the presenters. The quality of the presentation itself will not be evaluated. **The presentation session is scheduled for October 16, 2024 (9:30am-4:00pm).** The exact date and time will depend upon the volume of applications received by the September 17 deadline. Agencies will be notified about the length and the order of the presentations before the meeting. Information provided in presentations can help inform PSRC's evaluation of priority ranking factors.

A summary of the PSRC evaluation, including information received from presentations, will be provided to the SNTC as a beginning basis for their **November 20, 2024, deliberation meeting**, at which the committee will discuss and make recommendations for the regional priority rankings.

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


Table 1. PSRC Regional Priority Ranking Factors

Regional Priority Ranking Factors	Guidance for WSDOT Application
Factor #1: Preservation of Existing Programs	
<p>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.</p> <p>Evaluation Method: Only preservation and capital projects that support existing programs at similar service levels will receive a “Yes.” New or expansion projects will receive a “No” for this factor.</p> <p>Existing and/or sustaining projects refer to a program that is already established and its level of service remains similar compared 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. The new project is defined as a project that has either not yet begun or that contains substantial changes in cost and scope of work to the original project.</p>	<p>Operating projects: the response should be provided in the “Need for Service” section under the heading “Summary of Project Information.”</p> <p>Capital, mobility management, or planning projects: must include whether or not the funds are for the preservation of an existing program in a brief statement in the “Proposed Scope/Description of the Work” under the heading “Scope of Work.”</p>

Regional Priority Ranking Factors	Guidance for WSDOT Application
Factor #2: Addressing Coordinated Mobility Plan's High Prioritized Strategies	
<p>Does the project support the Regional Coordinated Mobility Plan by addressing at least one of the "High" Prioritized Strategies identified in the plan?</p> <p>Evaluation Method: Projects that adequately address one or more "High" Prioritized Strategies found in the Coordinated Mobility Plan (PDF pages 42-44) will receive a "Yes." Projects that fail to address this component of the plan or only address "Other" Prioritized Strategies will receive a "No" for this factor.</p> <p>Applications should tie the key effect of the project explicitly to one or more "High" Prioritized Strategies from the Coordinated Mobility Plan to receive a "Yes." Applicants should identify the most closely aligned Strategy (or Strategies) from the Coordinated Mobility Plan's "Mobility Tomorrow - Regional Goals and Prioritized Strategies" section and describe how the project addresses the Strategy (or Strategies). Applications that do not provide sufficient explanation linking the project to the Prioritized Strategy or that relate only to an "Other" Prioritized Strategy will receive a "No."</p>	<p>Address how your project will align with at least one "High" Prioritized Strategy in the "Project Need" section under the heading "Scope of Work."</p>
Factor #3: Service Coordination	
<p>Does the applicant demonstrate that they coordinate with other operating or mobility management programs serving similar populations within a similar geographic area, including public transit, and avoid unnecessary duplication in services?</p>	<p>Address how your project is unique in terms of serving the areas, times of day, target populations, or other factors in "Special Needs Transportation"</p>

Regional Priority Ranking Factors	Guidance for WSDOT Application
<p>If other programs are serving similar populations within a similar geographic area, does the project demonstrate how it meets needs of the priority populations that are not currently met by other programs serving the same area?</p> <p>Evaluation Method: Applications will receive a “Yes” if they adequately explain how the service or program is coordinated with others, including those provided by public transit (bus, light rail, paratransit, microtransit, travel training, etc.), while avoiding unnecessary duplication. Projects that do not provide an explanation or simply respond that there are no similar services will receive a “No.”</p>	<p>under the heading “Scope of Work.”</p> <p>Also, further address how your project supports and interacts with other existing transportation programs in the “<u>Project Coordination</u>” section under the heading “Planning and Coordination.”</p>
Factor #4: Performance Measures and Targets	
<p>Does the project commit to tracking required performance measures, including at least one equity-focused measure, and set targets for those measures?</p> <p>Evaluation Method: If the project commits to tracking required performance measures, including at least one equity-focused measure, and sets targets for those required measures, the project will receive a “Yes” for this factor. Projects failing to address both required performance measures, including at least one equity-focused measure, and targets will receive a “No.”</p> <p>Performance Measures: Projects should track “required performance measures” according to the type of project: operating, capital, or mobility management. In addition, all projects are required to commit to tracking at</p>	<p>Operating Projects</p> <p>Address required performance measures, including one or more equity-focused measure and target in the “<u>Intended Outputs</u>” section under the heading “Service Level.”</p> <p>Provide how the target estimates are developed in “<u>Project Service Level Description</u>” section under the heading “Service Level.”</p>

