

September Meeting Minutes (9/25/2024)

- Introductions, Welcome new members
- Public Comment, Approval of Previous Minutes
- Monitoring Progress on SDOT's Transportation Equity Framework (Annya Pintak & George Every, SDOT)
- Seattle Transit Measure (STM) - Background and Programming (Matt Yarrow & Laura Lee Sturm, SDOT)
- Board Business
 - Presentations Follow-up / Action Items
 - Major Items Update
 - Levy Oversight Committee Report Out
 - Upcoming Officer Elections
- Announcements

Members in Attendance

Art K

Zach Burton

Priya Balan

Carolin Tillinger

Deborah Barnard

Dexter Jenkins

Katie Freeman

Kyler Parris

Dana Coppernoll - Houston

Carolyn Birkenfeld (SDOT Liaison)

Annya Pintak & George Every, SDOT

Matt Yarrow & Laura Lee Sturm, SDOT

Shirley

Ryan Packer - Guest (Member of public)

Approval of Previous Minutes

Zach motions to approve previous meeting minutes, Dana seconds. Motion passes unanimously.

Public Comment Time

No comments.

Presentation 1 : Monitoring Progress on SDOT's Transportation Equity Framework

Annya Pintak and George Every

Launched “External monitoring tool”

Presentation purpose

- Intro to Office of Equity & Economic Inclusion
- Socialize TAB members on SDOT Transportation Equity Framework (TEF)
- Share the new TEF external monitoring tool

TEF falls under Office of Equity & Economic Inclusion (OEEI)

Equity in everyone’s work

Transportation Equity

- Transportation Equity and frameworks and workgroup

Race and social justice initiative

- Toolkits, trainings (Internal and External community)

Compliance

- Equal Employment opportunity

Transportation Equity Program:

Provide department and city-wide strategic advisement, support and guidance on alignment and implementation of SDOT's Transportation Equity Framework (TEF)

Core Programming

- Transportation Equity Workgroup (TEW)
- SDOT Transportation Equity Framework (TEF)
- Tracking and Monitoring Progress of TEF

Transportation Equity Workgroup (TEW)

- 8 members with lived experience / expertise with vulnerable communities and communities of color
- Connected with local Seattle-King County organizations
- Co-developed SDOT's TEF
- Charge:
 - Community stewards of the TEF
 - Provide SDOT with equity policy and strategic advisement guidance.

Transportation Equity Framework (TEF)

- A roadmap for decision-makers, employees, stakeholders, partners, and the greater community to collaboratively create an equitable transportation system
- Document with 2 parts: Framework & Implementation Plan
- Co-developed with community members in the TEW from 2019 to 2022
- Includes 10 TEF values and over 220 tactics
- Implementation timeline: 2022 to 2028

[Public Resources on TEF & Public Dashboard:](#)

Seattle's Transportation Equity Framework -Transportation | seattle.gov

TEF Implementation

- SDOT is in the third year of TEF implementation
Timeline: 2022 to 2028
114 TEF tactics underway
- Over 200+ TEF tactics integrated into employee work plans and E3 goals
- Multi-divisional effort
Transportation Equity Implementation Intradepartmental Team (TEI-IDT)
- 2024 highlights of institutionalizing TEF
Seattle Transportation Plan (STP)
Transportation Levy Proposal

How do we track progress?

- 2022-2023: developed and launched internal tool
- TEF SharePoint List & Monitoring Tool
Tracks who, what and when for accountability and progress
Provides ongoing documentation for cross-collaboration
- SDOT staff: TEI-IDT members
Support regularly updating the list
Socialize the tool with division and teams

Community-Facing TEF Monitor

Tactic 25.1: Develop, monitor, and create a community-facing monitoring and visual tool for the TEF implementation plan, such as a dashboard

TEF Monitor (community-facing) goals:

- Level-setting: What is equity, why it matters, why SDOT cares
- Context: What's the TEF, how was it formed, what it looks like
- Content: Our progress and how it influences our work
- Feedback: Engaging the public

Incorporates TEW, ELT, the TEI-IDT input + others across department and Mayor's Office

TEF Tactic Spotlight

- Kudos to the SDOT Transit & Mobility Team and the Transportation Access Program!
Funded by Seattle Transit Measure (STM)

- Pilot supported essential workers and small businesses as they recovered from the pandemic to receive temporary fully funded subsidized ORCA cards
- Food service and grocery workers of small businesses
- Pioneer Square and Chinatown International District
- Othello and Rainier Beach businesses

Our Next Steps

- Continue regular process and practice improvements on TEF tracking
- Socialize TEF external monitoring tool internally and externally
- Developing translation plan

Questions:

Deborah -Has the TEF received any public feedback that has changed the implementation of a tactic?

