



Agenda

**Regular Meeting of the Bicycle
and Pedestrian Advisory
Committee
February 12, 2026 at 5:30 PM
City Council Chambers, City
Hall
200 Lincoln Avenue**

Procedures for Bicycle and Pedestrian Advisory Committee Meeting

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. Approval of Minutes
 - a. Request for Approval of the January 8, 2026 BPAC Minutes.
5. Communications From the Public
 - a. See attached.
6. Communications from Other Agencies
 - a. Bike Santa Fe (David Seaton and Genevieve Morgan, Board Members)
 - b. Chainbreaker Collective (Tomás Rivera, Executive Director)
 - c. Public Safety Committee (Steve Pilcher, BPAC Vice Chair)
 - d. Santa Fe Conservation Trust (Tim Rogers, Trails Program Manager)
 - e. Santa Fe Metropolitan Planning Organization (Erick Aune, AICP, Director)
 - f. Safe Routes to School (Ryan Harris, Coordinator)
 - g. Transit Advisory Board (Andrew Baca, Transit Operations Division Director)
7. Discussion and Possible Action Items
 - a. Orientation
 - b. Appointment of Tony Gerlicz to the Vulnerable Road User Task Force (Chair Feghali)

- c. Discussion of a Field Visit to Identify Potential Improvements to the Trail Behind the Vizcaya Apartments at the Arroyo en Medio Crossing (Judith Gabriele, BPAC Member)
 - d. Discussion of the Field Visit on Galisteo Road Bicycle and Pedestrian Improvements (Judith Gabriele, BPAC Member)
 - e. Discussion on BPAC's Role in Major Redevelopment Projects (Steve Pilcher, Vice Chair)
- 8. Subcommittee Communications
 - a. Policy, Planning and Law (Steve Pilcher, Chair)
 - b. Promotion, Education and Communications (Judith Gabriel, Chair)
 - c. Technical Review (Gary Schiffmiller, Chair)
 - d. Vulnerable Road User Task Force (Helen Wang, Chair)
- 9. Matters from Staff
 - 10. Matters from the Committee
 - 11. Matters from the Chair
 - 12. Next Meeting:
 - a. March 12, 2026
 - 13. Adjourn

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6521, five (5) working days prior to meeting date.

**Regular Meeting of the Bicycle and Pedestrian Advisory Committee
January 8, 2026 at 5:30 PM
City Council Chambers, City Hall
200 Lincoln Avenue
MINUTES**

1. Call to Order

The Regular Meeting of the BPAC Committee was called to order by Vice Chair Pilcher at 5:32 PM, on Thursday, January 8, 2026, in the Council Chambers, City Hall, 200 Lincoln Avenue, Santa Fe, New Mexico.

2. Roll Call

Present:

Member Angela Bordegaray
Member Judith Gabriele
Member Tony Gerlicz
Member Steve Pilcher
Member Ben Pingilley
Member Gary Schiffmiller
Member Helen Wang (arrived 5:44pm)

Excused:

Member Beatrice Farrell
Chair Michael Garcia

Others Attending:

Staff Liaison Romella Glorioso-Moss
Clerk Lucrecia Diaz

3. Approval of Agenda

Motion: Member Gerlicz moved, seconded by Member Schiffmiller to approve the Agenda with an amendment.

Vote: The motion was approved on the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member Gerlicz, Member McConnell, Member Pilcher, Member Pingilley, Member Schiffmiller

Amendments: Agenda Item 7.d to move up to 7.a

4. Approval of Minutes

Motion: Member Bordegaray moved, seconded by Member McConnell to approve the minutes from the December 11th meeting.

Vote: The motion was approved on the following Roll Call:

For: Member Bordegaray, Member Gabriele, Member Gerlicz, Member McConnell,

Member Pilcher, Member Pingilley, Member Schiffmiller

- a. Request for Approval of the December 11, 2025 BPAC minutes.

