Transportation Operators Committee Agenda

Date: Wednesday, April 24, 2019 from 10:00 a.m.-12:00 p.m. (Please note: longer meeting time)
Location: PSRC Conference Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

1. Welcome and Introductions (10:00)

2. Action item: Approval of Meeting Summary – February 27, 2018*

3. Discussion item: Report on PSRC Committee and Board Activities (10:05)
   Committee members report out on transit-related committees and boards since the last TOC meeting.

4. Discussion item: PSRC Transit Agency Outreach and Update to TOC Operating Procedures * (10:10)
   PSRC will share a summary of feedback from its outreach to TOC member agencies, including feedback on PSRC’s transit-related work program and how the TOC operates. The Committee will review and discuss issues for update of the TOC Operating Procedures.

5. Discussion item: 2019 Transit Integration Report Initiation (10:30)
   PSRC will review feedback from the 2018 Transit Integration Report and outline a schedule and process for the 2019 Transit Integration Report.

6. Discussion item: Transit Agency Thresholds for High Capacity Transit (10:40)
   PSRC will initiate discussions with transit agencies on their definitions and thresholds for high capacity transit in their planning processes.

7. Discussion item: Updating Baseline Information for Special Needs Transportation* (11:10)
   PSRC will review transit data needs to assist in updating the region’s baseline of mobility for people with special transportation needs throughout the four-county region. At this meeting, agencies will be asked to provide transit agency data sources as well as contacts to assist PSRC in necessary updates.
8. **Action item: Vote on Transit Agency Alternates for the BPAC** (11:35)
   The TOC will vote on nominations for Local Transit Agency Alternates for the BPAC. Nominations have been received from Pierce Transit and Washington State Ferries.

9. **Roundtable: Highlights from Transit Agency and Ferry Operators in the Region** (11:45)

10. **Next Meeting: May 22, 2019: 10:00 a.m. – 11:30 a.m.**

11. **Adjourn (12:00)**

   *Supporting materials attached*

**Other Formats:**
- Sign language, and communication material in alternative formats, can be arranged given sufficient notice by calling 206-464-7090, TTY Relay 711.
- االلغة العربية | Arabic, 中文 | Chinese, Deutsch | German, Française | French
- 한국 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, call 206-587-4819
Transportation Operators Committee Meeting Summary

Date: February 27, 2019
Location: PSRC Board Room, 1011 Western Avenue, Suite 500, Seattle, WA 98104

Welcome and Introductions
In the absence of a Chair or Vice-chair, Gil Cerise facilitated the meeting. Gil Cerise, PSRC, welcomed everyone at 10:00 a.m. Self-introductions were provided around the room and on the phone.

Approval of Meeting Summary
The meeting summary from November 28, 2018 was approved as presented.

Discussion item: Report on PSRC Committee and Board Activities

February Transportation Policy Board – (Gil Cerise, PSRC & Committee Members)
Gil Cerise, PSRC, reported there was a presentation from Secretary Roger Millar on the State of Transportation, and a presentation on the Washington State Ferries Long-Range Plan. He said in March there will be an update to the viaduct closure, and information on the Community Transit Swift Green Line opening.

The “At Work” report for the Transportation Policy Meeting is available on the PSRC website: https://www.psrc.org/tpb-meetings

February Regional Staff Committee – (Committee members)
The committee reported that the Regional Staff Committee has been focused on VISION 2050 and noted there were questions for the Transportation chapter, which included a clarification of the high-capacity transit (HCT) hubs, and that there may be some freight and land use issues as well. It was mentioned that there were presentations on updates to other chapters such as Environment and Climate policies and on the VISION 2050 Regional Growth Strategy preferred alternative process. The committee asked to be kept apprised of the preferred alternative process. It was noted that the Draft SEIS will be out for public comment February 28 through April 29.
The presentations are available on the PSRC website: https://www.psrc.org/rsc-meetings

Transit Executives meetings – (Committee members)

There was no report on the Transit Executives meeting.

Discussion item: PSRC Transit Agency Outreach and Next Steps (TOC Membership/Operating Procedures Update)

Gil Cerise and Kelly McGourty, PSRC, reported preliminary results of the transit outreach and said that they have gone to five agencies so far, with the goal of completing the outreach before the April 24 meeting. Kelly said that during the outreach, some feedback included a concept of having multiple representatives from one agency/jurisdiction on the TOC, versus one member and one (or more) alternates. Gil said the TOC will meet next in April, at which time PSRC will be presenting proposed changes to the operating procedures in terms of membership and then it will be incumbent on the agencies to appoint new representatives, as appropriate. He mentioned that TOC members are eligible to be chair or vice-chair and that these positions are non-voting members on PSRC’s Transportation Policy Board. It is important to ensure any appointees are able represent transit at the TPB. One member expressed a concern about the amount of time that TOC has gone without a chair and vice-chair. A request was made to accelerate the process.

