



**King County**

## **Transit Advisory Commission**

### **MEETING AGENDA**

**October 16, 2018**

**King Street Center, Metro GM Conference Room, 4<sup>th</sup> Floor**

**201 South Jackson St., Seattle**

**6:00 p.m. to 8:00 p.m.**

**Call in option: 206-263-8114**

**PIN: 158316**

- 6:00 p.m. Welcome and introductions**
- 6:05 p.m. John Resha, Assistant General Manager, Financial and Administrative Services**  
Budget process and update
- 6:45 p.m. Group discussion: TAC actions regarding the budget**
- 7:15 p.m. [Tentative] American Council of Young Political Leaders fellow**  
Jireh Betia, fellow from the Philippines studying accessibility in public transportation
- 7:25 p.m. Appoint a representative and alternate to the King County Mobility Coalition**
- 7:35 p.m. Update on the Access Task Force charter**  
Aaron Morrow
- 7:50 p.m. Other business**  
King County Mobility Coalition summit – Mobility for All  
Approve meeting minutes
- 8:00 p.m. Adjourn**



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### **Meeting Minutes**

**Oct. 16, 2018**

**King Street Center, Metro GM Conference Room, 4<sup>th</sup> Floor**

**201 South Jackson, Seattle**

**6:00 p.m. to 8:00 p.m.**

**Attendees:** Preston Sahabu, Judy Daufney-Stenberg, Tony Pagliocco, Pete Rubin, Min Cho, Lei Wu, Cheryl Harrison, Ayan Mohamed, Bobby Wooten, David Johnson, Aaron Morrow, Lin Robinson

**Metro staff:** John Resha (Assistant General manager, Financial and Administrative Services), DeAnna Martin (Public and Employee Engagement Manager), Cindy Chen (Community Relations)

### **Metro's proposed 2019-2020 budget overview**

John Resha introduced himself and gave an overview of the Metro budget process. He explained the budget's growth from \$1.6 billion in the 2017-2018 biennium to \$1.89 billion in the 2019-2020 proposed budget. The proposed budget includes an additional 177,000 hours of service. Partners like the city of Seattle and Amazon purchase service hours to add midday service since bus bases are at capacity.

**Four pillars** for delivering more and better mobility solutions:

1. Make transit easy to use, available to all
2. Get things built
3. Partner with others
4. Enable employees to do top quality work

**Service hours** will also mitigate construction impacts during the period maximum constraint. Some of the biggest impacts will be the permanent closure and demolition of the Alaskan Way Viaduct and buses moving out of the Downtown Seattle Transit Tunnel onto surface streets. Metro's goal is to keep the transit system running as close to business as usual during this time.

Questions asked by commission members:

- When fares will increase next?
  - o John explained that farebox recovery (total bus fares divided by total bus operating costs) is an important measure for fares. There will be a planned increase in 2021 and every 3-4 years afterwards.
- What is the Community Connections program?
  - o Community Connections is a pilot program that will become a permanent program. The program creates customized transit programs based on a community/jurisdiction's needs. These range from a shuttle network to finding the right size vehicle for specific communities' needs. They function like a research and development team.
- Will there be any planned increase in service or restructure to service to Issaquah?
  - o Metro will restructure service around Issaquah and Bellevue when East Link Light rail opens. Planning for the restructure will begin in 2021.



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**Access Paratransit:** Metro continues to invest in the paratransit service. During this biennium, Metro invested more into the service to bring it to a 90% on-time performance standard. Metro is currently reviewing proposals for the RFP and assumes Tier 1 in the budget. John's new office will oversee finance and contract management. There will be one primary contract so every vendor must work through that contractor to ensure fairness.

**Metro's biggest challenge:** Building out the capital program in order to increase bus base capacity with additional spaces in 2021, 2023, 2025 and another base by 2030. The capital program must deliver hundreds of projects faster and on time with a focus on planning, delivery and project controls.