5. Communications From the Public

Thank you for the opportunity to just briefly say my name is Aku Oppenheimer. I'm the president of the Candlelight Neighborhood Association. For six years, we've struggled to get, primarily, a better traffic plan. Repeatedly, the community, parts of the community, are suing to oppose the development of the Zia station and so forth. All fallacious claims and we all wanted to get a better traffic plan. And now we see just how compromised this plan was. I wanted to express to you how important it is, and I understand there's nothing to be done about the past, but I want you to know how important I find it to be, and I know BPAC is only an advisory, but it's extremely important that it has some kind of voice to register for the record that mistakes are being made for pedestrians and for bicyclist because the way Zia station has been developed. I would be happy to meet anyone from the committee and take them out there and go through a checklist of the dangerous points that have been introduced knowingly by City staff. That will make this not a multimodal community, a multimodal transportation-based community as this Land Use Department claimed, but the reverse. I mean dominated only by motorists dangerous in the extreme to bicyclists and pedestrians and very opposite to what it was supposed to be. Imaginative multimodal system. I urge you to go there, especially if you're a bicyclist, and see what the situation does for bicyclists. It plays them, if any wise bicyclists, and I think maybe the best thing the committee could do to make sure that whatever city information is available for bicyclists, that it warns them to stay away from this intersection.

6. Communications from Other Agencies

- a. Bike Santa Fe (David Seaton, Board Member)

We are having our annual members social on January 24, 2026, from 2pm to 5pm at Sky Cinema. When members come, I'll do my real quick pitch to recommend that you become a member, and it will pay for itself. You get a beer ticket, and you get these beautiful little Bike Santa Fe socks. Basically, a twenty-five dollar membership that you get back. We created an Advisory council at Bike Santa Fe which will give us another mechanism for people to get involved with Bike Santa Fe without having to commit to the board. Not everyone can commit to being on the board or has that kind of time, but has a strong interest in what's going on with Bike Santa Fe and would like to participate, and so we've created that role. That also gives a way for board members who can't stay as board members because of a time commitment to stay involved. This is something new we created. We are doing it specifically under the advocacy committee at this time. If anyone is interested in getting more involved in Bike Santa Fe in that capacity, then you're more than welcome to come on board. I'll turn it over to Genieve. Thank you David. We have our winter social coming up. We will be discussing our accomplishments this past year and brainstorming for this year to come. We have another exciting development. SFMPO and an organization called Reanimator

purchased bike racks to be installed on private property and Leah has been super helpful and the individuals from Reanimator in identifying locations in the City which are a real need for bike racks. We are looking at grocery stores in particular, so that a development is under way. We don't have the locations determined yet, but our hope is that we will match the cost of bike racks with the business owner. We would like them to pay part of the cost and Bike Santa Fe will pick up the remaining.

- b. Santa Fe Metropolitan Planning Organization (Leah Yngve, Senior Transportation Planner and Erick Aune, AICP, Director)

I don't have too much for you today just about bike parking. I was involved a little bit in the code update and I don't know if you guys have taken a look at the bike parking section in the 700-plus page document yet. I did purchase the pedestrian and bicycle professionals bicycle parking guidance document, and originally we put it exactly how they were, and then I guess later, after the fact, they were like, um, actually, that's something to strive for but beyond what we need today. I still think it's really good. I looked at it today. The emphasis is on less short-term parking. So less bike racks outside, more long-term bike parking like in multifamily residences. Which is really cool but hasn't been a requirement. And some of those spaces are required for electric bicycles to have them hooked up. Then long-term bike parking is also required, but to a lesser extent for most businesses. It's a big improvement, and it will be interesting to see the implementation and something new for developers to wrap their minds around it and start planning. Then Geneieve mentioned we've been working on other bike parking as an initiative. This is really exciting because the MPO will be purchasing bike racks from Reanimator, but they can only put on public property, and we saw that has a limitation, as you know where the need for bike parking is. So it's great that Bike Santa Fe is able to step up and help fill that gap. We still need to prioritize our bike parking locations, but it looks like parks, trails and bus stops will probably end up in the mix. Then we had also talked about with former Chair Michael Garcia getting funding from his funds for bike racks. The historic bike racks that go in the downtown area. I'm not sure what happened to that funding if it's still something we can pursue. We will look into that, but I did go ahead and find all the locations, measure them to make sure all measurements meet the code. I do have all these locations mapped out so we are ready to go when those funds are identified.

