

King County Transit Advisory Commission (minutes)

November 16, 2021

6 p.m. to 8 p.m.

Teleconference:

Here is the link to join the meeting via computer: <https://zoom.us/j/99560291505>

Here is dial in information: 1 (253) 215-8782, Meeting ID: 995 6029 1505

6:00 p.m. Welcome & Introductions

- Name
- Pronouns, if you would like to share
- Access needs
- Question: Favorite seasonal meal?

6:10 p.m. Consent Agenda, and Announcements

- Announcements
 - o Last call: TAC chair and vice-chair nominations
 - o December meeting? Keep 12/21 date, reschedule or cancel?
 - Fine w/ December meeting
 - Sonja – moving up a week
 - Mina – first couple weeks of dec
 - Oskar – should have a meeting
 - Angela – Unavailable first week of Dec, but can make second week.
- Consent agenda
 - o Present:
 - TAC: Cheryl Harrison, Mina Barahimi Martin, Sonja Tracy, Oskar Abian, Angela Theriault, Aaron Morrow
 - Liaison(s): Shelby Cramer
 - Guest(s): Mitchell Lloyd (Metro), Terry White (Metro)
 - Community: Ken Price
 - o Vote: Meeting minutes – October 2021
 - o Vote: TAC chair (Oskar Abian)
 - o Vote: December meeting – keep, reschedule or cancel
 - o (Quorum not met, cannot vote)

6:15 p.m. October meeting recap, reflection, follow up

- Next Generation ORCA Marketing Materials

- When the new cards will come out? Dec. 1?
- When will there be a big push, marketing?
 - Will send out answers with the minutes
- Will you have to buy a new card or trade? How long can you use your old card?
- Map of vending machine locations? When will they be installed?
- [Shelby will connect with Chris McKnight from ST for answers]
- One-Call/One-Click Presentation

[Facilitator: Shelby, TAC action: ask clarifying questions]

6:20 p.m. General Manager update

Terry White, Metro Transit General Manager

- Florida – visit w/ transit CEOs across nation at APTA Conference
 - Infrastructure bill coming out of current federal administration
 - Future of mobility. Folks are starting to understand that with telecommuting on the rise, we cannot expect things to go back to regular ridership, etc.
 - Others are thinking the same. Lean into data and let that inform us about travel patterns.
 - We have noticed decrease in peak ridership. Incline in ridership during the all day/midday service, weekend service.
 - If we're paying attention to that, we should consider how service changes respective of that data.
 - Transit will rebound. It is linked to creating the types of cities we want to live, work, and play in.
 - People who stopped riding during transit will likely not resume riding during the same times or going to the same places as pre-COVID.
 - Customers who have never stopped riding transit deserve an improved experience. Use their stories and the experts who are riding now to help us determine the future of transit.
 - Advanced Service Management.
 - Partnerships with commissions are invaluable in improving transit
 - 2020 racial reckoning, initiated more projects related to equity and racial justice. e.g., SaFE Reform
- COVID, vaccine mandate, etc.
 - Electrification

- Moving from 2040 to 2035, to better combat climate change
 - As more buses arrive, we'll assign them to routes that also benefit BIPOC communities, low-income communities that are suffering from higher levels of pollution
 - Construction of support structures have been completed
 - Seattle City Light has begun to supply energy
 - Experiencing equipment delivery delays
 - Commissioning of equipment starting next month and going into Feb. Will have updated photos we can share post meeting.
- Infrastructure bill
 - How will it impact funding?
 - Don't have an answer yet.
 - Increased funding for various programs.
 - Metro has assumed federal formula funding in financial plan
 - How much of an increase we will receive will determine the impact of the bill on Metro.
 - Decisions will be determined as part of metros/exec 2023-2024 budget process.
 - Once we get those numbers, we will come back to TAC to share out plan.
- COVID
 - Will vaccine mandate, this has been tough for Metro, making sure there were many opportunities to get vaccine for employees, sharing all the science to make sure their decisions were informed.
 - Started with the potentiality of over 600 employees who we would lose due to vaccine mandate
 - Sent out letters to 16 employees to begin separation process
 - Over 200 still working through religious or other exemption
 - One employee lost due to this mandate is a loss.
 - Will impact level of service we can continue to provide. Trying to be proactive by hiring more and training more.
- Q&A
 - Why are there still so many route cancellations even though we haven't lost that many employees due to the mandate?