Regional Priority Ranking Factors	Guidance for WSDOT Application
<p>least one equity-focused performance measure. Projects can come up with any equity-focused measures to track project performance to better serve members of the PSRC's Equity Focus Areas (or EFAs). EFAs refer to areas that have relatively high concentrations (above the regional average) of underserved communities. They include:</p> <ul style="list-style-type: none"> • People of color • People with low incomes • Older adults (65+) • Youth • People with disabilities • People with limited English proficiency. <p>The EFAs all have unique transportation needs. PSRC's Project Selection Resource Map is an interactive web map designed to assist project sponsors in identifying Equity Focus Areas.</p> <p>In addition to the above EFA communities, 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 are:</p> <ul style="list-style-type: none"> • Muckleshoot Indian Tribe • Nisqually Indian Tribe • Port Gamble S'Klallam Tribe • Puyallup Tribe of Indians 	<p>Mobility Management Projects Address required performance measures, including one or more equity-focused measure and target in the <u>"Intended Outputs"</u> and <u>"Project Success Measurement"</u> sections under the heading "Measurable Outcomes."</p> <p>Other project types or projects that need more space to address this factor, please use the <u>"Supplemental Information"</u> section to provide more information.</p>

Regional Priority Ranking Factors	Guidance for WSDOT Application
<ul style="list-style-type: none"> • Sauk-Suiattle Indian Tribe • Snoqualmie Indian Tribe • Stillaguamish Tribe of Indians • Suquamish Tribe • Tulalip Tribes <p>For more information on tribal members, visit this website: https://www.psrc.org/about-us/tribes.</p> <p>Performance measures should be clear, appropriate, and quantifiable to evaluate the impact of the proposed service. Examples of equity-focused measures are provided in the below list. It is strongly encouraged that all projects address their plans to track equity-focused performance and document plans to achieve equity-focused targets. PSRC will monitor the outcomes of the performance measures to help improve regional transportation.</p> <p>Projects may commit to tracking “optional” performance measures in addition to the required measures. However, tracking “optional” measures will not impact the evaluation result for this factor.</p> <p>Operating Required Performance Measures:</p> <ul style="list-style-type: none"> • Passenger trips 	



Regional Priority Ranking Factors	Guidance for WSDOT Application
<ul style="list-style-type: none"> • Revenue vehicle miles • Revenue vehicle hours (or Revenue volunteer hours, if applying for volunteer transportation) <p><u>Equity-focused Performance Measures (Examples):</u></p> <ul style="list-style-type: none"> • Passenger trips broken down by different EFA populations (e.g., ridership by older adults) • Number of rides provided to or through Equity Focus Areas (EFAs) • Number of volunteer driver hours serving an EFA population • Average or median travel time experienced by an EFA population • Average or median cost of travel for an EFA population <p><u>Other Performance Measures (Optional):</u></p> <ul style="list-style-type: none"> • Number of ride requests/calls • Number of ride denials • Number of volunteer drivers (if applying for volunteer transportation) <p>Capital</p> <p><u>Required Performance Measure:</u></p> <ul style="list-style-type: none"> • Vehicle Useful Life Benchmark (ULB) in years NOTE: ULB is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment or the acceptable period of use in service for a particular transit provider's operating environment. For more information, visit: https://www.transit.dot.gov/TAM <p><u>Equity-focused Performance Measures (Examples):</u></p> <ul style="list-style-type: none"> • Number or percentage of new vehicles or equipment expected to serve or travel through EFAs 	



Regional Priority Ranking Factors	Guidance for WSDOT Application
<ul style="list-style-type: none"> • Number or percentage of vehicles near the end of their ULB serving or traveling through EFAs • Number or percentage of new wheelchair-accessible vehicles • Number or percentage of customers representing EFAs that express the need for a vehicle or other equipment replacement <p>Mobility Management</p> <p><u>Required Performance Measures:</u></p> <p>Information Referral & Assistance</p> <ul style="list-style-type: none"> • Number of clients receiving trip planning services • Number of referrals made <p>Mobility Coalitions</p> <ul style="list-style-type: none"> • Number of mobility coalition meetings • Number of mobility coalition participants • Number of unique agencies represented at the meetings <p>Travel Training</p> <ul style="list-style-type: none"> • Number of training sessions provided to clients • Number of clients trained <p><u>Equity-focused Performance Measures (Examples):</u></p> <ul style="list-style-type: none"> • Number of referrals made for EFA populations • Number of mobility coalition participants broken down by different EFA populations (or number of organizations representing EFAs) • Number of clients served broken down by different EFA populations (e.g., number of Regional Reduced Fare Permit (RRFP) holders who received a training service) 	