- c. Public Safety Advisory Committee (Steve Pilcher, BPAC Vice Chair)

We have been having a couple of special meetings these past few months to try and update its authorizing resolution and try to get better clarity regarding what its roles and responsibilities are. That work continues. We had a meeting on Tuesday for a couple of hours and mostly fire department capital expenditure requests were examined, though I understood correctly they had already been done by the council. So it was more of a FYI versus an action item for the committee. Hopefully, that is one of the things we will get more hammered out as we update our roles and responsibilities for the committee. There is some interest among some members in establishing more of a kind of citizens review board. For dealing with any questionable complaints regarding police department actions, I suppose it could also be the fire department actions. The Mayor happened to stop by and point out that there is somewhere simmering on the back burner a committee of that sort or for whichever reason the City has never called into being yet.

7. Discussion and Possible Action Items

- a. Continued Discussion on the Establishment of Scope and Official Name for BPAC's Ad Hoc Committee on Motorist Accountability in Collisions Involving Cyclists (Helen Wang)

Motion: Member Judith moved, seconded by Member Gerlicz to name BPAC's Ad HOC committee the Vulnerable Road User Task Force.

Vote: The motion was approved on the following:

For: Vice Chair Pilcher, all those in favor say "Aye" [everyone said "Aye"], all those opposed say "No" [no one said "No"].

Against: None

Abstain: None

- b. Discussion of Potential Solutions to Improve the Trail Behind Vizcaya Apartments Crossing the Arroyo en Medio (Member Judith Gabriele)
- c. The League of American Bicyclists' Community Sparks Grant (Romella Glorioso-Moss, Staff Liaison)

Motion: Member Pilcher moved, seconded by Member Gabriele to direct staff to go ahead with the submittal of this grant application.

Vote: The motion was approved on the following:

For: Vice Chair Pilcher, all those in favor say "Aye" [everyone said "Aye"], all those opposed say "No" [no one said "No"].

Against: None

Abstain: None

- d. Discussion on Zia/Galisteo Housing Development Issues (Judith Gabriele, Member)
- e. Discussion on BPAC's Role in Major Redevelopment Projects (Steve Pilcher, Vice Chair)

8. Subcommittee Communications

- a. Policy, Planning and Law (Steve Pilcher, Chair)
- b. Promotion, Education and Communications (Judith Gabriel, Chair)

c. Technical Review (Gary Schiffmiller, Chair)

9. Matters from Staff

10. Matters from the Committee

11. Matters from the Chair

12. Next Meeting:

a. February 12, 2026

13. Adjourn

Adjourn: 7:28pm

Lucrecia Diaz _____

Clerk

ROMELLA GLORIOSO-MOSS

Liaison

_____ Chair



SANTA FE CONSERVATION TRUST

Memo

To: City Public Works and Parks Staff, City Bicycle and Pedestrian Advisory Committee Members, & Henry Lynch Rd Design Team

From: Tim Rogers, Trails Program Manager, Santa Fe Conservation Trust (SFCT)

Re: SFCT proposal to build 180-ft. interim Acequia Trail on City Trail easement east of Henry Lynch Rd.

Date: Dec. 2, 2025

Dear City staff, BPAC members, and Henry Lynch Design Team:

I am very pleased to learn from the Chair of the BPAC Technical Review Subcommittee, Gary Schiffmiller, that current plans for Henry Lynch Rd. include allocating space for a ten-foot wide “sidepath” on the east side of Henry Lynch Rd., from Agua Fria St. south to the City’s existing easement for a future Acequia Trail (*see Figure 1 on p. 3*). As I communicated to the design team in June, I have advocated for this sidepath as a catalyst for trail connectivity in our community because it

- extends the County’s multi-million-dollar investment in an 180-foot bridge and 850-ft. connector trail, now built from the River Trail to Agua Fria St., to a more logical destination, with (a) more appropriate accommodations for bicyclists, pedestrians, and other trail users and (b) safe and comfortable access to many more popular locations (see Fig. 1).
- connects two of Santa Fe’s major urban trail alignments, the River and the Acequia, and
- in making this connection from Agua Fria St., crosses only two driveways and one dead-end street (Wofford Ln), a minimal level of cross-flow traffic that qualifies it as an excellent candidate for a two-way multi-use path along the road (“sidepath”) as opposed to a simple sidewalk for pedestrian use only.

