

TAB January Meeting Minutes (1/22/25)

Agenda:

- Introductions
- Public Comment, Approval of Previous Minutes
- 2024 Metro System Evaluation
 - Jacob Brett (King County Metro)
- Board Business
 - Presentations Follow-up / Action Items
 - Major Items Update
 - New Levy Oversight Committee
 - Sound Transit At-Grade Crossings
 - TAB Social
 - Future Presentation Topics

Members in Attendance:

Priyadharshini Balan

Deborah Barnard

Zach Burton

Shirley Chu

Dana Coppernoll-Houston

Katie Freeman

Dexter Jenkins

Art Kuniyuki

Sandro Pani

Kyler Parris

Carolyn Tillinger

Carolyn Birkenfeld (SDOT Liaison)

Public Comment Time

No comments

Approval of Previous Minutes

Art motions to approve. Dana seconds. Motion passes unanimously. December meeting minutes approved.

2024 Metro System Evaluation

Background:

Jacob Brett from King County Metro joins TAB to present on the 2024 Systems Evaluation Report. King County Metro has Service Guidelines that outline the company's evaluation methods and priorities. These are updated every 6-7 years, most recently in 2021. The guidelines are determined by the official policies of King County. The Annual System Evaluation Report uses the methodologies laid out in these guidelines.

What goes into the report?

- Report evaluates 3 transit systems: fixed route buses, Metro Flex, and Water Taxi.
- It also includes a progress report on RapidRide
- Evaluation determines how many service hours will be needed to address identified issues.
- Evaluation is based on data from September 2023 - March 2024.
- The System Evaluation Report must be formally accepted by the King County Council. It is currently moving through council and they anticipate acceptance by February 25, 2025

Data analysis: Services & Evaluation Measures

Fixed Route Bus is evaluated based on Crowding, Reliability, and Service Growth

- Priority 1: Crowding
 - Crowding occurs when the passenger load exceeds the crowding threshold, which varies by bus type. A route is considered crowded when, over the course of multiple months, the average passenger load consistently exceeds the number of seats for 20+ minutes
 - The evaluation determined that 0 hours of service are needed to relieve crowding
 - However, King County Metro did see an increase of riders entering the transit system in the last months of the evaluation, which could contribute to increased crowding in the future.
- Priority 2: Reliability
 - An unreliable route operates late more than 20% of the time and/or misses their designated headways more than 20% of the time
 - Evaluation determined that 26,850 additional bus hours are needed to improve reliability. This marks an improvement since the 2023 evaluation
 - The report identifies 24 routes that need reliability investments
 - Reliability is also influenced by traffic, construction, and other outside factors. Capital Gains projects could help improve reliability, but require the authorization from multiple local municipalities that own the roads.

- Priority 3: Service Growth
 - Targets for service grown investments determined by Metro Connects interim network, which prioritizes growth based on:
 - Equity - includes proportion of “priority populations” determined to need service growth
 - Land Use Score - based on access to jobs, education, park and rides, housing etc
 - Geographic Value - based on connections between different activity centers
 - Evaluation determined 1,733,000 service hours will be needed over the next 14 years to implement Metro Connects interim network by 2039. This averages to 110,000 - 120,000 service hours per year

RapidRide Progress Report - Key Service Features

- Frequent Reliable Service
- Bus Stop Upgrades
- Improved Access

The GLine, RapidRide’s newest route, launched in September 2024. An evaluation of this new route will show up in next year's report.

Metro Flex Program is evaluated based on:

- Efficiency - cost per boarding
- Productivity - rides per vehicle hour
- Equity - percent of riders picked up or dropped off in a designated equity priority area
- Findings:
 - Established services have lower cost per boarding
 - Rides in areas with higher equity scores have a lower cost per ride
 - New details on how a pilot becomes a standard service

Marine Services/Water Taxi is evaluated based on:

- Average Daily Ridership
- Productivity - rides per round trip
- Passenger Loads
- Schedule Reliability

Questions from TAB members:

From Art: Does King County Metro feel that the safety and security of drivers and passengers deserves evaluation? Ridership and revenue are impacted by perceived safety.