PSRC also shared a summary of transit-related work program items to help committee members understand the range of topics that will be coming before the TOC. The committee also discussed providing feedback to the work program with an emphasis on the importance of the data collections and providing useful data for the agencies.

Discussion item: Access to Transit Roundtable

Gil Cerise, PSRC, reminded the committee that PSRC is focusing on data and planning for improved access to transit, including assessing any gaps in transit access. He asked the committee members if there were any updates to share on various access to transit efforts, including pedestrian, bicycle, parking, and other modes of transit access.

Alex Krieg, Sound Transit, reported that Sound Transit has recently opened the Call for Projects focusing on multi-modal access to transit. Alex detailed the amount of funding available, distribution requirements and schedule for this grant competition. In addition, Sound Transit is developing the System Access Strategic Plan to work on making transit hubs accessible and learning from past experiences. He also noted that there is also a focus on parking and making the system access all-inclusive of all modes of transportation.

Darin Stavish, Pierce Transit, reported that the Limited Access Connections project providing first- and last-mile connections to and from transit centers and bus stops in
partnership with Lyft was showing positive and increased usage. He also reviewed the proposed permit parking project at the Tacoma Dome Station garages. He outlined some features of the proposal and the schedule for implementation. If the Pierce Transit Board approves it, the permit parking project would start in June.

Graydon Newman, King County Metro, gave an update on King County Metro access to transit projects, including the Ride2 First/Last-Mile Connections services at Eastgate and West Seattle. He said the next deployments will be hubs in Southeast Seattle and the Tukwila International Boulevard Link Station sometime in April 2019. The service focus is for peak hours but will also match service that Link operates. Graydon also added an update for managed parking. King County passed an ordinance that allows King County Metro to expand its managed parking by implementing paid parking permits. In addition, he noted that King County Metro will be doing a study for the first several months of the year in Renton, to look at transit service there and finding the gaps in transit access, and then reporting back to the Council in September.

Celeste Gilman, WSDOT, reported there has been a new WAC created to help manage parking at WSDOT-owned park and rides (within confines of state law), that includes the issuing of permits.

Ray Deardorf, WSF, reported the Washington State Ferries’ long-range plan is reliant on moving more people since there is more limited capacity for vehicles, and noted there is a need to identify first-/last-mile issues and mobility on demand to help achieve those goals.

Roland Behee, Community Transit, reported on Community Transit’s efforts relating to vanpool formation and the new Seaway Transit Center. Seaway Transit Center not only has space for transit agency buses and vans, but also the privately operated Boeing shuttle, which will bring riders of the new Swift Green Line and other services meeting at Seaway to their destinations on the Boeing campus. He also noted that there is ongoing planning to deal with the future of the closure (due to construction) of the Sound Transit station at Mountlake Terrace.

**Discussion item: Nomination and Voting on Transit Agency Alternates for the BPAC**

Sarah Gutschow, PSRC, reviewed the need for alternates for the local transit positions on the Bicycle and Pedestrian Advisory Committee (BPAC) and asked for any nominations. She explained that Sound Transit, King County Metro, and Community Transit are represented with membership positions already and that there are two vacant alternate positions on BPAC. She noted if the committee makes nominations at the February meeting, a vote-by-email will be arranged to take place afterward. No nominations were made at the meeting. PSRC will solicit agencies for potential members to fill the positions between meetings.
Discussion item: Transit Agency 2019 Transit Asset Management performance targets for use in developing regional performance targets

Gil Cerise, PSRC, reviewed the federal requirement that transit agencies share their data on their 2019 agency TAM performance targets with PSRC in order for PSRC to create regional TAM performance targets. In future years, transit agencies will need to share both their updated inventory information that will allow PSRC to assess progress towards achieving regional TAM performance targets in compliance with federal regulations. Gil shared the data needed and after feedback from the committee proposed that April 30th would be a good date to work with and said he would send out a schedule with details on what is required in a follow-up email. Committee staff requested that PSRC provide very detailed guidance since most TOC members are not transit asset management professionals.