The TEF tactics, the way that they've been written - they have a lot of opportunity to work with the community closely. For example, Co developing STP, we centered teh TEF tactics.

Ashwin - We don't have a solid deadline. But we have an opportunity to go back and review that the 2022 developed tactics still apply for current time.

TEW - How in 2019, were they specifically chosen ?

Have a selection process, starting with application and a letter of support from their affiliated organization. There was a selection committee for the process.

Is there a simple document listing the 200+ tactics not in a visual slide?

check out the "Equity Framework Materials" portion here: [Seattle's Transportation Equity Framework - Transportation | seattle.gov](https://seattle.gov/transportation/equity-framework)

Presentation 2: STM Background and Programming

- STM Background and History
- Overview of STM Program
 - Transit Service Investments
 - Transportation Access Program (TAP)
 - Emerging Needs
 - Transit Capital Programs

STM Background

- Seattle Transit Measure (STM) approved in November 2020 with 80% voter approval
- Replaced the 2014 STBD Prop 1 (expired 2020) and continues much of the same programming
- 2014 STBD Prop 1 was funded by a 0.1% sales tax and \$60 vehicle license fee
- Levies a 0.15% sales and use tax (equivalent of \$0.15 on a \$100 purchase) from April 2021 – March 2027
- Raises ~\$50M/year on average for transit service and access improvements, capital and emerging needs
- Oversight provided by the Transit Advisory Board

Transit Service Trends

- In 2023, STM invested in about 141,000 annual service hours on Metro's system
- Transit ridership in Seattle followed national trends from 2020 through the present.
- A slow, steady increase from about 30% to ~ 65% of pre-Covid levels.
- Ridership in off-peak times (midday, night, weekends) has rebounded faster

Frequent Transit Network Investments

- The FTN envisions a network of frequent and reliable routes that provide robust mobility options and transfer opportunities, at all times of day and all days of the week
- Recently Updated in the Seattle Transportation Plan
- The STM team and TAB collaborated on an equity-centered Investment Prioritization Methodology in 2022
- A gap analysis is performed between current service levels and the FTN. The Investment Methodology is used to prioritize service adds that fill this gap.

Transit Service Investments

- In 2023, STM funded 3,073 additional weekly bus trips on Metro routes operating within Seattle.
 - 2,325 trips on weekdays (465 per day)
 - 307 on Saturdays

- 438 on Sundays

•80% of trips supported off-peak travel in the midday, evenings, nights, and weekends.

Transportation Access Program (TAP) Overview

Mission: To provide affordable, safe, and equitable access to public transportation by providing transit resources and community-centered programming to diverse Seattle communities.

- TAP operates 9 programs in three general categories: ORCA subsidy programs; education and engagement programs, and research programs.
- Focus Populations: Low- and No-Income Residents, Low- Income Workers, Students and Youth, Seniors.

TAP – Educational and Other Programming

Youth Transportation Summit

- From Mayor Harrell’s 2022 Climate Justice Executive Order
- Summit: Dec 2023; MO Presentation: Jan 2024 Senior Programming
- Partnerships with Hopelink and 3-4 senior centers throughout Seattle

Uplift Seattle’s Equitable Access to Transit (U-SEAT)

- Partnership with Uplift Northwest and the University of Notre Dame’s Lab for Economic Opportunity (LEO)
- Evaluate the effect of free transit on low-income worker’s employment outcomes.

Downtown Circulator

- Partnership with the local nonprofit Solid Ground and King County Metro
- Free, fixed-route, day-time shuttle meant to connect low/no income and disabled people to services downtown

Emerging needs

West Seattle Bridge

Additional Transit Service: Starting in 2021 through bridge opening in Sept. 2022, STM funded ~25,000 annual hours of transit service on routes 50, 60, 120, and RapidRide C Line. STM also funded additional hours on water taxis and the water taxi shuttle.

Flip Your Trip: Mode shift incentives during the bridge closure, including transit, vanpooling, biking, scooting, staying local, or driving at non-peak hours. ~11,250 participants – exceeded expectations.

TransitGO Rewards

- Users earn points they can redeem on transit and micro mobility.

- Used to support West Seattle Bridge Closure, subsequent low bridge closures, and bike/scoot to transit campaigns.