Regional Priority Ranking Factors	Guidance for WSDOT Application
<ul style="list-style-type: none"> • Number of trainings provided to persons or organizations representing EFAs <p><u>Other Performance Measures (Optional):</u></p> <ul style="list-style-type: none"> • Number of Actual Trips Planned • Percentage of Client or Coalition Member Satisfaction • Number of Training Outreach Completed <p>Targets: Projects should set targets to be achieved by the end of the grant cycle. Targets should be provided in numeric, quantitative form. It is recommended that projects also describe how they will collect the data for each measure that they commit to tracking to meet the target. For repeat applicants in future regional priority ranking processes, PSRC may evaluate if the projects actually tracked required measures (including one or more equity-focused measures) and if the targets were met for those measures.</p> <p>Targets should be meaningful, project-specific, and context-specific; equity-focused targets should be developed based on a reasonable estimate to improve the mobility of the EFA communities. Projects should provide appropriate data and make compelling arguments about how the target was set and what kind of efforts will be made to achieve the target.</p> <p>As a reminder, WSDOT’s Consolidated Grant Quarterly Reports allow projects to track progress toward performance measures. PSRC requests that projects track progress towards required measures by inputting the data into their quarterly reports.</p>	



Regional Priority Ranking Factors	Guidance for WSDOT Application
Factor #5: Equitable Engagement and Communications	
<p>Does the project adequately describe its engagement and communications effort and its alignment with strategies included in PSRC's Equitable Engagement Guidance to better serve members of the EFAs within the service area?</p> <p>Evaluation Method: Projects will receive a "Yes" if the application adequately explains how the project was shaped by input from EFA populations and commits to continuously making improvements based on feedback from EFA members by using inclusive engagement strategies addressed in the PSRC's Equitable Engagement Guidance. Projects that do not provide an explanation or simply respond that the sponsor engages EFA populations, with little or no detail, will receive a "No" for this factor. Equity Focus Areas (or EFAs) include areas with higher concentrations of people of color, people with low incomes, older adults, youth, people with disabilities, and people with limited English proficiency than their regional averages.</p> <p>Responses will be assessed based on how well feedback from EFA populations was taken into consideration and how well best practices from PSRC's Equitable Engagement Guidance were implemented in the project outreach.</p> <p>New and expansion projects should clearly explain how specific feedback from members representing EFAs helps shape and develop the project proposal. These projects can reference communities' input from a local needs assessment, project-specific and context-specific survey results, or other local resources to identify the specific needs of EFA populations and clearly explain</p>	<p>Address your project's equitable engagement efforts to reach EFA populations and how their feedback informed the project in the "Inclusive Planning" section under the heading "Vulnerable Populations in Overburdened Communities & Tribes"</p>



Regional Priority Ranking Factors	Guidance for WSDOT Application
<p>how the project addresses the needs of the EFA populations.</p> <p>Projects that simply reference regional resources or survey results without any context will receive a “No.” For example, projects applying to serve populations in a specific community or subarea should reference the results of a survey or other engagement activities conducted for residents of that specific community or subarea rather than data reflecting the needs of the county as a whole or the region as a whole.</p> <p>Pathways for outreach are different for different projects, so whether the outreach was conducted during the planning or monitoring process will not influence the evaluation result for this factor.</p>	



Attachment C: Meeting Procedures for Coordinated Mobility and Accessibility Committee 2025–2027 Consolidated Grant Regional Priority Ranking Recommendations

The meeting will begin promptly at 9:00 am on Tuesday, December 10th, 2024, 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 2025-2027 Consolidated Grant program. PSRC can distribute 11 ABC rankings for the 2025-2027 biennium which will add scores to the statewide evaluation:
 - 3 “A” rankings
 - 3 “B” rankings
 - 5 “C” rankings
 - Unlimited “D” rankings (0 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 four years or only for a two-year period.

