



King County Transit Advisory Commission
August 20, 2019
6 p.m. to 8 p.m.
201 S. Jackson St.
General Manager's Conference Room

- 6 p.m. Welcome, consent agenda, announcements
Select new vice chair [Aaron]
Sound Transit citizen accessibility advisory committee
Park and Ride permit program update [Cindy]
Fare enforcement update [see page 2]
- 6:10 p.m. Update on Eastside conversation *[Aaron, Judy update]*
- 6:15 p.m. Tentative: General Manager Rob Gannon
Updates, regional funding
- 6:30 p.m. Mobility Framework Workshop [TAC action: give feedback]
2nd round of engagement
- 7:30 p.m. Work plan update – remaining meetings *[Aaron and Cindy]*
Remaining meetings (September, October, November, December) – potential topics
- *Income-based fares*
 - *Operators*
 - *Community Connections*
 - *Getting involved in your local communities / raising TAC profile*
- 7:40 p.m. Mercer Island letter – interest in writing an editorial *[Aaron]*
- 7:45 p.m. Adjourn



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Attendance: David Johnson, Cheryl Harrison, Jacob Struiksma, Angela Theriault, Bobby Wooten, Gale Shinozaki, Lin Robinson, Pete Rubin

The meeting began at 6 p.m. Minutes from the past three months were approved. Lin Robinson is now chair of the TAC, and Pete Rubin was selected as the next vice chair.

Cindy gave a brief update about the Paid Permit Parking Program, which will begin in the second half of 2019 at the most high demand park and rides. There is extreme demand for space in the most popular park and ride lots in King County. Consistent with the King County Equity and Social Justice Strategic Plan, METRO CONNECTS and Metro's Strategic Plan for Public Transportation 2011-2021, in close coordination with Sound Transit, and in alignment with customer feedback and pilot program findings, Metro developed a paid permit parking program for implementation at high-demand park and ride lots.

TAC members expressed their disappointment that this issue was not brought up for the TAC to advise and consult on at the time. Outreach was conducted for the program with Sound Transit in 2018 and then again in spring of 2018.

Members discussed the program briefly, and some did not agree with the decision given that there aren't good options for getting to park and rides other than driving. However, other members disagreed and said that all parking should be charged; taxpayers should not pay for parking.

General Manager Rob Gannon – brief update

General Manager Rob Gannon gave the group an update on Metro's finances and future funding sources. The economic forecast for Metro will stay constant, and the budget process will begin for the 2021-2022 biennium soon. Various things may affect Metro's finances including:

I-976 is an initiative on the ballot that would severely limit revenue generating authority of entities across the state like the state, King County Metro and the city of Seattle. It would result in a reduction in Metro's revenue and the Seattle Transportation Benefit District (funded by the city) that funds 10 percent of Metro's service. This initiative, if passed, would affect routes serving Seattle and countywide routes that serve Seattle, affecting about 70 out of 200 routes.

Additional funding sources might include the city of Seattle putting forth another ballot measure for the Seattle Transportation Benefit District, or a region-wide ballot measure.

- Metro has a strong fund management policy and has money in reserve for an unexpected downturn or funding loss.



Members asked Rob to continue giving updates on this topic for the rest of the year, and he committed to doing so.

Mobility Framework Workshop

Tessa McClellan (Metro) gave a brief overview of the Mobility Framework. The TAC received a briefing and gave feedback on it earlier in the year. The Mobility Framework will help Metro adapt to the changing transportation system in an equitable and sustainable way. Its recommendations will lead to updates to Metro's policies during 2020, guide Metro's budget and business planning, and help us work with partners around the region to encourage developing dense, affordable housing near transit, using public right-of-way equitably and effectively, and providing better access to mobility services.

Over the summer, Metro and consultants did technical analysis, best practices research and looked at travel trends, as well as demographic trends about where and how people are moving around. They also looked at the role of new technology.

The Mobility Framework is being co-created with an Equity Cabinet made up of 23 community members representing low-income populations, communities of color, immigrants and refugees, limited English-speaking populations, and people with disabilities. We're also engaging our partners, stakeholders, elected officials, transit riders and employees throughout the process. Lin is serving on the Equity Cabinet for the TAC.

Tessa went over the five main themes that have come up:

Investments, Innovation, Surrounding Land Use, Workforce and Engagement

The group decided to discuss all of them in a little bit of detail.