My understanding is that the current plan is to build a six-foot-wide, concrete sidewalk and to rely on some future Acequia Trail project to widen this sidewalk into a ten-foot-wide sidepath suitable for two-way bicycle and pedestrian traffic.

I am urging the City and its Design Team to include the full ten-foot wide sidepath in Henry Lynch Rd. reconstruction plans for the following reasons. The Santa Fe Conservation Trust is willing to support and, with the help of trail volunteers, build the key 180 feet of Acequia Trail connecting Henry Lynch Rd. to Parkway Dr. that might be needed to help justify this decision.

1. It is unrealistic to expect a future City trail project to broaden its budget, geographic scope, and agency involvement beyond an existing City trail easement to include widening a 1,000-ft.-long sidewalk along a road that straddles both City and County jurisdictions. The Henry Lynch Rd. project now includes this complex area in its scope and can far more easily incorporate related expenses for mobilization, construction, and materials now, than might an unspecified future City trail project. In fact, under the current road project, if the sidepath is built with asphalt, its total cost may be comparable to that of a narrower, concrete sidewalk. (*)
2. A projection that the Acequia Trail will not be built for at least ten years can only be predicated on the outlook for the next half mile or more of Acequia Trail, east to Siler Rd. The far more salient connection to justify investment in the County’s River Trail extension and this proposed

sidepath along Henry Lynch, is simply the **first 180 feet** of planned Acequia Trail from Henry Lynch Rd. to Parkway Dr., which would bring trail users to an extremely low-traffic and low-speed section of Parkway Dr. (in yellow on map) that is NOT a through route for cars – exactly like other safe and comfortable on-road extensions of the Acequia Trail elsewhere in Santa Fe.

3. This stretch of Parkway Dr. features more than 1/10 mile (540 ft.) of sidewalk on its north side, just south of the Acequia Trail easement, that is uninterrupted by driveway crossings and thus can act as a continuous, safe and comfortable extension of the proposed Acequia Trail for trail users who wish to continue off-road.
4. From this alignment, trail users can continue south along Parkway Dr., including sidewalks on both sides, to arrive at the following locations:
 - a. El Cyclery bike shop and Wild Leaven Bakery (among many other destinations in Richards Ave Business Park) – 1/10 mile
 - b. Bike Lanes and sidewalks on Rufina St. and Rufina Ct. – ¼ mile
 - c. Meow Wolf – 1/3 mile
 - d. Rufina Tap Room – 1/3 mile
 - e. Tortilla Flats and many other businesses on Cerrillos Rd. – less than ½ mile
 - f. Acequia Trail at Harrison Rd. – 1.1 mile
 - g. Santa Fe Railyard via Rufina St. and Acequia Trail to east – 3.75 miles
5. I am pleased to learn that the Design Team is already proposing excellent bike lanes and sidewalks along Henry Lynch Rd., which will be a vast improvement over the current status and will do an excellent job conveying bicyclists and pedestrians along Henry Lynch Rd. to Richards Ave. and beyond. This sidepath proposal is not redundant with, but rather is intended to complement these facilities by widening part of one sidewalk to provide a superior alternative for two-way trail traffic, including pedestrians, bicyclists, dogs, baby carriages, scooters, and countless other forms of “micro-mobility” that are emerging on our trail system.
6. In 2024, in collaboration with Homewise and City Parks, SFCT built roughly 120 feet of “interim Acequia Trail” in Hermanos Rodriguez Park out of packed crusher fines, a public trail segment used by countless local pedestrians as well as bicyclists who now enjoy unprecedented connectivity between the Acequia Trail to the east and Rufina St. to the west – without using Cerrillos Rd. or Agua Fria St.
7. SFCT has worked to improve trails and trail connectivity throughout the Santa Fe area since its inception in 1993, and continues to pursue new trail connections in our community as illustrated through our “GUSTO” effort, in which the City and County are collaborating members by official resolution. In collaboration with the City, SFCT can wholeheartedly pledge to use its grant writing, fundraising, staff, board, and volunteer capability to complete a 180-foot trail on the City’s Acequia Trail easement from Parkway Dr. to Henry Lynch Rd. (see Figure 2) to guarantee that the proposed Henry Lynch Rd. sidepath and its users, including those coming from the River Trail, can safely and comfortably reach their desired destinations.

