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Tuesday, August 19th, 2025

9:30 AM – 11:30 AM

Zoom

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**Participants:** *Adria Briehl (CCS), Adam Vance (ORCA), Alex O'Reilly (community advocate), Amy Biggs (SVT) Andes Kong (CISC) Angie Kitheka (CCS) Antoinette Smith (City of Kirkland) Belen Herrera (City of Seattle) Beth Hamby (Sound Transit) Candise Hutchko (CCS) Cliff Perry (Northshore Senior Center) Corrinne Viegas Daeveene May (Pierce County) Dinah Stephens (Aging and Disability Services) Dorene Cornwell (community advocate) Dwight Sanders (MV Transit) Emilia Traux (Bellevue OEM) Gerina Hatch (Community in Motion) Gil Cerise (PSRC) Griffin Cole (CCS) Helen Chang. Jacque Mann (PSESD) Jennifer Covert (Public Health) Jodi McKenzie (Harborview ADA paratransit evaluations) John Niles (center for advanced transportation and energy solutions), Judy Brown (Northwest Hospital) Julio Perez (Seattle Housing Authority) Kari Ware (Solid Ground) Katie Schneier (KC Metro) Kurt Ahrensfield (Kirkland Senior Council) Laura Lee Sturm (SDOT) Laura Milstead (City of Bellevue) Laura Prigoff (King County) Lorrie Alfonsi (KC Metro) Mariel Woodley, Marney Meraldo, Mary Herman (King County Metro) Naimo (Student Benefit Navigator – RTC) Natalie Sharp (Hopelink Community Van) Erin Hogan (PSRC) Rachel Wilch (KC Metro) Rebeca Martinez (Hopelink) Rose Weiker (City of Sammamish) Roz Novikova (Hopelink) Shereese Braun (KC Adult Services Division) Tom Hewitt (SDOT) Traci Adair (King County) Veronic Bean (City of Auburn) Wan-Lin Tsou (KC Metro) William Khadivi (Commute Seattle) Zion Gemechu (benefits navigator Bellevue College)*

**Staff Support:** Heather Clark, Meg Cronister, Sandy Phan, Laura Loe

**King County Mobility Coalition Vision:** A coordinated transportation network that allows all people to move freely around King County and the Puget Sound region.

## Meeting Goals:

- 1) Review current project updates for KCMC Action Plan.
- 2) Puget Sound Regional Council will share feedback gathered from communities about their transportation needs from the Regional Transportation Plan.
- 3) King County Metro will provide fare and program updates.
- 4) Learn what partners are working on across the region during Partner Agency Briefings.

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## Welcome, Introductions, and Announcements

The meeting began at 9:30am and attendees provided introductions in the chat.

### Announcements:

- Heather Clark shared Hopelink staffing updates:
  - Dina Atieh has left her position. Contact Heather Clark at [hclark@hopelink.org](mailto:hclark@hopelink.org) with any KCMC-related business.
  - Grace Georgitsis is the new South King County Mobility coordinator: [ggeorgitsis@hopelink.org](mailto:ggeorgitsis@hopelink.org)
  - Rebeca Perez-Martinez is the new North King County Mobility Coordinator: [rpmartinez@hopelink.org](mailto:rpmartinez@hopelink.org)
- Heather Clark shared that the Storymapping project will be on hold for the time being due to staff transition.
- Sign up for monthly KCMC newsletter [here](#).

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## Consent Calendar

Meeting notes approved by consensus vote via Heather Clark.

- [May Meeting Minutes](#)

## New Members and Alternates:

Please contact Dina Atieh at [datieh@hopelink.org](mailto:datieh@hopelink.org) or 425-943-6752 for any errors or omissions in these notes.

- New roster members and alternates are introduced, including Scott Weinberg from King County Metro Transit and Samuel Orbach from Connections Health Solutions.

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## **Puget Sound Regional Council (PSRC) Regional Transportation Plan**

*Gil Cerise and Erin Hogan*

- PSRC is a Metropolitan Planning Organization (MPO) that focuses on long-range planning, growth management, and land use related development.
- Members include 82 cities and towns, the four counties, nine transit agencies, ports, tribes and others within the four county region
- Overview of the [regional transportation plan \(RTP\)](#) and the [coordinated mobility plan](#), focusing on the needs of individuals facing accessibility and mobility barriers.
- Outreach efforts aim to identify transportation needs and gather feedback from communities are highlighted, with a focus on phase two of the outreach process.

Summary of Mentimeter Activity (please see [Mentimeter document](#) for visual representation)

PSRC proposed the following list of Key Transportation Needs:

- Improved coordination across counties and agencies for seamless travel.
- Shorter wait times and more reliable transfers and return trips.
- More frequent and expanded transit services, especially during evenings, weekends, and high-need times.
- Context-appropriate transportation options for underserved areas, such as rural regions.
- Increased rider education and awareness of available services.
- Better access to healthcare and essential services.

