



King County Transit Advisory Commission
April 21, 2020
6 p.m. to 8 p.m.
Skype

6 p.m. Welcome, Consent Agenda, and Announcements (Pete Rubin)

Commission members in attendance: Ayan Mohamed, Cheryl Harrison, Jacob Struiksmā, David Johnson, Judy Stenberg, Bobby Wooten, Gale Shinozaki, Pete Rubin, Angela Theriault, ChrisTiana ObeySumner

6:10 p.m. Recruitment update

- Volunteers to help with recruitment and screening
 - Gayle
 - Jacob
 - Cheryl
 - Pete

6:15 p.m. Metro Policy Updates – overview and discussion (Tessa McClellan, Kim Kinnison and Tristan Cook)

Metro staff gave a presentation that outlined Metro's guiding policy documents (Strategic Plan, Service Guidelines and Metro Connects) and proposed updates to align with the Mobility Framework, and the engagement plan. Once these policies are developed through community engagement, it will be reviewed, revised and adopted by the Regional Transit Committee and King County Council.

Service Guidelines provides guidance for planning and designing service, and sets the framework for evaluation and reporting on existing services. This includes adding service, reducing service, planning alternative services, working with partners, planning and community engagement. The Strategic Climate Action Plan is also being updated this year in alignment with the Mobility Framework.

Metro will be doing stakeholder engagement with the TAC, Equity Cabinet and other stakeholders during the spring and summer of 2020. Additional engagement will occur in the fall after Metro has considered and drafted proposed updates. COVID-19 has changed the plan so timing is a bit up in the air right now.

Questions from TAC:

- What does productivity mean?
- What does supplantation mean?
- How will engagement happen – in person? Online? Not everyone has internet.



- Everything we have planned will need to be online format but we are checking in with every source we have existing relationships with
 - Will follow up with TAC
 - We are looking to transmit update in July of 2021
- Is now a good time to revamp policies when there may be serious economic impacts of Covid and potential service reduction focus?
- How do we have conversations about long-term growth while managing the current COVID-19 pandemic? How is Metro working on adapting the engagement to reach people right now?
 - Metro is adapting engagement to make sure we are reaching the groups we want to engage. It's also important to make sure equity and sustainability are worked in and updated in our policies so that our decisions (now and in the future) are centered on equity and sustainability, while being cognizant of the current environment.
- Suggestion: National Federation of the Blind (NFB) has a greater Seattle chapter that meets every third Saturday of the month from 10 am to noon. They are meeting online via Zoom for now.
- Suggestion: Don't always need to use the internet, there are ways to engage people via phone.

Funding in the current climate

- Funding will be tight right now; how to address the core service network in the current situation?
- Service needs may change so need to understand whether current services might address future needs
- Revenue is mainly generated by sales tax. Fares are only 20-25%, so there should be some more stable revenue sources than sales tax (which will go down). Also will need to look at how to balance equity in revenue and how to deliver value to justify revenue will be important. People's incomes are lower right now.
- Who is riding the bus right now?
- Many people who are riding now may not be able to ride when Metro begins to collect fares again. Some people who rode before may not ride the bus again. How should Metro adapt?

New measures:

- The ten new goals and associated measures look really well defined, and useful relative to any economic environment.
- The goals are scalable to budget.
- Funding models require people willing to fund them; people will be holding the government accountable to know that their funding is providing value for them.

New strategic plan goals: #1 is invest where needs are greatest and #2 is address climate crisis and environmental justice

- Goals #1 and #2 are contradictory. If you do not increase service for people who can choose to drive or take transit, then they will drive. The people who drive will drive and will seek to defund Metro IF they do not have the service that gets them out of their cars. That is why I'm unsure if the new goals work.



Questions/feedback:

- Info on what “express” service means? Or RapidRide.
- Why don't we acquire more right of way for transit priority?
- Transit priority will be very important for the speed and reliability guideline updates
- How do we use Metro connects when we restructure service?

Metro Connects updates

- Excited about the flexible types of transit. Will need to clarify expectations and opportunities for partners.
 - Response: Yes, we need to shift post-COVID – your tax base is going to be decimated
 - Make sure you change model to value based
- Target revisions to the service network map – people are moving, population density – are you expanding the network or just growing in target areas? Are you also integrating with RapidRide?

7 p.m. Update from DeAnna and/or Rob (if available)

DeAnna gave the TAC an overview of what Metro has done in response to COVID-19. Metro has made several service reductions since the last TAC meeting. Operators were issued two masks each, and is now implementing some measures designed to ensure social distancing on buses including public health messaging at bus stops and onboard, load limits on coaches, in-language coach announcements, strongly urging riders to wear masks, and deploying security personnel at hotspots. Metro staff are also participating actively in the county's homelessness task force to better understand how to address the needs of those who are experiencing homelessness and how Metro can help.

Questions/comments included:

- Will there be hand sanitizer for riders, and drivers?
 - No plans for hand sanitizer for riders due to supply issues.
 - Drivers are issued wipes and hand sanitizer.
- How security is enforced if people don't comply?
- Taking an education approach; if it escalates, they can call Transit Police.
- Having read an operator died last week, how do we manage that? Riders can get operators sick. If you have to call for support that takes time. A lot can happen.
 - We are balancing a fine line. Providing essential service, keeping people safe
 - We also have to take into account equity concerns
 - A lot of elements at play, need a response that balances all that
- How do we ensure people are not being left at stops? It's hard when you get passed by because you don't know when the next bus is coming
 - Trying to add trips back when we know there is COVID overcrowding
 - Also need to evaluate workforce needs and staff availability



- Not just operators, VM, etc.
- Vashon
 - Service has been suspended
 - Community van coordinator and access have done a remarkable job of filling the gaps
 - Really want community to give us their feedback
- Want medical services to have PPE first
- Federal CARES funding being distributed by the Puget Sound Regional Council. This will be used to fund COVID expenses and address non-fare box loss of revenue
- Sound Transit's light rail schedule is not accessible because it is in a PDF.
- How do we know when the bus is arriving on a reduced schedule?
 - Are people working on better accessibility for reduced schedule
 - Trip Planner app has a way to get your stop so you can text for departure
 - Call customer service
- Wondering about percentage of reduced trip (how many people riding)?
 - 75% reduction in trips
- The state reached out to the DeafBlind Service Center for more funding for personal protective equipment (PPE). Will Metro receive more funding for PPE?
 - CARES funding is only one time.
- I'm on all the alerts – doesn't tell you which trips are cancelled
 - Will send the cancelled trips page

Adjourned.