Discussion item: April 8, 2019 Peer Network Event -- Transit Integration in Germany

Gil Cerise, PSRC, provided information on an upcoming peer networking event featuring professionals from Munich and Frankfurt regions in Germany with expertise in integrating transit schedules, connections, trip-planning, fares and fare collection among multiple transit operators in a single region. He asked that the committee send names of staff to him in an effort to create an invitation email list that includes appropriate staff from the transit agencies within the region.

Roundtable: Highlights from Transit Agency and Ferry Operators in the Region

Alex Krieg, Sound Transit, noted the upcoming March service changes in which buses will be removed from the Downtown tunnel. Sound Transit is beginning to provide information about the impacts associated with Connect 2020, in which East Link tracks will be connected to the existing Downtown tunnel Link tracks. This will result in temporary disruption in early 2020. Sound Transit is trying to reach out to the public to build awareness on this project.

Darin Stavish, Pierce Transit, reported that Pierce Transit is updating their long-range plan. The goal is to go back the Pierce Transit Board next year to propose authorization for additional sales tax and show what can be done with this amount of additional revenue.

Graydon Newman, King County Metro, noted the service change on March 23rd, and the management of that process in operations, and also mentioned that King County is continuing to test different fleet options for electric buses in south King County and that the Metro is reviewing equity impacts from the recent changes in fare enforcement.

Marianna Hanefeld, SNTC Chair, said the SNTC members are continuing to look for opportunities to partner with transit agencies and others to close gaps in mobility and
achieve a seamless transportation experience for people with special transportation needs.

Roland Behee, Community Transit, reported that next week is the public hearing for the Low-Income Bus Fare program and then the Community Transit Board will take action in April. The program goal is to join the ORCA Lift program, to provide a half-fare for people with low incomes. He noted that they are also in productive partnership talks with DSHS as part of this process.

Steffani Lillie, Kitsap Transit, reported that they are ready to roll out the implementation of bus network changes after two years of outreach. She also said Kitsap Transit is expecting a new hybrid vessel for the Port Orchard to Bremerton service in a couple weeks and another vessel for delivery for the fast ferry service from Bremerton to Seattle by the end of April.

Sabina Popa, Everett Transit, reported the city is linking the Interurban Trail to the rest of downtown, and is focused on improving bike access to transit, including looking at the possible addition of Lime Bike bikeshare. She also noted the Everett Transit March service changes.

Information Item

An information item was presented on the upcoming VISION 2050 Supplemental EIS open houses.

Adjourn

The meeting adjourned at 11:30 a.m.

Members and Alternates Present

*Melinda Adams, Everett Transit; Ray Deardorf, Washington State Ferries (WSDOT); Celeste Gilman, WSDOT; Marianna Hanefeld, SNOTRAC and Special Needs Transportation Chair; Alex Krieg, Sound Transit; *Steffani Lillie, Kitsap Transit; *Sabina Popa, Everett Transit; Darin Stavish, Pierce Transit

PSRC Staff and Other Guests Present

Monica Adkins, PSRC; Roland Behee, Community Transit; Gil Cerise, PSRC; Sarah Gutschow, PSRC; Kelly McGourty, PSRC; Graydon Newman, King County Metro; Lacey Jane Wolfe, City of Bellevue

*via remote participation
TOP ISSUES ASSOCIATED WITH TOC OPERATING PROCEDURES

1. **Agency representation on the TOC.** During the outreach process, PSRC heard different ideas about how transit agencies can be represented on the TOC in the future.

   **Options:**

   1) **Maintain existing agency representation structure:** Keep a single primary TOC Committee member, and allow multiple alternates, reflecting the current TOC Operating Procedures.

      **Advantages:**

      - There is a single primary member, who is expected to be each agency’s lead representative on the TOC, providing certainty as to who is expected to engage in the committee work and communicate that work within their agencies.
      - Transit agencies must consider who the most appropriate person is on their staff to represent their agency as a primary member under this option. This option clearly articulates the agency’s nominee for possible leadership position on the TOC and representing at the Transportation Policy Board.

      **Disadvantages:**

      - The TOC chair and vice-chair are positions that must be a TOC member – not an alternate. Under this option, there are fewer people eligible to be the chair or vice-chair.
      - PSRC requires written notification of membership changes. Therefore, a turnover of a single primary member will create a vacancy and require transit agencies to provide appointment of a new member.
      - Does not address current issues of primary agency representative turnover or lack of engagement/participation of the primary member.

