



Transit Advisory Commission 2019 Work Plan

Final: 3/19/19

Goals, Objectives and Desired Outcomes

The King County Transit Advisory Commission (TAC) helps improve transit services, planning, and programs by advising Metro, King County, and leaders about transit policy. Commission members are residents of King County that reflect the county's diversity. Most members ride Metro and all members live in King County. Each serves a two-year term. The Commission meets monthly or as needed. As set in our policy, half of the commission seats must be filled by people with disabilities or those who work with them.

1. Be on every project's checklist
 - Provide advisory opinions on projects
 - Become part of the planning process
 - Work with Metro to decide on which system wide and regional topics should be brought to the TAC
2. More and better service in conjunction with the long-range plan and funding
 - How do we get to the long range plan, funding trade offs
 - Transit equity – south base
3. Make all transit services more integrated and accessible to all, including Access Paratransit.
 - Accessible Services – making routes better for those that use it
 - Synced with On Board Announcements, Braille announcements to know next stop
 - Coordinate Sound Transit, Ferry schedules and transfer points
 - Audio stop announcements work all the time both inside and outside of the buses
 - Find out what routes use old buses with malfunctioning ramps, eliminate and update with the newer buses
4. Technology access
 - Improve Deaf, Blind and physical disability technology access across the Metro Transit platform
 - Mobile Payment and Ticketing, including capacity for RRF, ORCA Lift pricing, ID applications and renewal
5. Income-based approach to fares
 - Potential to sit on the stakeholder workshops or receive updates from the project team throughout the process
6. Speed, reliability and infrastructure
 - Advocate for more transit effectiveness and spread across the county, including more predictable rapid transit as well as more right of way and transit priority for buses.
7. Operator/staff training
 - Better trained drivers on how to treat and work with people with disabilities
 - Cultural humility, implicit bias training, and assessments for fare enforcement including presentation like wearing uniforms
 - Assumptions