

TAB Meeting Minutes - Wednesday, February 22, 2023

Board Members in Attendance

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

SDOT

Cliff Mountjoy-Venning
Matt Yarrow
Jen Malley-Crawford

Introductions

Public Comment, Approval of Previous Minutes

- Ashwin moves to approve the minutes, Chris seconds

Seattle Transit Measure Q1 2023 Update by Matt Yarrow (SDOT)

- Matt Yarrow is new STM Program Manager
- STM Overview
 - Passed in 2020, six-year measure to fund improved transit service.
 - Replaces STBD (Seattle Transp Benefit District Proposition 1) which was in place between 2014 and 2020
 - Raises ~\$50m/yr on average
 - Primarily used to purchase additional bus trips on existing King County Metro routes
- STM O&M vs Capital
 - Operations & Maintenance
 - All STM service investments (>50% total investment)
 - All TAP programming
 - Emerging Needs
 - STM Planning and Management
 - STM Capital
 - Spot improvements
 - Mainly at bus stops
 - Spot improvements also receive funding from other sources such as the Move Seattle levy
 - Covid Recovery lanes
- 2023 O&M Programming - TAP
 - SHA Program

- Identify gaps in FTN
- Rank gaps based on
 - Prioritizing equity priority populations
 - Prioritizing times of day w/ high rates of non-adult fare use
 - Prioritizing minimum standard of 30-min service, then 15-min, then 10-min
- Spring Service Investments
 - Done w/o adding drivers, done by tweaking other factors.
 - Total of 12.5k hours added
- Via to Transit
 - Originally launched in 2019 in 4 different areas, primarily south Seattle
 - Metro able to cover cost for 2 of original 4, Columbia City and Mt Baker areas were cut. Othello and Rainier Beach remain.
 - STM exploring funding additional flex service pilots.
 - Being rebranded to Metro Flex
- Working on Annual Report
- Bridge Proviso Analysis continues
 - Jen Malley-Crawford here to provide an update
 - Anticipated having more of an update but SDOT is still working on their approach
 - Notes that they will adhere to the STM rule that 50% of funding has to go towards funding transit service.
- Questions
 - Art asks which agencies are involved in the consumer experience studies
 - Michelle asks if infra will still be around 6% of the budget in 2023 considering the bridge project
 - Too early to tell
 - Chris asks if 15% is still going into TAP considering youth fare is covered.
 - Matt says he doesn't have exact numbers but youth fare does free up money for TAP and SHA project does take some.
 - Art asks if an SHA Orca card is equal to business passport
 - It is
 - Michelle asks whether any of the recently cut runs due to operator shortage has happened to STM funded routes
 - General response is that SDOT doesn't have control over which runs are cut, that's on King County Metro
 - Sandro asks if STM funding could be used towards recruiting more operators
 - Essentially no but KCM and SDOT are working on it w/ KCM having most of the purview here.
 - Michelle asks about FTN rethinking as part of STP
 - Can't say too much right now but looking to have more high frequency on weekends as well.

Board Business

- Discussing subcommittee formed to address Councilmember Pederson's amendment in the city budget to reserve \$12 million of STM funds for bridge related projects
- Josh brings up contract of Amalgamated Transit Union is up for renewal and it could be interesting to hear what their main concerns are going forward.
 - Cliff notes that all positions are union positions though employees are not required to be union members
- Chris reporting back from Levy Oversight Committee meeting
 - Bicycle safety
 - Goal of levy was to have 110 miles of bike lanes installed by end of 2023. Protected lanes, trails, neighborhood greenways
 - Now projected to build 97 - 110 miles of lanes.
 - Expanded to include non protected bike lanes.
 - Bike parking and bike spot improvements
 - Goal met here. 1500 bike parking spots
- Tour w/ Greg Spotts planning
 - No updates on our end
 - Update from SDOT
 - Visits are usually done in the morning during the week.
 - If you include the time Greg has to travel, visits are around 90 minutes
- STP Transit Network Map
 - Art notes biking gets much more engagement than transit
- Major Items
 - SDOT received \$25 million Safe Streets grant
 - Will be going towards Vision Zero improvements in SODO and Rainier Valley mainly
 - Sidewalks, crosswalks, general spot improvements.
 - Pike/Pine Renaissance Project has started
 - Part of waterfront project
 - Add sidewalk space and bike lanes
 - Streets will be made one way all the way up past the highway
 - 11 and 49 buses will have small reroutes
 - This is Cliff's last day with SDOT
 - Josh asks about the Vision Zero review
 - Greg Spotts will be presenting on that during the joint pedestrian/bike advisory board which will be in the next couple weeks
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