A commission member asked about asset management. John explained asset management is a function of the new Finance and Administration division which uses a specific methodology to formally evaluate the condition of every piece of capital, report out to the federal government and prioritize what must be fixed or replaced. In terms of buses, Metro has been able to grow the fleet by adding new buses and maintaining older buses for longer than usual.

### **Partnerships**

Partnerships are crucial to expediting Metro's creation of an integrated mobility network to meet our region's growing demand and our customers' changing needs and expectations.

**RapidRide** fits with the long-range plan, Metro Connects, to expand all-day fixed route service. The RapidRide lines go through many different jurisdictions and partnerships ensure that both parties invest in the community through support from elected officials, creating better intersections and/or signal priority. Metro's new department will have staff specifically dedicated to partnerships. This budget queues up the next seven RapidRide lines. Metro is working with local jurisdictions to invest in the success of RapidRide lines.

### **Enabling employees to do great work**

Metro will invest in apprenticeships as a pipeline for the next generation of workers. Metro will pilot Wellness Centers at four key bases to address repetitive stress injuries through contracted physical therapy programs. 24,000 to 25,000 days of work were lost due stress, strains and injuries experienced by operators, costing the department around \$13-14 million. Metro needs to be taking care of operators with care and respect. Bringing preventive treatment and convenient access to physical therapy to operators where they work will help address their whole health.

### **Fares**

Fares are an issue of access. Metro wrote a comprehensive report about fares affordability and proposed an income-based pilot for people who cannot afford ORCA LIFT (200% of the federal poverty level). Instead of doing separate fare programs for specific rider markets (students, people with low incomes, etc.), income can be the standard by which Metro determines eligibility for this program.



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### **Risks and tradeoffs with the proposed budget:**

- Can Metro deliver on the expanded capital program?
- Current policies and service guidelines are retrospective because transit follows after there is a demonstrated need. Metro Connects, the long-range plan, looks to the future about where there communities will grow.
- Fares - balancing an income-based pilot with direct implementation. Data and evaluation will be needed to retain the integrity of the fare system and implement an equitable fare program.

### **Questions asked by commission members:**

- How does Metro address the unique transportation needs of the unincorporated areas of the county like Vashon Island?
  - o The new Department of Local Services was created this year specifically to serve unincorporated areas of the county like Vashon Island. John suggested this member get in touch with the Community Connections program to determine the “right size” transit options for the island.
- What did past fare programs look like? In the past, fares programs were based on population; Metro has not done an income-based fare. Metro needs to determine the metrics to measure performance and have a clear understanding about how it is improving someone’s access to transit. ORCA LIFT took about a year to implement from the policy creation to implementation.
- A [Seattle Times article](#) showed that high earners (also known as “choice riders”) commute by transit more than any other income group. Does the budget address the concerns for choice riders like reliability and crowding to ensure they continue to ride transit?
  - o Metro is committed to maintaining and growing the current system for choice riders, while balancing the needs of transit dependent and choice riders through different programs like an income-based fare program.
- Does Metro survey riders and non-riders about transit use?
  - o Metro conducts a rider/non-rider survey every two years that is statistically valid. This will soon be completed every quarter. A market research company conducts this survey, managed by Metro. The data is available [online](#). Separately, Metro collects public feedback through customized public engagement processes developed for each project and based on demographic research.
- How is Metro addressing safety and security concerns on buses and at transit centers, especially those outside of Seattle?
  - o Metro will finish installing cameras on almost all the buses in the system by the end of 2018. Once buses move out of the Downtown Seattle Transit Tunnel, Metro will maintain and redeploy the transit police to the rest of the system.

### **Discussion around the commission’s next steps:**

Commission members discussed the possible courses of action in regards to the budget. John reminded the group that Council would be receptive to hearing the TAC’s feedback about certain areas of the budget at a high, policy level. Several options for action include writing a letter or meeting with



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Councilmembers individually. The members present decided to meet again on Oct. 30 on a conference call to discuss the content of a potential letter they would send to County Council about certain elements of the budget.

### **Action items:**

- Send links to the 2019-2020 budget – completed by Cindy
- Send link to the rider/non-rider survey – completed by Cindy
- Set up conference call – completed by Cindy