

## **Board Members in Attendance**

Sandro Pani  
Ashwin Bhumbra  
Xander Barbar  
Art Kuniyuki  
McKenna Lux  
Erin Tighe  
Michelle Zeidman  
Reese McMichael  
Chris Miller  
Josh Hirschland  
Christiano Martinez

## **SDOT**

Cliff Mountjoy-Venning  
Weng-Ching Cheung  
Michelle Abunaja

## **Introductions**

### **Public Comment, Approval of Previous Minutes**

- Public comment asking about changes in service that have been put in place since December's meeting.
  - Also adds that light rail frequency should be improved to 7 minutes from 10 minutes.

### **Seattle Transit Measure Budget Discussion w/ Councilmember Pedersen**

- Councilmember Pedersen giving personal intro.
- Brings up STBD
  - Helped campaign for STM
- Different categories of use for STM
  - Emerging needs
    - West Seattle Bridge emergency.
  - Capital and maintenance.
  - Service hours
  - Free Orca cards
- Going into submitted questions
  - General question asking about why the \$12 million will be used for bridge maintenance
    - Councilperson responds by saying not all projects are funded by STBD
    - Move Seattle levy another source of funding.
    - Notes that service hours funding is increasing.
    - This money is coming from Transit Access Program now that youth ORCA cards are covered by the state

- Reserves are building up as they assume that the measure won't be renewed in 2026. Councilmember notes there's a small probability of that happening.
  - Councilmember notes that support for maintenance projects was expressed by TAB in letter sent during budget process in November.
  - Got up to the audit recommended minimum amount for bridge maintenance of \$34 million with this money and a couple other funding sources
  - Erin Tighe asks where money for SHA Orca Cards was coming from then.
- Is there a general plan for how to invest this money?
  - SDOT will do most of the planning.
  - Mainly for maintenance upgrades to extend use of bridges.
  - The "opening" bridges in particular have components wear out.
  - Calls out University Bridge in particular for being in bad condition.
    - Important bridge for future J Line.
- Sandro asks if the intent is to continue to put money towards making bridges multimodal
  - Councilmember says yes. And final years of measure won't be subject to this proviso.
- Ashwin asks if the language of the proviso allows leeway for other multi-modal enhancements
  - Councilmember says yes. "Bridge related or structure related". Says that's very broad. Can be used for bus stops near bridges for example
- Asks about future of the proviso.
  - Councilmember says this is intended to be a 2-year, temporary boost.
  - This fall however, the endorsed budget can change.
  - SDOT will give council how they intend to spend this money for 2023 and that will affect how 2024 goes through
    - TAB will be part of the process
- Erin brings up that she was on the board when capital projects were added to the STM
  - Notes that it was a very lengthy process.
  - Notes that there was not a similarly lengthy process here needed to change what the measure was used for, that the public already voted for
  - Councilmember responds
    - There was still a process even though it felt accelerated.
- Michelle asks about different buckets used for different projects
  - Why using transit money to put only a drop in the large bucket that is bridge maintenance.
  - Councilmember responds
    - STM has line item for transit specifically which hasn't been touched.
    - Notes that there is a line item for capital infrastructure and says that this is fair game for use under that item.

- Agrees that bridges can't rely on taking money from STM.
  - Has tried many different plans to get that funding
    - \$100 million in bonds proposal that failed, vehicle license fee, etc.
    - Going after federal money is key.
- Josh asking about reducing cost of bridge maintenance. With ST3 and light rail expansion can we do cost sharing.
  - Brings up US Coast Guard. Under federal law, coast guard boats have to be given priority.
  - Thinks more revenue will be solution rather than cost reduction.
- Sandro asks about council's general goals for transit this year
  - Councilmember brings up STP.
  - Potential renewal of Move Seattle Levy in 2024.
  - ST3 implementation.
- Art
  - SHA Orca Cards
  - Starting conversation on free fares. What is the Councilmember's opinion?
  - \$150 million annually comes from fare. Thinks it's better to target those in need.
- Erin brings up that STM writes about developer impact fees
  - Can charge real estate developers fees that can go towards parks, schools, transit, etc.
  - This council is leaning towards using for transportation projects. Will be discussed later this year.
  - City council just doubled parks property tax. Lots of increasing property taxes. Developer impact fees would help to offset concern from the public.
    - Concern is that does that de-incentivize building more housing. Councilmember thinks that there is room for these fees.
  - Erin asks if the use fee could be different based off use. Lower fees for housing, more for a convention center
    - Councilmember brings up that it's based off impact and would have to look up to see if that's possible.
- Councilmember offers his help with any things in the future.