   2) **Allow multiple members (with a suggested cap of three) to represent each agency at the TOC.** There would be no need for alternates under this option. This option allows people with different skill sets and expertise that are required in PSRC’s regional planning and programming work to represent their agency interests at the TOC, and possibly serve as a chair or vice-chair of the committee. Under this option, there would still be one-agency/one-vote, as currently exists on TOC.
Advantages:

- Under this option there is less urgency for agencies to submit an updated letter/email communication from transit agency executive documenting the change in membership when there is staff turnover.
- The agency can provide multiple people who may be able to serve as the TOC chair or vice-chair without shifting formal positions on the committee (e.g., changing an alternate to a primary member, etc.).

Disadvantages:

- There could be lack of clarity as to who should attend one or more TOC meetings. This option could potentially require greater internal coordination on who needs to attend an upcoming TOC meeting.

**TOC Recommendation:** Which option will result in more robust and consistent transit agency engagement at the TOC?

2. **Meeting Frequency and Format.** PSRC heard a variety of feedback on the TOC meeting frequency and format. Some agencies were fine with shorter monthly meetings, and others proposed meeting less frequently for a longer amount of time. There was generally consensus that meetings should have fewer presentations and more “workshop formats” or discussion items where the group digs into specific transit-related topics. There were also some suggestions about moving the meeting dates and/or times.

Specifics on meeting dates, frequency, length, etc. are not currently covered in the TOC Operating Procedures. Since there was a lot of feedback in this area, PSRC is providing the following proposal for TOC meetings:

- **No change to the TOC meeting date each month.** It is difficult to identify new meeting dates with a wide variety of committees and board meetings at our agency. Even if there is a meeting room available, there may be constraints on staff resources to support multiple meetings at the same time in different rooms.

- **Meeting time.** If an adjustment to the meeting time on 4th Wednesdays is beneficial to TOC members, PSRC can adjust the meeting time. We want to find a time that works for agencies near PSRC offices, as well as those that need to travel from farther afield by bus, train, or ferry. If we cannot come to agreement on a change in the time, PSRC proposes holding a 10:00 am – 12:00 pm time slot for meetings, similar to past meeting times.
AGENDA ITEM 4

FOR DISCUSSION: APRIL 24, 2019 TOC MEETING

- **Meeting Frequency.** PSRC proposes to “hold the date” for TOC meetings monthly but will only hold the meetings on an as-needed basis, based upon the needs of PSRC’s transit-related work program. PSRC will maintain a TOC meeting calendar that will identify meeting dates for the year, and a cancellation notice will be provided for those dates that are removed from the TOC meeting calendar as soon as PSRC knows that the meeting is not needed. It will be the responsibility of TOC members to update their own calendars.

- **Meeting Format.** PSRC will work with the TOC membership to ensure that meetings are engaging and will strive to limit the number of presentations in favor of discussions or workshop formats that provide meaningful input to PSRC’s transit-related work and help advance the region’s collective vision for transit.

**TOC Recommendation:** Is PSRC’s proposal for meeting frequency and format acceptable? Are there any suggested changes?

If you have questions about this Discussion item, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053.
AGENDA ITEM 4

FOR DISCUSSION: APRIL 24, 2019 TOC MEETING

NEXT STEPS/SCHEDULE:

April 24, 2019 TOC MEETING: Discuss summary of issues from PSRC outreach to transit agencies and provide feedback on topics in this handout. PSRC will review other topic areas where TOC Operating Procedure updates are planned.

LATE APRIL/MAY 2019:

- PSRC amends TOC Operating Procedures based upon transit agency outreach and TOC feedback. Tentative date: May 1, 2019.
- Transit Agencies with voting member seats on TOC submit updates to their membership.

May 22, 2019 TOC MEETING: PSRC provides a status update on any TOC membership updates received to-date and calls for nominations for TOC Chair and Vice-chair.

- Depending on status of TOC membership at May 22, PSRC may extend the call for nominations for TOC Chair and Vice-chair for a few more weeks in order to include other new membership appointments.
- The TOC will also discuss whether the TOC Chair and Vice-chair positions are decided upon in a vote-by-email between meetings, or if they are voted on in person at the June 22, 2019 TOC meeting.

June 2019: TOC Chair and Vice-chair are in place for 2019-2021. Based on this schedule, a TOC Chair and Vice-chair would be in place no later than June 22, 2019 (June TOC meeting).
Summary of TOC Agency Outreach

This draft summary reflects summary notes from meetings with: Community Transit, Everett Transit, King County Metro, Kitsap Transit, Pierce Transit, Sound Transit, and Washington State Ferries that occurred between January 29\textsuperscript{th} and March 8\textsuperscript{th}, 2019. PSRC did not receive any follow-up comments prior to the TOC agenda packet.