Jacob: Safety is the #1 priority at King County Metro and is included in every conversation about evaluations and metrics.

From Dana: Regarding reliability, particularly on Route 8 - is King County Metro looking for other solutions to reliability beyond added service hours and buses?

Jacob: Yes Other ways to improve reliability include projects such as the partnership of King County Metro and City of Seattle to reenvision Aurora Ave.

From Katie: How does King County Metro evaluate Access service? Where is that data?

Jacob: The scope of this evaluation report is determined by King County policy, and does not include evaluations of Access. Access data is compiled in a separate report. However, when King County Metro invests in service growth, that applies to Access as well.

From Sandro: How does this report inform how STM funds are spent?

Jacob: SDOT works with King County Metro and incorporates this data in project prioritization and planning.

Follow up: How does electrification goals affect these plans?

Jacob: This evaluation is blind to the fuel source of each vehicle. There are efforts at King County Metro to figure out what routes are best to electrify. Considerations include the following:

- Some routes are too long (range issues with electric)
- What other variations and fuel sources are out there?
- Prioritizing the electrification of “easier” routes
- Electrification needs to be considered on base by base level. Infrastructure is needed to support charging, charging speeds, operator break time, etc.

Board Business

- Does TAB request any follow up from this or previous presentations?
 - Art - can we access the 2024 System Evaluation Report?
 - Carolyn will share link
 - Kyler - Are there any updates on Seattle City Council’s proviso of the 2025 Transportation Levy?
 - SDOT will release budget plan for levy funds on January 31, 2025. There will be more on projects and timelines at that time
- Major items updates
 - Upgrades to Route 40
 - Construction ramping up in westlake and ballard
 - <https://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor->

[program/route-40---transit-plus#aboutconstruction](https://www.seattle.gov/council/issues/2025-comprehensive-plan)

- Comprehensive Plan Draft re: Zoning (Dec Presentation)
 - Mayor has transmitted this to city council
 - Public hearing will be on Feb 6th
 - <https://www.seattle.gov/council/issues/2025-comprehensive-plan>
- Launch of revive 1-5 project - WDOT
 - 2 lanes closed
 - 24-7 bus lanes on aurora to offset increased traffic
 - Multi year effort - staff will come to february TAB meeting to share
 - <https://engage.wsdot.wa.gov/revive-i-5-yesler-to-northgate/>
- New Levy Oversight Committee
 - This will be a brand new board of 19 members overseeing the new transportation levy. The board will include one representative from every modal board
 - First meeting will be in May 2025 - these meetings are public and anyone can attend
 - Ash previously served on the levy oversight board did this last year (2024.-Zach is interested in serving this year
- From Sandro: Sound Transit At Grade Crossings
 - Sound Transit is taking public comment for at grade crossing system wide masterplan
 - <https://www.crossingsafetyst.org/>
 - The priority area will be in Rainier Valley
 - TAB way want to ask sound transit to give a presentation after they've finished the masterplan
- Question from Art regarding Vision Zero from Art
 - Does Vision Zero involve Sound Transit or is it just City of Seattle?
 - Carolyn - Vision Zero is a City of Seattle project, but collaboration with Sound Transit does occur where program overlaps with transit stations.
 - Vision Zero presentation in February
- Question from Zach regarding Seattle's Comprehensive Plan
 - Would TAB like to give opinion on parking mandates in the Comprehensive Plan as it pertains to zoning. Getting rid of parking mandates promotes transit ridership. Is this within the scope of TAB?
 - Carolyn - there is some language in the Comprehensive Plan regarding parking mandates around transit. This would be within our scope to comment upon.
- TAB Social planning - Presented by Deborah
 - There is interest in getting together with other boards to socialize and discuss city policy. However, this meeting would need to be available to the public. Deborah suggests calling together a special meeting with an agenda, and would like input

from other TAB members.

- Other TAB members are interested, but unsure of how to proceed due to requirements of publicly available meetings. There are concerns on how this meeting would be perceived by the public and the press.
- Carolyn suggests starting a sub-committee to organize this meeting.
- Sandro suggests that this meeting could be a “meet and greet your modal boards” for the public. Six other TAB members support this suggestion.