NOTE: When a regional priority ranking is awarded for a 4-year period (two biennia, 2025-2027 & 2027-2029), the PSRC region loses that ranking for the 2027-2029 competition in 2026. 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 Transit Operators Committee (TOC).

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.
- 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 project sponsors unable to attend in person, project sponsors will not be asked to respond to project-specific questions posed by committee members. Instead, committee members will rely upon applications, presentation materials, and other information provided by the applicant in advance of the meeting to develop recommendations.
- The committee will conduct its deliberations in an open discussion with no pre-determined outcome. No pre-determined regional priority ranking packages will be considered.
- During breaks, participants will not discuss regional 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 a call for a roll. Then 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 how project applications addressed factors that the region takes into account for regional priority rankings based on the initial

review of applications and information received from the sponsor presentation. This summary is also shared with the committee before the deliberation. The summary will show an initial array of projects based on five ranking factors the committee agreed to use for PSRC staff assessment. The review results are final and there will be no discussion or debate on an individual project.

- 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.
- After a presentation of the materials provided to the committee, the facilitator will ask the committee if there are any additional considerations (or “deliberation factors”) the committee wishes to use to help in their decisions, besides the regional priority ranking factors that are already used for PSRC’s review.
- 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, e.g., meeting the agreed-upon deliberation factors for consideration.

POST-MEETING EXPECTATIONS AND OUTCOMES

- PSRC staff will share the recommendation with the TOC after CMAC’s deliberation meeting.
- PSRC staff will prepare the meeting summaries, including the priority ranking results and committee recommendations, for reporting to the TOC, Transportation Policy Board (TPB), and Executive Board. CMAC meeting attendees will have an opportunity to review the draft meeting summary.
- There are public comment opportunities at TPB (January 9th) and Executive Board (January 23rd) meetings. The recordings of these meetings will be posted on PSRC’s website.

Attachment D: Projects Already Awarded WSDOT Consolidated Grant Funding for 2023–2027 for PSRC Region

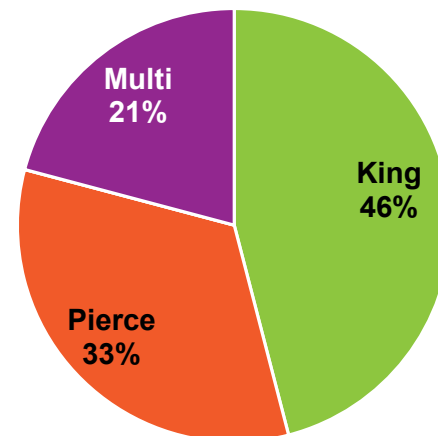
Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Awarded 2023-25	Amount of Funds Requested 2025-27	Priority Ranking for 2023-25	Priority Ranking for 2025-27
CCSWW - Pierce County	Pierce County Volunteer Transportation Services	VTS provides door-through-door transportation to 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 available.	Pierce	Sustaining	Operating	\$ 319,975	\$ 351,972	A	A
Mt. Si Senior Center	Sustain Snoqualmie Valley Transportation	We will provide ADA accessible demand response services 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 M-F, 5:00 AM until 9:00 PM.	Multi	Sustaining	Operating	\$ 1,110,971	\$ -	A	
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.	Pierce	Sustaining	Operating	\$ 1,746,846	\$ 2,072,982	A	A
Puget Sound Educational Service District (PSESD)	Road to Independence	The RTI 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 so low-income individuals may obtain a family wage jobs.	Multi	Sustaining	Operating	\$ 676,000	\$ 811,200	A	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.	King	Sustaining	Operating	\$ 2,093,007	\$ 2,146,941	A	A
CCSWW - Snohomish County	Disabled Veteran's 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 five days a week.	Snohomish	Sustaining	Operating	\$ 92,046	\$ -	B	
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.	King	Sustaining	Mobility Management	\$ 965,807	\$ 1,016,318	B	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.	King	Sustaining	Operating	\$ 609,018	\$ 669,920	B	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.	Multi	Sustaining	Operating	\$ 130,370	\$ 137,500	B	B
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.	Pierce	Sustaining	Mobility Management	\$ 309,058	\$ 345,522	B	B