Thank you for your efforts and for considering this proposal!

() – Since 30 ft. width of asphalt already exists along the east edge of the public right of way in the form of the current Henry Lynch Rd., the simple preservation of the easternmost ten feet width of this asphalt could serve to create the proposed side path at enormous cost savings compared to the demolition and disposal of this part of the roadway, and the construction of a new ten-foot-wide asphalt facility in its place.*

COMMUNICATIONS FROM THE PUBLIC

From: rgwakeland@gmail.com <rgwakeland@gmail.com>
Sent: Friday, January 16, 2026 8:10 AM
To: GLORIOSO-MOSS , ROMELLA S. <rsglorioso-moss@santafenm.gov>
Subject: Zia Flats, intersection

The present new street and sidewalk construction along this area has been approved by the governing body as part of Zia Flats LLC final development plan, see attached page 12. The time for appeal has passed. No due process or mechanism exists to change the present design. Presently, the land at issue remains owned by the developer, committed to be swapped / transfer ownership (dedicated) to the city upon completion of the new Galisteo Road north of W Zia Rd. (gov. body vote, resolution, etc.). When this occurs, it will become city property and subject to whatever change and process the city allows for any other public street, sidewalk, and sidewalk-to-curb space, with accompanying costs paid for by the city. Are you suggesting converting this strip to asphalt and making it part of the street surface? If so, that would place the sidewalk with zero clearance to the street, which is probably not allowed by existing code. Or, are you suggesting covering the tree/landscaped strip with concrete, and creating a "bike lane" at/on the sidewalk level? I did not find any proposed diagram attached to this email. Is there a motion before the committee regarding any of this? If so, what is it? What do you mean by alternative designs would be more appropriate? What political process are you engaging in? What will the committee do next if it votes that "alternative designs would be more appropriate"? Who cares what the BPAC committee thinks about the appropriateness of the present construction? I certainly don't. Personally, I don't support city employees wasting time. Neither the BPAC committee nor the public works capital projects manager have any authority or jurisdiction to change streets, sidewalks, or bicycle paths or the FPD. The Galisteo Road section at issue is not presently a capital works project, so I don't know why said manager is even getting involved.

According to the city website definition of the BPAC committee, the above-mentioned section of the newly construction Galisteo Rd. does not fall under committee mandate, concern, or jurisdiction for the following reasons. No city, state, city, federal or other public funds are involved; said street does not involve any policies, projects, issues or funding regarding bicycles.

R.G. Wakeland, constituent

From: Genevieve Morgan <ggmorgan25@gmail.com>
Sent: Friday, January 16, 2026 10:49 AM
Subject: Re: Site Visit

Hello all,

Unfortunately I am out of state for a family emergency so won't be able to attend the site visit today. However, as a daily bike commuter who crosses Zia Road (at St. Francis) twice a day and has lived off Galisteo Road for five years, I have opinions about the discussion that has occurred to date regarding this intersection at the last couple of BPAC meetings. I hope you will consider my comments as part of your discussion today.

As I believe you all are aware, the Rail trail runs parallel to Galisteo Road between St. Francis Drive and Rodeo Road. This portion is used by pedestrians and cyclists predominantly over Galisteo Road. In other words, pedestrians tend to not walk on Galisteo Road and cyclists who use it (myself included) have a generous shoulder to utilize on the majority of Galisteo Road. Most cyclists and pedestrians will use the Rail trail and then cut over to whatever side street they need to access. This seems to work well by keeping bike/ped traffic separate from vehicular traffic.

I find the request by members of the public to remove the median on the short section of Galisteo Road as you enter from Zia Road to be extremely misguided. As has been discussed, the goal of that design was to calm/slow down traffic as drivers enter Galisteo Road from Zia. The median has accomplished this goal incredibly well. The tire scuff marks are an indication that the median is forcing drivers to slow down. While there aren't bike lanes on this short portion of the road, there are sidewalks on each side. Bike lanes on this short portion of road are not practical or necessary. Perhaps sharrows could be painted so cyclists and motorists understand that they may take the entire lane until they are safely able to move into the generous shoulder on Galisteo Road, if they don't feel comfortable riding on the sidewalk.