Please contact Gil Cerise at gcerise@psrc.org to note any major comments noted from an outreach that is not reflected in this summary.

Transit agencies involvement with PSRC boards and committees

- Some agencies noted that they take a comprehensive approach to how they interact with PSRC boards and committees. Examples include:
  - Agency staff regularly meet with and brief their Transit member on the PSRC Transportation Policy Board.
  - Some agencies coordinate their staff on the various PSRC staff-level committees that they have representation on.
  - TOC members report back to their agency management on topics being covered at the TOC.

TOC Operating Procedures/How we get work done?

- General feedback:
  - Need to get the right people to the committee meetings
  - Need to engage the transit agencies on a continual/ongoing basis
  - Need continuity in the staff who engage at TOC
- Membership representation
  - Some agencies liked the idea of allowing multiple members instead of a single primary member and multiple alternates. Other agencies thought multiple members would make it unclear who should attend and represent the agency. No consensus on membership representation between 1) the existing primary member + multiple alternates option and 2) the multiple designated members + no alternates.
  - If there are multiple members allowed, then it is the responsibility of those agencies to coordinate among their staff to ensure there is consistent coverage on issues.
- Committee Leadership
  - In discussions, there seemed to be general consensus that the chair and vice-chair should be able to adequately represent the Committee and the region’s public transit operators on the Transportation Policy Board. Should not be a position where the representative only represents their own agency and/or engages with their own board member(s).
- Meeting time/length
  - Generally heard interest in fewer meetings, but longer time at the meetings
○ Make the meetings more of a workshop format, where we dive into an issue in more depth rather than receiving presentations and report outs.
○ If meeting date/time were to move, move it to a date when there is another committee with transit staff involvement. This would allow an agency to spend one full day rather than multiple days with travel.
○ If meeting date/time were to move, coordinate with ferry/transit schedules to allow participants easier access and less travel time.

**PSRC Transit-related Work Program/Upcoming work for the TOC**

- Interest in developing meaningful transit-related performance measures above and beyond those called out in federal requirements. Examples include:
  ○ Measuring transit speed and reliability over time. Not just a current trend issue – but also use modeling/data tools to project into the future where transit speed and reliability issues may crop up.
- Future transit network/service
  ○ Interest in looking at some different scenarios in planning out future transit networks
  ○ Interest in looking at multiple interim-years: possibly 2030, 2040, & 2050 in next RTP?
- HOV system performance
  ○ Can PSRC examine how HOV lanes are managed in other large urban regions or conduct best practices research to share?
  ○ Interest in doing some “what-if?” scenarios to examine HOV performance and related benefits in different scenarios.
- Transit Integration Report
  ○ The report shares what agencies are doing individually. It should focus more on what we are doing collectively to achieve transit integration.
- Bus Rapid Transit (BRT)
  ○ Each agency is developing its own BRT brand. Is there any commonality? Interest in addressing BRT across the region.
- Passenger Only Ferries (POF)
  ○ POF terminal capacity in locations like downtown Seattle
  ○ Land-side transit connections at POF terminals
- Access to Transit:
  ○ Rise of TNC’s and similar services: What issues/potential threats are there from these services? Can they be helpful with first-/last-mile to feed ridership?
  ○ Interest in exploring mobility on demand to feed various types of transit service, including ferries.
  ○ Curb space management: issues of adding mobility on demand, micro-mobility and others to the modes that are already accessing the same curb space.
- Equity in public transit
  ○ Interest in engaging in regional discussions among all the transit agencies on what it means to be a mobility partner.
• Fleet electrification. For all types of transit – including buses, ferries, etc.
• Data-related:
  o There is an interest in engaging more with PSRC on the data tools and products that the agency has that can help transit agencies implement the service and projects anticipated in the Regional Transportation Plan.
  o Transit agencies are examining data from other sources that they are interested in sharing with PSRC to see if it can help with regional planning. Examples include ORCA data, cell phone data.
  o Interest in better visualization using “big data”. Tells a better story about opportunities around different public transit scenarios and/or better understand where people want to go.
  o Interest/questions around Remix. Agencies had different perspectives around this. But, all of them found it useful for 2040 & 2025 transit network development, but it was too expensive to maintain on their own. Some interest expressed in revisiting Remix, while others wondered whether PSRC could develop a tool to accomplish similar things that Remix did for the region in 2016-17, during development of the RTP.
  o What do changing demographics say about future transit service? Aging population, and other demographic shifts.
Memo

Date: April 24, 2019

To: Transportation Operators Committee

From: Jean Kim, Associate Planner

Subject: Updating Baseline Information for Special Needs Transportation

In Brief

PSRC is seeking transit agency assistance to help better articulate how transit agencies provide mobility and support for people with special transportation needs (including older adults, low-income individuals, people with disabilities, youth, LEP and veterans).