Sponsor	Project Title	Project Description	County	Sustaining, Expansion, or New	Project Type	Amount of Funds Awarded 2023-25	Amount of Funds Requested 2025-27	Priority Ranking for 2023-25	Priority Ranking for 2025-27
Homage	Deviated Fixed Route from Darrington to Smokey Point	To offer a deviated, fixed-route transportation solution between Arlington and Darrington (which would be fully ADA accessible) to improve public transportation services and connect these communities. The current service provided is insufficient in the times the route is offered and does not offer deviated pick-up for disabled people.	Snohomish	New	Operating	\$ 605,000	\$ -	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.	Multi	Sustaining	Mobility Management	\$ 583,561	\$ 584,539	C	C
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.	Multi	Sustaining	Mobility Management	\$ 191,282	\$ 206,141	C	C
Mt. Si Senior Center	SVT - Expansion to Weekend Svc.	To provide weekend ADA accessible demand response services 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, 6:00 AM - 8:00 PM.	Multi	Expansion	Operating	\$ 677,088	\$ -	C	
Sound Generations	Hyde Shuttle - Eastside	To provide operating funds to start a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Expansion	Operating	\$ 577,600	\$ -	C	
Transportation Choices Coalition (TCC)	Regional Mobility Survey for Priority Populations	The Regional Mobility Survey will be 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, and Pierce counties that allows comparison across the region and time.	Snohomish	New	Planning	\$ 80,000	\$ -	D	
TOTAL						\$ 10,767,629	\$ 8,343,035		

Summary of Final Awards and Regional Priority Rankings Distributed for 4-Year Projects (for 2025-2027 Biennium)

2025-2027 Award Total	
King	\$ 3,833,179
Pierce	\$ 2,770,476
Snohomish	\$ -
Multi	\$ 1,739,380
Total	\$ 8,343,035

2025-2027 Award Total (Awarded in 2022)



2025-2027 Priority Rankings Used	A	B	C	D
King	1	2	0	0
Pierce	2	1	0	0
Snohomish	0	0	0	0
Multi	1	1	2	0
Total	4	4	2	0
Total Rankings for PSRC for 2025-27 Received from State	7	7	7	Unlimited
Remaining Rankings for 2025-27	3	3	5	Unlimited

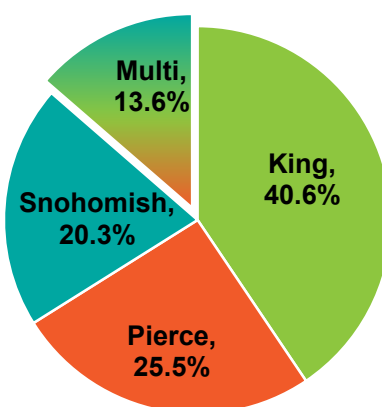
Attachment E: Cumulative Awards by County

Cumulative Award Total, 2007-2027* (including contingency funds)

*=total award amount includes the final amount awarded for the 2025-2027 biennium in 2022.

	Total Award Amount	%
King	\$ 27,140,028	40.6%
Pierce	\$ 17,076,186	25.5%
Snohomish	\$ 13,578,035	20.3%
Multi	\$ 9,122,430	13.6%
TOTAL	\$ 66,916,679	100%

Cumulative Award Total (2007-2027)



Regional Priority Rankings Allocated by County, 2011-2027

County		A	B	C	Total
King	Number of Rankings	15	8	8	31
	Total Award Amount	\$ 11,072,943	\$ 4,799,572	\$ 919,661	\$ 16,792,176
Pierce	Number of Rankings	11	15	6	32
	Total Award Amount	\$ 6,040,709	\$ 2,706,381	\$ 2,404,273	\$ 11,151,363
Snohomish	Number of Rankings	5	11	10	26
	Total Award Amount	\$ 5,351,664	\$ 1,942,210	\$ 1,105,763	\$ 8,399,637
Multi	Number of Rankings	10	5	11	26
	Total Award Amount	\$ 5,174,694	\$ 298,007	\$ 1,526,653	\$ 6,999,354

