Pierce Transit
Community Transportation Advisory Board

Pierce Transit Training Center
Rainier Conference Room
Minutes – April 17, 2014

CALL TO ORDER
Vice-Chair Penny Grellier called the meeting to order at 5:35 p.m.

ROLL CALL AND ATTENDANCE
CTAG members present: Penny Grellier, Ken Gibson, Chris Karnes and Paul Bala.

CTAG members absent: Bridgett Johnson and Sheryl Tate.

Pierce Transit Board Members and staff present: Nancy Henderson, Commissioner, Carol Mitchell, Public Relations Officer; Peter Stackpole, Principal Planner; Tina Lee, Service Innovation Administrator, and Terence Artz, Risk Manager.

Members of the public present: Michael Philichi, Tyree Smith, Betsy Elgar, Deb Blakeslee and Elizabeth McKercher.

APPROVAL OF MINUTES
Ken Gibson moved to approve the March 30, 2014 minutes. Paul Bala seconded the motion. Motion carried.

CTAG MEMBERS AND STAFF REPORT ON ACTIVITIES
Paul Bala shared that he sent information on ORCA Card Visitor Day Pass to others in his network.
Penny Grellier shared that CCS is building a homeless adult services center near their current building and that she has volunteered to lead a discussion about alternative forms of transportation as a solution to the ensuring parking issues.

PUBLIC COMMENT
Since several members of the public arrived after public comment had passed on the agenda, Chair Penny Grellier provided time for comment at the end of the meeting.
CTAG Members heard public comment from Deb Blakeslee and Elizabeth McKercher.

STAFF PRESENTATIONS
Tina Lee, Service Innovation Administrator, discussed the following Business Development priorities for 2014-2015:

(1) Refining and monitoring Fife Milton Edgewood demonstration project for next 9 months.
(2) Launching new demonstration project in Puyallup on June 8. Kick-off June 7.

(3) Returning seasonal Trolley service to Gig Harbor on May 24, running from Memorial Day to Labor Day weekend. This time we own the Trolleys and they are in much better condition.
(4) Improving productivity of Route 62 in Northeast Tacoma.
(5) Serving Community events – special events – such as the Washington State Fair Express service starting in September and Taste of Tacoma. PT is working on a draft agreement with Festivals, Inc. in process to provide bus service to Taste of Tacoma, and the Board approved agreement to serve the Point Defiance Pagoda Centennial Celebration on May 18. Our Twin bus will also be on display with the Hybrid that day.
(6) Closing out Custom Bus Routes 475 and 485 with June service change.

Peter Stackpole, Principal Planner, responded to CTAG interest in Express Service on the Route 1. Peter explained that the agency had express service on Route 1 that operated from 1994 to 2000. The service was one of the first to be cut under I-695 when the Agency lost the MVET. At the time, customers were interested in more frequent service instead of express service.

Tina Lee reported that CTAG Member Chris Karnes was on the advisory group that reviewed the service preservation plan. The advisory group reviewed a similar Route 1 overlay, which gives the Agency a sense of service hours that it might take to bring express service to the route.

CTAG Member Questions about the Route 1 Express:

Could we use Custom Bus hours on the Route 1?

Answer: No. Express service on the Route 1 would require twice as many hours as allocated to the Custom Bus Routes 475 and 485 -- about 6000 annual hours (assuming 30-minute frequency from Parkland to downtown). PT would have to find the hours through efficiencies in the system. In addition, the Agency would have to survey riders to find out if there really is an interest in express service. (Chris Karnes)

Was the historical data and context in 2000 the same scenario as now? For example, we are hearing and experiencing the over-capacity conditions on the Route 1 now.   The 6th Avenue leg of the route is reportedly full all the time. (Ken Gibson)

Could it be that destinations have changed along the route that might make people want to take a certain leg of it in express fashion today, as opposed to 2000? (Penny Grellier)

Can we look at where we have the biggest capacity issues on the Route 1? Coach operating times seem to take longer – e.g. de-boarding – at some stops. Route 1 is a route on which we can make improvements and perhaps free up capacity. Route 1 is where we have demand -- as opposed to innovative solutions where service hours are allocated but farebox recovery is lower.   We seem to have bifurcation between what we're actually doing and what the Agency says its goals are. The focus on innovative projects that don't perform puts greater pressure on high efficiency routes to be even more efficient. (Chris Karnes)

Answer: Yes, we can look at all of these issues, but it has to fit in with current priorities. (Tina Lee)

What is a realistic timeline for exploring a Route 1 Express? (Carol Mitchell)