- Many folks have decided to retire. That has impacted the vacancy. Normally leave many trips open when service change happens, so we can try to hire.
- The mandate has thrown some of that hiring/planning off
- The spike of retirement, more folks out of leave as well.
- Metro is not alone – Puget Sound Region is experiencing this too – also school buses, etc.
- Commissioning? Putting into service? Yes.
 - Been test driving, weighing them. Will start using them and seeing how they work.
- Unexpected rise in retirements, for all the folks who were temp laid off, have they had a chance to regain employment? Is there a plan to have another round of hiring?
 - There are folks training now to help supplement this need, but this was planned pre-pandemic.
 - The 200 PT operators laid off were given the opportunity to return. Over 150 returned.
- Thinking about the light rail, has there been an increase in ridership? It seems pretty full, lots of people standing around and waiting for the train. What has Link done to ridership for Metro?
 - I have no doubt the riders will come back as the region opens up again.
 - Looking at the transit footprint biweekly. Leveraging those biweeklies to figure out how to supplement service. Use that type of growth strategy as we watch ridership grow. We might be able to add a bigger coach or similar during service.
- Any plans to have Access to go to the Northgate station? And have regular drop offs?
 - Yes. TAC can help us define what new mobility looks like.
 - We are actively looking for ways to move folks in a way that's more concerted and orchestrated well and allows for spontaneous movement.
 - How to coordinate all the modes we have. To create more access to the region.
 - We are thinking and planning for that.
- If you are leaning into data to inform the future of transit, how do you Concerned the data is not widely gathered enough. The people we should be getting data from aren't taking the surveys – how can we determine/make sure it's representative?

- We're continually working to improve how we gather data. We're value driven, data informed. We talk about serving those with greatest need. Those don't have the time to show up at town halls or take the survey, etc.

6:45 p.m. SaFE Reform Update

Mitchell Lloyd, Metro Transit

[refer to presentation]

Q&A

- Cheryl - Is there a step between Council submission and implementation?
 - This doesn't need a vote from the Council.
 - The proviso language has all necessary steps built in.
 - There will still be a presentation to Council and a Q&A to bring them along in the process.
 - There will still be an informal process to make sure we're in alignment with the Exec and with Council
- Cheryl – there were different things we didn't come to agreement on. And different communities who didn't like certain things. Will there be a point where the vision statement be revisited?
 - Once we're finished with the Exec review period, we'll be doing post-engagement. Informing people what we arrived at, and how we will continue co-creation during implementation phase. All the different strategies and ideas that didn't make it into the report did not get thrown out, we want to continue conversations and see what's working and what isn't working.
 - Especially those that were wildly supported but needed more fleshing out.
- Pete – TAC input on this was invited individually and as a group, that was good we were in the mix. What will our continued role be? What can the TAC do for you? And would be good to get a copy of the final report, so we can have it in our library of resources as we engage internally related to other access and equity-related issues. What is the process for review and revision over the course of 6 months or 2 years (different milestones) - how the intent of SaFE is working and not working, and can the doc called final evolve with implementation and experiments?
 - How to stay involved?
 - Heard strongly through engagement that communities and employees that the strategies seem good on paper and seem idealistic, but the way they are implemented really

matters. As we transition to implementation, we will continue engagement, and set up more project teams to tackle some of the larger and more involved strategies. More opportunity to do this in the next 3-6 months.

- Copy of report
 - Dec. 1 when its transmitted to KCC, we will be working on external messaging to stay engaged, and we will be following up with the other groups we engaged to invite them to dive into the report.
- Process for review and revision?
 - Report back to KCC in July 2022. Sharing out lessons learned, talking about progress and results. Throughout this process we'll be IDing how to measure outcomes, evaluating the process, so we can have that as a tool of lessons learned and how this process can be replicated.
- Angela – doesn't understand point. Changes for improvement will be for internal metro? Or for external experience of ridership? E.g. hiring more BIPOC drivers? Still not sure what your point is. Can you clarify if this is internal or external?
 - Inclusive of all experiences in transit. Customer, employee, operator. All those experiences are valuable in this work and we are working to address and understand how safety and security impact those perspectives.
 - Different implementation strategies are pretty diverse.
 - Training, physical environment and how that's experienced by customers, fare enforcement, internal policies that provide barriers to Metro to be flexible and in alignment with how Metro wants to be as a transit agency.
- Angela – what about people with disabilities? Were they included? Or is it just BIPOC folks?
 - We are not just one thing. There are intersections of identities. Our experiences can be very different. Although we were directed to focus on BIPOC, we wanted to identify the intersections of BIPOC with other vulnerable populations including the disability community, ELLs, etc.
- re: slide 9. Clarifying question: when they agree or disagree with vision statement – do they agree with what it's saying or if metro is living up to that standard?
 - Intention of vision statement was this should be what we move towards.

- Would you say agree/disagree had more to do with understanding of what the goal is?
- Had to reconcile a lot of different perspectives and interpretations to make a statement to present. There wasn't necessarily unanimous agreement, but we knew we wanted to start somewhere.

7:25 p.m. Recruitment Feedback

- More information to be presented at December meeting.
- Opportunity to provide feedback on recruitment strategy and materials

Q&A

- When will redistricting happen and how will that impact TAC?
 - The Council districts will not change.
 - The redistricting will impact legislative districts.

How big should the TAC be? We will be recruiting for a minimum of one person per district meaning just Districts 4 and 8.

- Important to have someone from Vashon
- in general it's nice to have more people. But even with the small number we have now, it's easy to fill up the time.
- Harder to reach quorum with a larger TAC membership.
- Important to have representation from every district.
- More emphasis on making sure people attend.
- We can be bigger when we're in person and aim for just the two additional folks while we're virtual.

[Shelby will share out who represents which district via email/in our December meeting]

7:55 p.m. Good of the order

8 p.m. Adjourned at 8:02