D Ranking Projects that were Funded, 2019-2027

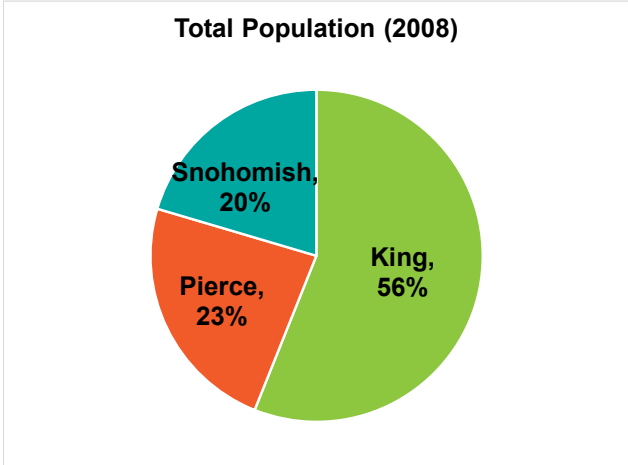
	Sponsor	Title	County	Award Amount
2019-2021	Homage	Pay Your Pal	Snohomish	\$ 47,877
2021-2023	Homage	TAP Outreach	Snohomish	\$ 112,474
2021-2023	Pierce Transit	Special Needs Transit Connector	Pierce	\$ 296,645
2023-2025	Homage	TAP Outreach	Snohomish	\$ 116,382
2023-2025	Pierce Transit	Special Needs Transit Connector	Pierce	\$ 294,895
2025-2027	Transportation Choices Coalition (TCC)	Regional Mobility Survey for Priority Populations	Snohomish	\$ 80,000

Attachment F: Demographics of Older Adults and People with Disabilities

Demographics by County (2008 & 2023)

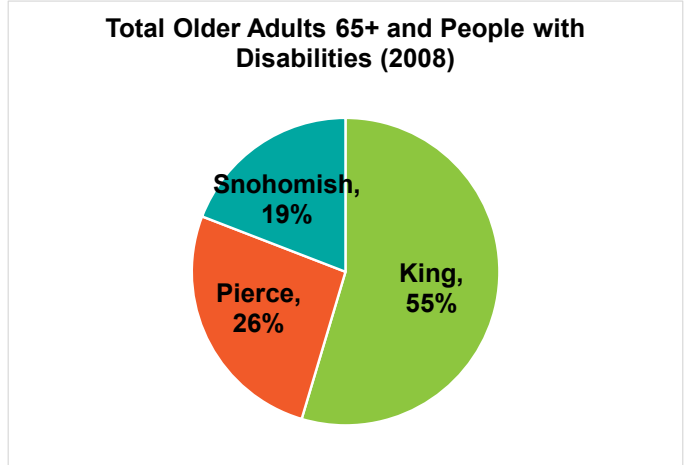
2008	Total Population	
	Count	%
King	1,875,600	56%
Pierce	785,700	23%
Snohomish	683,700	20%
TOTAL	3,345,000	100%

Source: 2008 Census, ACS



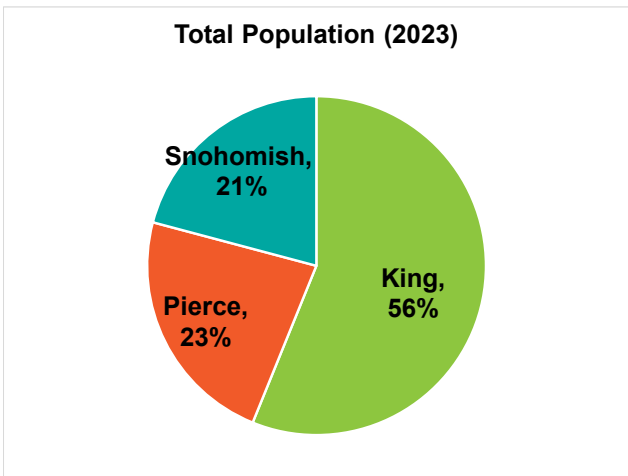
2008	Total Older Adults 65+ and People with Disabilities		
	Count	%	% within County
King	312,500	55%	17%
Pierce	150,100	26%	19%
Snohomish	109,500	19%	16%
TOTAL	572,100	100%	