- Safer, more accessible infrastructure, including transit stop amenities (seating, lighting, restrooms).
- Sustainable, long-term funding to support services for priority populations.

Participants Identified Missing or Underrepresented Transportation Needs:

1. Houseless Population – Not specifically addressed.
2. Public Restroom Access & Night Services – Especially important for shift workers.
3. People with Sensory Needs & Vision Impairments – Require better accommodations.
4. Robust Driver Training – Emphasis on accessibility awareness for all drivers.
5. Clarity Around “Access” – The term is vague; more specific definitions and solutions are needed.
6. Context-Appropriate Transportation – Needs clearer definitions; suggestion to refine the term "context."
7. General Improvement Readiness – Openness to ongoing updates as new needs arise.
8. Safety – Ensure all people feel safe riding transit.
9. Right-sized transportation – Consider renaming “context-appropriate” to “right-sized transportation options.”
10. Urban planning – Improve coordination with planners to create more housing and walkable neighborhoods near transit.

11. Language accessibility – Improve language support for transit users.
12. Payment systems – Make transit payment systems easier to use.
13. Equity support – Provide better support for low/extremely-low income individuals; note that reduced fare programs like ORCA often exclude young adults.

Meeting participants prioritized transportation needs that were identified by the community (see [PSRC's Mentimeter document](#) for visual representation of rank ordered priorities).

1. More accessible and safer infrastructure, including seating, lighting, and restrooms at transit stops.
2. Sustainable, long-term funding to support transportation programs for priority populations.
3. Shorter wait times and more reliable transfers and return trips.
4. More frequent and expanded transit service, especially during evenings, weekends, and high-demand times.
5. Better cross-county/cross-agency coordination for a smoother travel experience.
6. Improved access to healthcare, wellness, and other essential services.
7. Context-appropriate transportation options for areas not well served by fixed-route transit, including rural areas.
8. More rider education opportunities and awareness of available transportation services.

Participants identified the following for what “perfect transportation” would like in their communities:

- Safety & Reliability
  - Safe, reliable, consistent, clean, and frequent service.

- Infrastructure designed for accessibility and comfort (e.g. lighting, seating, restrooms).
- Affordability & Accessibility
  - Affordable or free-fare options.
  - Accessible to people with disabilities and people of all income levels.
  - Options that eliminate the need to own a car.
  - Language accessibility
- Convenience & Efficiency
  - Reduced wait times and better punctuality.
  - More one-seat rides (fewer transfers).
  - Service available 24/7, with high frequency even during evenings and weekends.
- Geographic & Modal Coverage
  - Routes that serve the entire region across all times of day.
  - More transportation modes (e.g. shuttles, rail, buses).
  - Cross-county coordination for seamless transfers.
- Equity & Inclusivity
  - Equal access for seniors, people with disabilities, and low-income individuals.
  - Access to healthcare, food, and essential services.
- Environmental Sustainability
  - Reduced car dependency.
  - Focus on pedestrian- and transit-oriented communities.
  - Transportation that produces less carbon emissions.
- User-Friendly Experience
  - Rider education and updated maps.
  - Transportation that's easy to understand and navigate.
  - Services that support same-day changes in plans.

When asked what other items participants would like PSRC to consider, the following themes were addressed:

- Infrastructure & Amenities
  - More bathrooms along transit routes and at stations.

- Charging stations at transit hubs, especially for electric wheelchairs and medical devices.
- Cleaner stations and improved facilities.
- Service Expansion & Accessibility
  - Expand heavy rail service, including Sounder trains.
  - Offer fare-free transit, especially:
    - Permanently in King County.
    - During cold weather and wildfire smoke events.
  - Provide 24/7 transit service with reduced wait times.
  - Improve service in rural and underserved areas.
- Equity & Inclusivity
  - Add more outreach in East King County.
  - Provide cross-county travel support, especially for seniors, low-income, and disabled individuals.
  - Ensure staff and materials reflect the population—including language diversity.
- Long-Term Planning Ideas
  - Promote regional coordination to make travel seamless across counties.
  - Focus on representative outreach and inclusive infrastructure as part of future transit planning.

## **King County Metro**

*Rachel Wilch*

### Fare Updates:

Last time there was a major shift to fare structures was 2017 that got rid of transit zones.

Metro is currently collecting about 1/3 of the fares they collected in 2019 and there are several factors involved with that including youth riding free, some not paying their fares, and a shift in the way people are using transit.

Metro is in the process of facilitating a regional fare forum (all agencies that participate in the ORCA program), and also engaged with the fares cabinet, comprised of 13 riders across the county. Finalizing a list of commitments that may include:

- Expanding the ORCA retail network
- Piloting alternatives to the Human Services Bus Ticket
- Improving communication with riders (including language accessibility)
- Open payment with a credit card and virtual payment options that you can use by tapping your cell phone on an ORCA reader (longer term commitment)

Pre-COVID, Metro was required to cover 25%-30% of operating costs through fare revenue, but this has since changed to the 10%-15% range.

