



King County Transit Advisory Commission

Agenda

March 19, 2019

6 p.m. to 8 p.m.

- 6 p.m. Welcome
- 6:05 p.m. Update on Sound Transit Accessibility Board
Aaron Morrow, vice chair
- 6:15 p.m. Renton, Kent, Auburn Area Mobility Plan Update and Mobility Board
Robyn Austin, RapidRide Communications and Public Engagement Manager
Dave VanderZee, Service Planning
- 7 p.m. Income-based fares – update and gathering feedback
DeAnna Martin, Partnerships and Engagement Manager
- 7:45 p.m. Work plan action items
- 8 p.m. Adjourn



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Commission members in attendance: Pete Rubin, Jacob Struiksma, Ayan Mohamed, David Johnson, Cristal Peña, Gale Shinozaki, Lin Robinson, Min Cho, Aaron Morrow, Judy Stenberg and Cheryl Harrison

Metro staff: Robyn Austin (RapidRide), DeAnna Martin (Partnerships & Engagement Manager), Dave VanderZee (Service Planning)

Update on Sound Transit Accessibility Board

Aaron Morrow is serving as chair on the Sound Transit Accessibility Board. He gave a brief update about what the group is working on, including:

- Working to develop a mission statement for the board
- Developing matrix of what are the critical access issues with ST that need to be addressed
- Develop autonomy with blind and deaf community that ride ST
- Raising the visibility of the board within ST

Core challenges include communications and dialogue. Meetings are quarterly and Aaron will follow up with information about the meetings to the commission.

Renton-Kent-Auburn Mobility Plan (Dave VanderZee, Service Planning)

Dave VanderZee gave a presentation about the Renton-Kent-Auburn Mobility Plan, which is a mobility planning effort that will lead to the future RapidRide I Line in this area of south King County. The I Line would be implemented in 2023 and combine routes 180 and 169 via Auburn to Renton, but work will be done now to make changes to the network and set of mobility services available in south King County as early as 2020. Fixed route transit, as well as community connections service, will also be examined as part of this process. The focus on this project is on the mobility needs of those traveling with the project area, rather than to Seattle or other areas.

Metro began the first round of engagement earlier this month to ask the public what is and isn't working in the current network, and how it could be improved. That input will be used to create several concepts for changes and used in a second round of engagement this summer. The goal is to take the changes to County Council in early 2020 for their consideration and approval. If adopted, it would be implemented in September 2020 and allow the adoption of the I Line alignment.

Metro is also conducting an Equity Impact Review process throughout not only in the goals of the project but how Metro evaluates the impact of the changes and better involves the voices of historically disadvantaged populations in the planning process.

Additional aspects of the project:



- Equity Impact Review process that will evaluate the goals of the project, how the changes impact communities and how the project involves historically underrepresented populations in the planning process.
- Recruiting members to serve on a Mobility Board to advise and give feedback on ways to improve mobility based on the feedback received during the first phase of engagement. The RR team asked for a TAC member from the area to serve on the board.

Commission member comments:

Commission members commented on a variety of issues, including:

- Difficult to connect to light rail
- How are paratransit impacts being considered with the changes?
- How do you predict population changes due to people moving into South King County for economic reasons?
- What ridership data is used?
- Suggested connecting with South KC Mobility Coalition
- Consider Eastside connections to Renton
- How will you engage people who live or travel in areas that do not have service now?
- Maintain local connections because RapidRide should only stop every few stops to make it travel faster.
- RapidRide and other buses need transit priority because they are not as fast as promised. Also still need a local bus that stops at every stop, but RapidRide should be stopping at fewer stops so it really is fast.

Staff response:

- Several Link stations are in the study area and we will provide good connections. We are also looking at how to “right size” service, whether that is a big fixed route bus or more flexible service options through our Community Connections Program.
- Existing conditions report will include how people use services that are currently available to assess the changes. This includes ridership data with boardings and alightings to identify where people currently use service. We also look at the surrounding areas and their demographics.
- Focusing on improving the travel options within South County, including better access to service that take people up to Seattle. We can look at recent data on where people are moving as Seattle becomes more expensive.
- Will take feedback about needs that are in areas not included in this mobility plan
- In the first phase of engagement, we asked people to drop pins on a map to show their origins and destinations which will help inform our work over the next four years.
- We have connected with the South County Mobility Coalition. We are focusing our efforts during this round of engagement on going where people are and getting their feedback in those settings.



- We know there are areas not receiving the right amount of service and hope to address that in this effort.
- We are working with our jurisdictional partners on transit priority improvements that will help our service move. We will also be looking at existing routes to see how we can update or improve their speed and reliability. Things have changed since when we implemented some of these lines.

Staff asked the group: Is there other feedback for us how to plan and do engagement on this project based on your other experiences?

- The North Eastside Mobility Project was done well in many ways but more community and employer outreach could have been done. More events and outreach in each city affected by the area so that people can get to the meetings and get home. Many of the meetings were held in Kirkland which left out other cities like Kenmore, Bothell, etc.
- Be clear about the planned changes and when things will change.
- Staff should consider services connecting south County to the Eastside (Issaquah, Bellevue, etc.) since Access only operates 9 am to 6 pm. Many dialysis patients need that service.
- TAC member should serve on the mobility board. Nominating Jessica Renner.
- Many immigrants and refugees work at the Amazon center in Kent and have odd hours. They need more options to get to work and get home.

Staff encourages this group to reach out to their networks to get feedback and serve on the board. Staff will send something TAC members can forward to their people. Public events are on the project website and a link to that page will be shared as well.

Lin volunteers.

Income-based fares

King County Council gave direction to develop a program for income-based fares specifically for people who have zero or very low incomes and cannot afford the current LIFT fare. Metro is conducting a stakeholder engagement process with about 40 organizations providing input and expertise on the design of the program. This will include targeted outreach to community-based organizations to reach potential customers of this program.

DeAnna went over the content of the first workshop, and took feedback of the group on the questions presented at the workshop. The first workshop primarily focused on what the common characteristics are of those who are at or below 138% of the federal poverty level.



Comments from members included:

- It has been a successful workshop and excited to see how it moves forward
- Are SSI and disability income included somewhere?
 - o LIFT is set at the same level as state and federal assistance levels.
- Radical shift from what other transit agencies are looking for. Could sent a benchmark for other agencies
- What about people who are above 200% but still don't have enough income
 - o Council directed to look at 138% but Metro is not limiting the look to those numbers
- Many people do not think about transit as an option and are still car-centric.
- Would like to see other unique funding sources such as grants and not just sales tax to allow lower fares
- King County already taxes at a high rate for various transit service; funding could be a challenge
- Should have an interagency agreement on fares with Sound Transit
- Primary barriers for enrolling in LIFT or getting a reduced fare:
 - o Having to provide proof of income and documentation is a barrier, especially if there is a language barrier
 - o Greater outreach, education and marketing to reach those receiving unemployment (WorkSource), libraries, VA, multi-lingual (oral and written), community centers, schools
- Recommendations regarding making transit easier to afford and access:
 - o Transfer windows should be longer for low-income people
 - o Categorize fares by types of trips and give certain discounts for specific types of trips
 - o Access customers should receive a free pass to used fixed route and other services in addition to Access eligibility
 - o Mandate employees pay for transit passes for employees
 - o Explore other funding sources to fund the lower fare, or raise fares on everyone else

Work plan action items

- Adopted with quorum on 3/19/19
- Will be posted online in April with an edit to remove digital book fairs.