

Board Members in Attendance

Ashwin Bhumbra

McKenna Lux

Erin Tighe

Michelle Zeidman

Art Kuniyuki

Reese

Sandro Pani

Chris Miller

Josh Hirschland

Christiano Martinez

SDOT

Cliff Mountjoy-Venning

Ben Smith

Laura Lee Sturm

Matt Yarrow

Weng-Ching Cheung

Michelle Abunaja

Introductions

Benjamin Smith - Employer Shared Transit Stop Program

- Program based off a pilot program that SDOT is trying to make permanent
- Around a dozen stops for shuttles run by employers - 2 currently. Microsoft and Children's hospital. Allows private shuttles to use stops created by SDOT
 - As part of actual program, will raise shuttle vehicle fee and charge corporations per stop used.
 - Work with employers to understand where ridership actually is.
- In December there will be an ordinance approved permitting SDOT to establish this as a permanent program, amend Seattle Municipal Code, and adopt fee structure
- Council Action
 - Adopts ordinance, updates SMC in Title 11
 - Adopts Fee structure
- Director's Rule
 - Defines application request criteria
 - Updates Shuttle Vehicle Permit conditions
 - Sets annual permit standards
 - Sets employer & SDOT process
- Proposed Fee Structure
 - Increases from \$300 to \$600 shuttle vehicle permit fee
 - A new hourly staff fee \$305 for load zone
 - Shared Transit Stop use fee is \$5000 per location per year, reduced rates for certain medical & educational institutions
 - Want to be decently high
 - Modeled after fee structure for Street Use Division's Vending in the Right-of-Way

- Don't want this to be a cost center, a source of revenue that is relied on
- Shared Stop Applications
 - Excludes stops w/ highest potential for conflicts.
 - Annual application cap per employer.
 - Annual, non-vesting, revocable stop use permits
- Program attributes
 - Close coordination with KCM
 - Diligent application review process to ensure no impact to transit.
 - Builds upon successful employer relationships
 - Aim to reduce traffic impacts from employees returning to work locations
 - Excess program revenues targeted for shared stop improvements
- Learning lessons from SF Shuttle Program
 - Has Commuter Shuttle program
- Asked about MSFT employees parking near Connector shops and turning neighborhoods into parking lots
- How will this affect the 2 Line
 - Too early to say how MSFT will have Connector Shuttles change in view of the 2 line
- Are shuttles held to specific pick up/ drop off times? Is there an enforcement mechanism
 - Part of the application is understanding where and how long a shuttle will stop at a certain stop
- How does the application work?
 - Companies have to apply with SDOT, get an SDOT permit. Metro is consulted.
- Are permits revocable?
 - They are.
 - Can be a dialogue, can be something more firm (you really messed up, we're taking this stop away for the year).
- Feedback for Director's Rule for this program accepted through Monday, 11/28/22

Laura Lee Sturm - Transportation Access Program Proposals for 2023

- Plans to reallocate funding previously used for Free Use Transit passes now that the state is paying for youth passes.
- Background
 - TAP used to be called Low-Income Access to Transit
 - Fully funded by STM
 - \$10 million annual cap
 - Supports fare subsidy programs (Orca cards for example) and community engagement and transit education
- Continuing programs
 - Fare subsidies for Seattle Promise Scholars
 - Program eligibility has changed, students can come back for the third year.
 - Youth Ambassadors

- Cohort of 11, kickstarting a career in transportation. Work on encouraging more youth to ride transit.
 - Senior Regional Reduced Fare Permit Program
 - Getting a shorter name in the future
 - Involves also taking seniors out and showing them how to use their Orca cards
 - To get RRFP card, have to apply online or come into SDOT office.
 - Many already have their card and still attempt to apply online mistakenly which is a barrier to access
 - Neighborhood Pop Up could be a help, not a whole solution. Lies mainly on Metro
 - Downtown circulator
 - Free fixed route shuttle between downtown and First Hill
 - New signage this year
 - Low-Income Job Seeker Research partnering with University of Notre Dame
- Current Reinvestment Proposals
 - Expand Seattle Housing Authority pilot and transition from pilot to program
 - Served ~2200 residents who live at $\leq 30\%$ median income
 - Conduct an evaluation relating to perceptions of safety when accessing transportation
 - After cost, perception of safety is biggest barrier to access to transit.
 - Want to reach out to underserved communities for this survey such as members of the unhoused community.
 - Work w/ business community to equitably expand Recovery Card program for low-income workers
 - Grocery workers in CID, Pioneer Square, Othello, Rainier Beach
 - Very, very popular, want to try to expand.
- Discussing potential for lower cost version of business passport card with Orca NextGen.

Board Business

- Discussing Orca NextGen
 - What features are actually coming, what are the timelines?
- Discussing RRFP
 - Very difficult to get. One place to go to in the entire county to be evaluated if you need RRFP card and are not a senior.
 - How can we reduce these barriers to access to these reduced fare programs.
- Discussing employer shuttle program
 - Christiano discusses experiences in SF, seeing tech workers not use transit due to shuttle option
 - Erin brings up that if an employer's permit is revoked, they're stopped from using the shared stop. Could they still run the shuttle there, is it an empty threat?
 - Is the \$5000/stop number too low for certain entities such as Microsoft?
 - Discussing potential impact on ridership or future transit development
- Discussing potential liaisons to other modal boards

- Include Levy to Move Seattle committee
 - Would be volunteers and rotational so noone has to go to two meetings a month
- Discussing potential ride along w/ Greg Spotts
 - Think about what we want to discuss with him
 - It would technically be a public meeting and would require a quorum
- Discussing STP and Comprehensive Plan meetings available for TAB members to join in the future