Answer: BDO's and Planning's schedules are pretty packed for 2014. We would need to squeeze in a survey on the Route 1 and get the data back before we could proceed. That process may be 2-3 months out and requires we look at the BDO schedule to see how we can fit it in. Emphasis on rapid design causes worry because we need to gather data and put an investment team together – a group from the

community along the Route 1 and some of you who are interested. For example, representatives from PLU, Downtown-on-the-Go, UWT or riders can help us start the analysis. (Tina)

How many Shuttle users are in the area of the Route 62? (Ken Gibson)

Answer: We need to confirm the actual number and report back. FTA regulations require that ADA service be provided within a minimum of ¾ miles of a fixed route. If a route goes away completely, both fixed route and Shuttle customers lose their service. Shuttle service is always complementary to the fixed route. The ¾ mile rule is an FTA minimum and a Pierce Transit policy that could be reviewed by the Board. (Tina Lee)

Is there a way for the Board or the CEO to have a vision for a great transportation community and initiate a conversation with leadership in the community that might lead to support for the Agency? There are some people outside our community who are interested in investing in our County, but we need the transportation infrastructure to support it. There needs to be work done to get us back in a position to go after the other .03 of one percent taxing authority still available to the Agency. *How can we influence the broader community and be a motivating force for a more vibrant public transportation system?* (Ken Gibson)

Answer: We are working on creating a more vibrant system through the PSRC Vision 2040 process. Puget Sound Regional Council is helping us model and work on an unconstrained vision. We can model the transportation plan without constraints so that when the Agency's financial outlook improves, we are ready. CTAG will be involved with that planning process. Our Senior Planner, Darrin Stavish, recently convened representatives of local jurisdictions and stakeholders together to initiate the conversation. (Peter Stackpole)

DISCUSSION ITEMS

CTAG Applicant Q&A
Prospective CTAG members Tyree Smith and Betsy Elgar were present for in-person questions and answers about their interest in CTAG. Staff member Carol Mitchell explained the process to the applicants and led the questions in the presence of CTAG Members and Commissioner Nancy Henderson.   Both applicants were asked to answer the same three questions (see attached Q&A Notes page). Based on the applicants' responses to the Q&A, CTAG members, Carol Mitchell, Terence Artz and Nancy Henderson unanimously recommended Tyree Smith for the Board's appointment to CTAG. Both applicants will be notified of their status by Carol Mitchell.

CTAG Draft 2014 Agenda
Penny Grellier and Chris Karnes shared the rough draft of a proposed CTAG 2014 Agenda. Members will review and discuss the Agenda in upcoming meetings.

Penny also suggested the CTAG consider a rolling recruitment for new CTAG members to allow for more time to get the word out, and so that terms expire at different points in the year, rather than all at once.

Ken Gibson reminded CTAG members that CTAG is an advisory group to the Board of Commissioners. He suggested they consider whether CTAG members are engaged in advising the commissioners as part of the proposed agenda, and, if so, what are we advising them on? What is our sequencing and process for doing that? The CTAG agenda needs to be in alignment with the sequence of things.

PIERCE TRANSIT NEWS AND ANNOUNCEMENTS

Ken Gibson provided a summary of the highlights of the April 14, 2014 Board meeting. Ken reported that the change in the order and length of public comment seemed to be a significant change that the public might interpret as a take-away. *Is the change a prerogative of the Chair? If so, how did it happen?*

Answer: The change was partly designed to clear up confusion and make things simpler for the public to participate in public comment. (Carol Mitchell) Also, public comment is not required in all public meetings, but is usually considered a best practice. (Nancy Henderson)

Commissioner Henderson asked whether the Board had formally designated a liaison to the CTAG?

Answer: No. This needs to be formalized and approved by the Chair. (Carol Mitchell)

Ken Gibson introduced Michael Philichi from TACID. Michael is working on removing barriers to transportation to and from mental health facilities. *Are there ways to collaborate with social service providers to create health care circulators? Surplus vans conversation needs to continue. Can PT find a way to designated surplus vehicles for ADA use before they're auctioned? Could it be a BDO initiative?*

Answer: The use of surplus shuttle buses and vanpool vehicles are not in the BDO's domain. Tim Renfro is the appropriate contact. (Tina Lee)

Next Meeting Date: May 15, 2014 at 5:30 PM.

<u>ADJOURNMENT</u>
The meeting was adjourned by Penny Grellier at 7:20 PM.

Submitted by: Approved by:

Carol Mitchell, Public Relations Officer   CTAG Chair