### **Metro System Evaluation Report**

- Jacob Brett (Senior Transportation Planner).
- How Service Guidelines are used to evaluate investment needs.
- System evaluation applies service guidelines to see where investment is needed.
  - 2022 is first time using new guidelines
  - Moved from corridor analysis to route analysis
  - Less emphasis on peak to more on all-day
  - More emphasis on equity
  - Metro Connect - long term plan
- 2022 System Evaluation

- Not yet formally accepted. Pretty procedural and should go through.
- What's in it?
  - Evaluation on March - June (Spring)
  - Focus on fixed route, flexible, and marine services (water taxi)
  - RapidRide progress report (Bus Rapid Transit)
  - Investment needs per King County's Service Guidelines.
  - Must be formally accepted by County Council
- Data Analysis
  - Fixed Route Service
    - Crowding
    - Reliability
    - Service Growth
      - Equity
      - Land Use
      - Connectivity
    - If service needs to be reduced look to preserve productivity and equity
  - Flexible Services
    - Existing Services
      - Equity
      - Efficiency
      - Productivity
    - New Services & Pilots
      - Density
      - Equity
      - Accessibility
  - Marine (Water Taxi)
    - Ridership
    - Productivity
    - Passenger Loads
    - Schedule Reliability
- Investment Priorities
  - Reduce crowding
    - Routes w/ trips exceeding vehicle's crowding threshold
    - Routes w/ standing loads for > 20 minutes
    - Must be crowded consistently for multiple months
    - Findings
      - There's no additional service needed to relieve crowding.
  - Improve reliability
    - Routes that operate late more or miss designated headways more than 20% of the time
    - Findings
      - 24,750 additional bus hours needed to improve reliability
      - 40 routes identified, 26 of which operate in Seattle
      - Top Seattle-Based Routes

- E Line
  - 8
- Service growth
  - Targets from Metro Connects interim network
  - New service growth methodology prioritizes growth based on
    - Equity, land use, geographic value
  - Findings
    - 1,644,200 service hours needed over the next 15 years to implement the interim network.
    - On average, Metro needs to add 110,000 service hours per year to stay on track
    - Notes that aren't looking to expand service until we can get back to pre-pandemic levels of service.
- Equity Priority Area scores used to determine what has highest priority.
- RapidRide Progress Report
  - Frequent and Reliable Service:
    - More frequent, expanded service hours, extra service at night / weekends
  - Bus stop upgrades
    - Better lighting, real-time arrival signage, and more seating.
  - Improved Access
    - Improve sidewalks, street crossings.
- Evaluating Flexible Services Pilots
  - Findings
    - Established services have lower cost-per-boarding than newer pilots
    - Will continue to monitor flexible services performance. Metro may adjust marketing, service areas, service levels as needed.
- Evaluating Marine Services
  - Findings
    - Water taxi is currently meeting needs
    - West Seattle route maintaining increased summer sailing schedule through winter
- Questions
  - What are the difficulties in adding back service?
    - Biggest factors are fleet and especially operators.
    - Maintenance issue that required pulling buses out of service.
    - So we have the money but can't spend it.
  - Are cancellations being tracked? Estimates thousands of cancellations per week
    - Is being tracked and monitored closely internally
  - Why is E Line so heavily affected
    - It's a very long route.
    - Operates on Aurora Ave
    - Can address this w/ capital investment (lanes, traffic signals).
    - Are partnering w/ SDOT to make a study on infra improvements on Aurora, particularly bus lanes

- How to balance current cancellations with service growth targets
  - A canceled trip doesn't really show up in service guidelines reliability data.
    - The reasoning is that you can't fix a canceled route by adding more buses cause it's more due to fleet and operator shortage.
    - Being very closely tracked internally.
- So what happens next w/ the system evaluation
  - County council will accept it.
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### **Board Business**

- Any follow-ups
  - Make sure to follow up on SDOT's plan on how to use the \$12 million earmarked for bridge use.
    - Jen Malley-Crawford from SDOT says that they should be back in February and that they intend to include us. But they're currently working on it.
  - Erin brings up that capital was included to be able to stretch bus hours further when unable to purchase more bus hours
  - Discussion on our power as the Public Oversight Committee for STM
- Board Liaisons
  - Ashwin went to the January Pedestrian Advisory Board
    - Notes that they were already planning to send a liaison to Bicycle Advisory Board. They look ahead to other agendas to see if there's any presentation relevant to them
    - Open to multi-modal board meetings/joint meetings
    - More active/aggressive in their charter. For example, commenting on Washington State Legislature bill on decriminalizing jaywalking.
- Updates
  - SHA residents are being given fully subsidized ORCA cards
  - Employer shared stops pilot program has been approved and is now out of pilot.
  - Covid recovery lanes in interbay, bus lanes on 15th ave w and Elliott Ave W, are fully implemented. 7 - 9am and 3-7pm, both directions.
  - Phase 2 of Rainier Covid recovery lanes finished latest round of outreach.

### **Announcements**