Source: 2008 Census, ACS



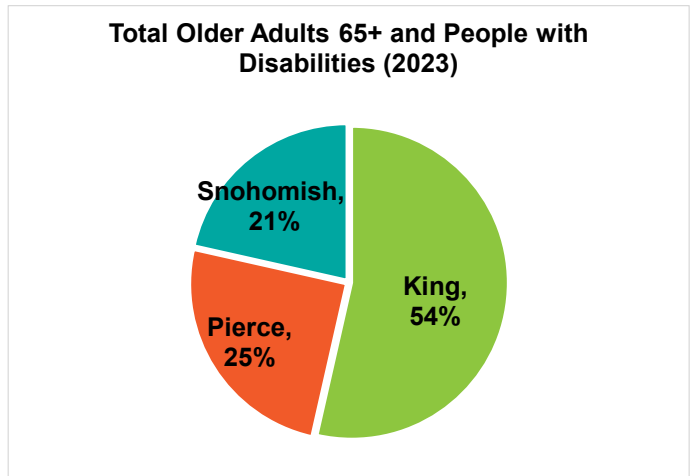
2023	Total Population	
	Count	%
King	2,271,400	56%
Pierce	928,700	23%
Snohomish	844,800	21%
TOTAL	4,044,900	100%

Source: 2023 Census, ACS 1-Year Estimates



2023	Total Older Adults 65+ and People with Disabilities		
	Count	%	% within County
King	474,000	54%	21%
Pierce	220,900	25%	24%
Snohomish	190,100	21%	23%
TOTAL	885,000	100%	

Source: 2023 Census, ACS 1-Year Estimates





Attachment G: 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” 5310 projects and up to 45% of funds can be apportioned to “Other (non-traditional)” 5310 projects. Eligible “Traditional” projects are capital activities (purchasing vehicles or equipment), contracting for transportation services, 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 categories.

Of the 24 projects reviewed for the 2025-2027 biennium, PSRC has determined that **15 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. Potential Projects Eligible for FTA Traditional 5310 Funds

Sponsor	Project Title	Project Type	Funds requested for 2025-27
AbleLight	Vehicle Replacement, Transportation for Adults with Developmental Disabilities	Capital	\$ 211,965
City of Issaquah	Metro Flex On-Demand Mobility Service Pilot	Operating (Contract for Services)*	\$ 531,564
Foundations of MultiCare	PACE Senior Transportation	Mobility Management	\$ 1,800,000
Homage	Homage Transportation Assistance Program Vehicle Replacement	Capital	\$ 298,860
Hopelink	Community Transportation Navigators	Mobility Management	\$ 365,829
Mt. Si Senior Center	Capital - Bus Replacement	Capital	\$ 536,760

Sponsor	Project Title	Project Type	Funds requested for 2025-27
Northshore Senior Center	Replace 4 Gas Powered Medium-Duty Cutaway Vehicles	Capital	\$ 438,000
Pierce County Human Services	Beyond the Borders – Supplement	Operating (Contract for Services)*	\$ 650,000
Pierce County Human Services	Pierce County Mobility Management	Mobility Management	\$ 210,257
Pierce Transit	Pierce Transit Runner: New Special Needs Transit Connector for Tide Flats, Ruston, and Gig Harbor	Operating (Contract for Services)*	\$ 4,070,478
Pierce Transit	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Operating (Contract for Services)*	\$ 1,207,149
SNOTRAC	Snohomish County Mobility Management & Navigation	Mobility Management	\$ 518,388
TranServe PNP	Beyond the Borders Replacement Vehicles	Capital	\$ 905,926
TranServe PNP	MultiCare PACE/ADH Vehicle Replacement 2024	Capital	\$ 602,270
Volunteers Of America Western Washington	Snohomish County "One Call" 211 Transportation Navigation	Mobility Management	\$ 519,061

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

Membership Composition of Coordinated Mobility and Accessibility Committee (as of October 2024)