Comments on **Investments** [investing where needs are greatest]

- Work with other county transit agencies because of people being displaced from King County
- Strong focus on people with disabilities who are nearly completely transit-dependent.
- Prioritize weekend service in places without any weekend service.
- Limited service hours also limits access to jobs.
- Look at the nuances in certain areas like Vashon; there are pockets of poverty and inequality in seemingly affluent areas.
- Improve audio stop announcements

Comments on **Innovation** [innovate equitably and sustainably; provide fast, reliable, integrated mobility services]

- Look at the vehicle traffic and whether it increases with new innovative mobility services
- Ensure signal priority, bus priority and more right-of-way for transit with local jurisdictions
- Equity Cabinet has been discussing best practices for innovation which include collaboration not only with innovative mobility providers and new technology but also local jurisdictions.

Comments on **Surrounding land use** [Metro doesn't really control this, but includes addressing the climate crisis and environmental justice; encourage dense, affordable housing near transit; improve access to mobility]



- Greater greenhouse gas emissions are not just in south King County; many areas adjacent to major highways are also impacted by pollution such as Lake Forest Park.
- Buses are often not the best option for people because it still takes too long to get around by bus.
- People also have security concerns when it comes to taking the bus – how can we get people to transit and park-and-rides more easily without driving?
- Transit-oriented development is great and should be encouraged
- Need more density and have more development close to transit.

Workforce – as technologies change, what does that mean for the workforce?

- Should reach priority populations through the workforce
- Need to improve current training for operators

The TAC will be consulted again once the framework is submitted at the end of October. Metro will then begin working to update policy documents such as Metro Connects, the long-range plan, and the Service Guidelines, in late 2019 through summer 2020. The team will come back to brief the TAC later in the year.

Next agenda:

- North Link Mobility Board update



Transit Advisory Commission 2019 Work Plan

Final: 3/19/19

Goals, Objectives and Desired Outcomes

The King County Transit Advisory Commission (TAC) helps improve transit services, planning, and programs by advising Metro, King County, and leaders about transit policy. Commission members are residents of King County that reflect the county's diversity. Most members ride Metro and all members live in King County. Each serves a two-year term. The Commission meets monthly or as needed. As set in our policy, half of the commission seats must be filled by people with disabilities or those who work with them.

1. Be on every project's checklist **[Cindy's working with management to identify projects relevant to the work plan]**
 - Provide advisory opinions on projects
 - Become part of the planning process
 - Work with Metro to decide on which system wide and regional topics should be brought to the TAC
2. More and better service in conjunction with the long-range plan and funding **[TAC giving feedback on the Mobility Framework which is working to develop a funding solution for Metro Connects (long-range vision) and how to center equity and sustainability in all of Metro's policies, plans and programs. Lin Robinson is also serving on the Equity Cabinet for the Mobility Framework and is reporting back to TAC.]**
 - How do we get to the long range plan, funding trade offs
 - Transit equity – south base
3. Make all transit services more integrated and accessible to all, including Access Paratransit.
 - Accessible Services – making routes better for those that use it
 - Synced with On Board Announcements, Braille announcements to know next stop
 - Coordinate Sound Transit, Ferry schedules and transfer points
 - Audio stop announcements work all the time both inside and outside of the buses **[Response to this inquiry was sent to the TAC in March]**
 - Find out what routes use old buses with malfunctioning ramps, eliminate and update with the newer buses
4. Technology access **[July meeting: Matt Hansen from Customer Communications talked to the TAC and gathered feedback about real-time customer information about bus reroutes, delays, etc.]**
 - Improve Deaf, Blind and physical disability technology access across the Metro Transit platform
 - Mobile Payment and Ticketing, including capacity for RRF, ORCA Lift pricing, ID applications and renewal



5. Income-based approach to fares **[TAC gave feedback in multiple times during the process and is informed. Ayan Mohamed from TAC is serving on the stakeholder committee as well.]**
 - Potential to sit on the stakeholder workshops or receive updates from the project team throughout the process
6. Speed, reliability and infrastructure
 - Advocate for more transit effectiveness and spread across the county, including more predictable rapid transit as well as more right of way and transit priority for buses.
7. Operator/staff training **[Cindy in process of setting this up with new and seasoned operators]**
 - Better trained drivers on how to treat and work with people with disabilities
 - Cultural humility, implicit bias training, and assessments for fare enforcement including presentation like wearing uniforms
 - Assumptions