Transit Capital Projects

Recent changes to STM Capital

- In the 2023 budget process, several changes to the STM capital budget took place.
- The STM capital spending limit was increased to \$15M per year with two restrictions imposed on STM funds:
 - \$500,000 for a J Line Safety Enhancement project
 - \$12M proviso “solely for bridge-related or structures-related transit improvements.”
- In 2023, the STM team worked to respond to capital budget changes and consulted the TAB on capital spending priorities.
- Overall capital expenditures went up over 200% in 2023.

Bus Lane Projects

Rainier Ave S Bus Lane Project

- Phase 1 (completed July 2022): northbound bus lane between S Alaska St and S Walden St, and a southbound bus lane between S Oregon St and S Edmunds St.
- Phase 2 (Construction began Sept 2024): expand bus-only lanes further north on Rainier Ave S., S Walden St to S Grand St – estimated to save bus riders 5 minutes during AM peak

Aurora Ave N

- Continuing to work with WSDOT for approval to install northbound bus lanes between Prospect St and Lynn St

Transit Corridor Planning and Design

- Large transit corridor projects are complex
- Role for STM during the planning and design stage: provide local funds to initiate new projects and leverage grants
- 2022 and 2023 Projects with STM funding:
 - NE 130th & NE 125th Mobility and Safety Project
 - N 130th St – Bitter Lake to Haller Lake Mobility Improvements
 - Rt 48 Transit Plus Multimodal Corridor (TPMC) Design
 - SW Alaska St Design

Locations of 2023 STM-funded projects and Equity Priority Areas

- Growth in capital project spending supports holistic approach STM support of the transit system
- When and where possible, the STM team leverages data to select locations that meet SDOT’s equity goals and to address safety and performance issues.

What's Next for STM

- 2025 City Budget Process
- Transit Service:
 - Working with Metro on future bus network restructures
 - Focus on increasing fixed route service investments through 2025
 - Evaluate Metro Flex Pilot
- Transportation Access Program:
 - Evaluate possible future iterations of SPP Program
 - Focus on increasing usage of Downtown Circulator
- Capital:
 - Monitor STM spending; continue to support key transit-focused projects through life of measure
 - Use local capital funds to initiate projects and leverage grant funds
- Renewal:
 - Prepare for a new transit measure in 2026

Questions

Dexter -Metro flex has several of the services now. It's not particular to low-income, but open to anyone. As long as you are using an ORCA card you get a free transfer. You can either use the app or call in for using the service.

MetroFlex is geographically bound -- the only "requirement" is that trips must start and end within the given service area boundaries, but anyone can use it.

Deborah - I see one East-West corridor in North Seattle that is getting funding, great job! Seattle typically has high traffic during commute hours on east and west-bound arterials. How does STM's plan to increase transit mobility on east-west arterials going forward?

FTN really tries to bring attention to east-west connections. It is a little bit complex, especially with levy funding ending right now and with a lot of unknowns in place.

Ashwin - With the renewal of STM on the horizon in 2026. Need a little bit of context of STBD, what was the thought at that time ?

The great recession of the 2010 era, had a delayed effect on KCM budget. They did not have to reduce service, but around 2013 they had to reduce service since they could no longer afford services. This is one mechanism that both the city and county can afford to fund transit service. That measure failed at the county level though, however, the city of Seattle put on its own ordinance and there was major support for the measure at city level, even though it failed at the county level.

Sandro - Speak a little more towards, shortage of operators and supply chain issues and KCM is not able to fix that, can that change in 2025?

As of now we don't want to add more service and potentially cut it out if it does not work out. We try to maximize our service investments in 2025. Even with these lower level service, over 3k trips a week it's a lot of effort. We are bringing more services to FTN and target services where it's needed.

Major items updates:

- Mayor's 2025-2026 proposed budget for SDOT - [Mayor Harrell's 2025-2026 Proposed Budget for SDOT - SDOT Blog \(seattle.gov\)](#) includes STM ordinance.
- The Budget subcommittee right now has 4 members, and there is space for 2 more members. Deborah is interested in joining the subcommittee. Dexter is interested to join.
- Dropping a couple additional links related to the budget: Here is the budget process timeline: [Budget Calendar 2024.indd \(seattle.gov\)](#) And a helpful page that explains the budget process: [Demystifying the Council's Budget Process - Council | seattle.gov](#)
- Levy Oversight committee - If anyone wants to be a representative from the new TAB members.
- Upcoming board officers elections - highly encourage anybody who is interested to be board officers to participate in the elections.

Katie is interested in the Secretary position.

Zach is interested in the Co-chair position.

Priya is interested in the Co-vice chair position.

Ashwin is interested in continuing to be Co-chair.