Background

PSRC’s Coordinated Transit-Human Services Transportation Plan (Coordinated Plan) was updated in 2018 as part of the Regional Transportation Plan update. The Plan provides a comprehensive summary of special needs transportation system including public transportation in the region, identifies unmet mobility needs and prioritized strategies to meet them. Federal¹ and State² rules require MPOs/RTPOs to include elements listed below in the regional Coordinated Plan:

- An assessment of available services that identifies current transportation providers including public, private and nonprofit transportation services.
- Service hours and boundaries for fixed-route and paratransit services.
- An assessment of transportation needs in existing public transportation services including fixed-route, deviated-route, demand-responsive, paratransit services, vanpools, mobility coordinators, travel training, etc.

¹ The federal requirements, including Chapter V of the FTA Circular 9070.1 G, provides federal guidance on coordinated planning process for projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310).
² WSDOT provides a state guidance and checklist to help update regional Coordinated Plans every four years.
• Common origins and destinations of people with special transportation needs using existing transportation services.

As part of implementing the Coordinated Plan, stakeholders in the region identified a need to update baseline data obtained from transit agencies to better inform existing services and how they meet mobility needs of these populations, and unmet transportation needs. It is anticipated that this work will feed into an update of existing conditions for the next Coordinated Plan.

Discussion

At the April TOC meeting, PSRC staff will provide a brief presentation of available transit data and will seek transit agencies’ feedback on the following:

• **Fixed-route transit**—how do agencies know the groups that are served by fixed-route services?

• **ADA paratransit**—how to map collective ADA paratransit coverage throughout the region? What is the best way to highlight the paratransit service areas?

• How do transit agencies measure the benefits of travel training or trip planning provided by transit agencies?

• **Common origins and destinations**—can transit agency data help PSRC identify updates to common origins and destinations for people with special transportation needs?

• **Are there other services or programs** that support special needs population provided by transit agencies? If so—what are they and how can we incorporate those stories into the Coordinated Plan?

• Who is the best contact for each agency to obtain above data?

Next Steps

PSRC will also seek feedback from the Special Needs Transportation Committee (SNTC) at their May 15th meeting. Based on the discussions at TOC and SNTC, PSRC staff will reach out to transit agencies to collect data and will report back to TOC in upcoming meetings.

Lead Staff

For more information, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3051 or Jean Kim at jkim@psrc.org or (206) 971-3052.
MEMORANDUM

April 24, 2019

TO: Transportation Operators Committee

FROM: Gil Cerise, PSRC

SUBJECT: TOC Appointment of Local Transit Representatives on BPAC

IN BRIEF

The Bicycle and Pedestrian Advisory Committee (BPAC) includes voting membership for two voting members and two alternate positions for local transit agencies, as shown in Attachment A. The Transportation Operators Committee (TOC) is the body that provides local transit appointments to the BPAC. As discussed at the February 27th TOC meeting, the BPAC currently has two vacant alternate positions for local transit representatives. There are two nominees to serve as the local transit alternates on the BPAC, Penny Grellier from Pierce Transit and Justin Resnick from Washington State Ferries.

Public transit agency voting members and alternates on the BPAC do not need to be members of the TOC. Any public transit agency employee with interest and expertise in bicycle and pedestrian planning, particularly as it relates to access to public transportation, will be qualified to serve on the BPAC.

RECOMMENDED ACTION

The Transportation Operators Committee should vote on the appointment of the two local transit alternate positions to the BPAC.

If you have questions prior to the meeting, please contact Gil Cerise at gcerise@psrc.org or (206) 971-3053 or Sarah Gutschow at sgutschow@psrc.org or (206) 587-4822.
## ATTACHMENT A

BPAC Voting Structure - 2019 (Public Transit Excerpt)

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<thead>
<tr>
<th>OTHER AGENCY REPRESENTATION</th>
<th>Voting Member</th>
<th>Alternates</th>
<th>Awaiting Confirmation: Voting Member</th>
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Current vacancy