Not all fares are changing – LIFT and RRFP are remaining the same.

Low-income fares will be \$1 on Metro buses and on the Water Taxi

Adult fares will increase by .25 for both buses and Water Taxi

For more information about the fare adjustments and alignments, see the [meeting slide deck](#) or visit [King County Metro, Water Taxi and Seattle Streetcar adult fares change Sept. 1, 2025 – Metro Matters](#)



### Questions, Answers, and Comments

Laura Prigoff commented that one of the major challenges they have with expanding to more businesses throughout the county is lack of routes and schedules that work for their employees (looping back to the PSRC priorities in the previous presentation)

Candise Hutchko commented that ORCA scanners are often not working, and wondered how significant that is in the rider/fare data.

Rachel – sometimes we do have equipment failures. We also know that we need to provide the right information and education to riders about when and where to tap. Work closely with fare enforcement to ensure people are not penalized for information they do not know, or for equipment failures.

Candise Hutchko asked if there are any adjustments to what is considered low-income given the increased cost of living.

Rachel – this is being discussed at the Regional Fare Forum.

Questions: Will the \$2.75 Human Services Bus Tickets still be honored after the fare change?

Rachel – Yes, Metro will honor those until at least the end of 2025.

Helen Chang requested a one-page flyer that features the new rate for different types of rides.

Lorrie Alfonsi commented that Metro Access fares are not changing

Adam Vance commented that you can use ORCA cards with Google Wallet on Android devices and can use the myORCA app to manage cards (but cannot pay for trips using the app)

Amy Biggs added that it would be nice to have a one-pager to distribute in the Snoqualmie Valley. The only way people can get ORCA cards that have reduced fares is to get them online so many people end up paying full fare. In rural areas,

people can only purchase pre-loaded cards in person by going to QFC or Safeway, and many do not have internet access so buying them online is difficult.

Wan-Lin Tsou from KC Metro commented in the chat that Human Services Bus Tickets are going to be valid through all of 2026. They are considering changing the \$2.75 price displayed to just say “Adult Fare” so they can be used anytime.

Rachel Wilch is available for any follow-up questions. [rwilch@kingcounty.gov](mailto:rwilch@kingcounty.gov)

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## **Partner Agency Briefings**

### **1. King County Metro**

Lorrie Alfonsi – Service updates and fare changes to begin September 1<sup>st</sup>. Metro Access fares are *not* changing. The way those fares are collected may change in the future (paying for the ride at the time of reservation) with the next iteration of ORCA.

### **2. Sound Transit**

Beth Hamby - updates on the one line, including test trains on August 22 and shuttle bus services on August 23

The Federal Way link extension is expected to open later this year, expanding the 1 line to Federal Way.

The East Link extension across Lake Washington is scheduled for 2026, with plans to improve accessibility details.

Addressed a tunnel evacuation event on July 16, highlighting the need to improve response protocols for passengers with disabilities.

### **3. Pierce County Coordinated Transportation Coalition (PCCTC)**

Daeveene May - updates on pilot programs in the Key Peninsula, White River, and Spanaway 176 corridor area. Looking at getting service in those areas in

October. The Key Peninsula program will go all the way up to the U. Will be using funds to do a fixed route on the Key Peninsula.

#### **4. ORCA**

Adam Vance – updates on the ORCA app and ORCA LIFT website that includes updated materials and illustrations, and centralizing information for ORCA LIFT. Credit card payments on ORCA machines should be available by the World Cup in 2026.

#### **5. Find a Ride (FAR)**

Laura Loe – Hopelink has signed a contract for federal funding for Phase 2 with matching partners including Metro, Sound Transit, SDOT, and WSDOT. Participants are encouraged to join the advisory meetings.

#### **6. Community Transportation Navigators (CTN)**

Sandy Phan – provided a brief overview of the CTN, peer navigator program. They are working with a new transportation resource called the Universal Basic Mobility Design, or Easy Trip, that is being piloted, providing a transit product similar to a debit card.

#### **7. Rural Transportation Advocacy Event**

Heather Clark for Lyn McCarthy – Event focused on advocating for transportation improvements in rural areas, with participants working on developing effective testimony. Round two of RTAP funding has been granted and work will continue.

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#### **Action Items**

King County Metro – develop and distribute a one-page flyer that outlines fare changes

Participants can reach out to Erin Hogan at [ehogan@psrc.org](mailto:ehogan@psrc.org) with additional questions or feedback about the PSRC Regional Transportation Plan.

Participants can reach out to Rachel Wilch with King County Metro with questions about the September 1<sup>st</sup> fare updates [rwilch@kingcounty.gov](mailto:rwilch@kingcounty.gov)

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**Next Meeting:** November 18<sup>th</sup>, 2025 from 9:30 AM – 11:30 AM, remote

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King County Mobility Coalition Contact:

Heather Clark

*For more information on KCMC, contact Heather Clark, visit our website  
[kcmobility.org](https://kcmobility.org), or sign up for our distribution list [here](#)*