Representative	County	Type	Appointing Body/Agency	Voting	
				Coordinated Plan	WSDOT Consolidated Grant
County Representation					
Voting Member	Alternate				
Scott Weinberger, King County Metro	Penny Lara, King County Metro	King	Transit	King County Metro	X X
Dinah Stephens, Seattle ADS (Covered by Meg Woolf while on leave)	Suzy Miller, Seattle ADS	King	Area Agency on Aging	Seattle-King County Aging and Disability Services	X X
Aaron Morrow, KCMC	Dorene Cornwell, KCMC	King	Person with Disability/ Disability Advocacy Group*	Available county seat chosen by KCMC	X X
Phirun Lach, Sound Generations	Amy Biggs, Snoqualmie Valley Transportation	King	Other People with Mobility and Accessibility Needs**	Available county seat chosen by KCMC	X X
VACANT	Staci Sahoo, Hopelink	King	County Coalition*	Available county seat chosen by KCMC	X X
Ausha Potts, Pierce Transit	Cherry Thomas, Pierce Transit	Pierce	Transit	Pierce Transit	X X
Brian Guthrie, Pierce County Aging & Disability Resources	VACANT	Pierce	Area Agency on Aging	Pierce County Aging and Disability Resources	X X
Francie Peltier, PCCTC	Tara Zink, Pierce County Human Services	Pierce	Person with Disability/ Disability Advocacy Group*	Available county seat chosen by PCCTC	X X
Steve Hutchins, Around the Sound	Penni Belcher, UWPC/Sounth Sound 211	Pierce	Other People with Mobility and Accessibility Needs**	Available county seat chosen by PCCTC	X X
Daeveene May, Pierce County Human Services	Jodie Moody, Catholic Community Services	Pierce	County Coalition*	Representative from PCCTC	X X
Margaret Keckler, Community Transit	Jenny Hayslip, Everett Transit	Snohomish	Transit	Community Transit / Everett Transit	X X
Stefanie Novacek, Snohomish Co LTC & Aging	Michal Glauner, Snohomish Co LTC & Aging	Snohomish	Area Agency on Aging	Snohomish County Long-Term Care and Aging	X X
Leigh Spruce, Arc of Snohomish County	Don Vanney, Arlington councilmember and disability advocate	Snohomish	Person with Disability/ Disability Advocacy Group*	Available county seat chosen by SNOTRAC	X X
Melissa Johnson, Snow Goose Transit	Christina Robertson Catholic Community Svcs Snohomish	Snohomish	Other People with Mobility and Accessibility Needs**	Available county seat chosen by SNOTRAC	X X
Brock Howell, SNOTRAC	Amanda Dodd, Snotrac Board President	Snohomish	County Coalition*	Available county seat chosen by SNOTRAC	X X
Michael Bozarth, Kitsap Transit	Jeff Vinecourt, Kitsap Transit	Kitsap	Transit	Kitsap Transit	X
VACANT	VACANT	Kitsap	Area Agency on Aging	Kitsap County Department of Aging and Long-Term Care	X
VACANT	VACANT	Kitsap	Person with Disability/ Disability Advocacy Group*	Available county seat chosen by Kitsap Group	X
VACANT	VACANT	Kitsap	Other People with Mobility and Accessibility Needs**	Available county seat chosen by Kitsap Group	X
Kelly Schwab, KIRN	VACANT	Kitsap	County Coalition*	Available county seat chosen by Kitsap Group	X
Regional Representation					
Voting Member	Alternate				
Beth Hamby, Sound Transit	Brandy Arojo, Sound Transit	Regional	Regional Transit	Sound Transit	X X
Sarah Rose, WSF	Jared Fernley, WSF	Regional	Regional Transit	Washington State Ferries (WSF)	X X
Ann Kennedy, Paratransit Services	Christie Scheffer, Paratransit Services	Regional	Non-Emergency Medical Transportation Regional Broker	Paratransit inc.	X X
Susan Carter, Hopelink	Darryl Sierra, Hopelink	Regional	Non-Emergency Medical Transportation Regional Broker	Hopelink	X X
Jacque Mann, PSESD	Davina Miller-Leach, PSESD	Regional	Education	Puget Sound Educational Services District	X X
Tribal Representation					
Voting Member	Alternate				
VACANT	VACANT	Tribal	Tribes***	Muckleshoot Indian Tribe	X X
VACANT	VACANT	Tribal	Tribes***	Puyallup Tribe of Indians	X X
VACANT	VACANT	Tribal	Tribes***	The Suquamish Tribe	X X
Non-Voting/Partner Membership					
Matthew Cramer, WSDOT		State	State Transportation	Washington State Department of Transportation Public Transportation	
Katie Stanford, WSDOT		State	State Transportation	Washington State Department of Transportation Public Transportation	
Elizabeth Safsten, WSDOT		State	State Transportation	Washington State Department of Transportation Public Transportation	

* Local coalition in each County is responsible for selecting these seats: 1) Local Coalition; 2) Disability Advocacy Group; and 3) Other Special Needs Group.

** This is suggested to be a representative of other people with mobility and accessibility needs listed in the Coordinated Plan including youth, people with low incomes veterans, and people with limited English proficiency.

*** Representative is chosen by tribal executive (or designee).