However, I believe most cyclists will bypass this short section of Galisteo Road from Zia by using the Rail trail and either cutting through the Zia Railrunner station parking lot over to Galisteo Road (as I do daily with no issues), or continue on the Rail trail. Improved signage or painting of the path to indicate the location of the Rail trail from all directions would be a welcome improvement.

Prior to the closing of Galisteo Road during the construction phase, there was regular street racing that occurred on Galisteo Road. Drivers would frequently speed on the stretch between Zia and Rodeo, sometimes up to speeds of what appeared to be 60+ mph. I have noticed a significant improvement in this area with much less street racing. Perhaps some of that can be attributed to the traffic calming at Zia and Galisteo.

Please DO NOT consider making a recommendation to the Public Works Dept. to remove the median on Galisteo Road and Zia. The traffic calming is working and residents of the area are grateful for that.

Thank you very much for your attention to this and I'm happy to respond to any questions.

Genevieve Morgan

From: Tony Gerlicz <tgerlicz@gmail.com>

Sent: Monday, January 19, 2026 4:24 PM

To: Tony Gerlicz <tgerlicz@gmail.com>

Subject: FYI

Dear BPAC members,

This is a document that Bike SF will present to the public on Saturday and ask for their input. Our hope is to gather this information and to have Bike SF, BPAC, others, and along with the strategic plan, work together to move things forward,

<https://docs.google.com/document/d/1j0MatwpJXpFo63K8NboMw3Y65MywhLdBisGZ522-NUk/edit?tab=t.0>

Hope to see you on Saturday at the Winter Social at Sky Cinemas.

Warmly,

Tony

On 2026-01-28 17:13, khalil@losalamos.com wrote:

Dear Bicycle and Pedestrian Advisory Committee

cc: 1st District Councilors, Acting City Manager Moya

The main sidewalk entrance to the Solana Shopping Center has been closed off for a long time. I don't know how long, but weeks if not months. There is nothing wrong with the sidewalk, other than there is construction going on in a building close to it and there has been a lot of junk dumped alongside the sidewalk. Plus, the construction zone is impeding access to the interior of the shopping center.

We pride Casa Solana on being walkable and this sidewalk is a major entrance to the shopping center (even if we have to navigate the construction) as well as part of a School Zone. Can someone find out what the justification is for keeping it closed? This seems thoughtless to let it be closed so long.

Two pictures attached.

Khal Spencer

134 Camino de las Crucitas

Santa Fe, NM







CITY OF SANTA FE

BICYCLING AND PEDESTRIAN ADVISORY COMMITTEE STANDING & AD HOC SUBCOMMITTEE APPOINTMENTS (2020 -

STANDING

A) Policy, Planning & Law Subcommittee

1. BPAC Members:
 - a. Steven Pilcher, Chair (appointed October 13, 2022)
 - b. Helen Wang (appointed May 15, 2025)
 - c. Beatrice Farrell (appointed November 13, 2025)
2. Members-at-Large
 - a. Lara Miller (appointed October 8, 2020)
 - b. Bill Adrian (appointed October 13, 2022)
 - c. Kathlyne Gish (appointed April 10, 2025)

B) Promotion, Education & Communications Subcommittee

1. BPAC Members
 - a. Judith Gabriele, Chair (appointed August 12, 2021)
 - b. Tony Gerlicz (appointed October 14, 2021)
 - c. Angela Bordegaray (appointed July 13, 2023)
2. Members-at-Large
 - a. Jon Pyle (appointed March 10, 2022)
 - b. Randy Merkel (appointed May 9, 2024)
 - c. Chandler Moore (appointed August 14, 2025)

C) Technical Review Subcommittee

1. BPAC Members
 - a. Gary Schiffmiller, Chair (appointed September 12, 2024)
 - b. Ben Pingilley (appointed September 9, 2021)
 - c. Marc McConnell (appointed November 13, 2025)
2. Members-at-Large
 - a. Nathan Lemons (appointed July 8, 2021)
 - b. Tim Rogers (re-appointed February 13, 2025)
 - c. Tod Canon (appointed September 11, 2025)

AD HOC

Vulnerable Road User Task Force

1. BPAC Members:
 - a. Helen Wang, Chair (appointed Sept 11, 2025)
 - b. Gary Schiffmiller (appointed Sept 11, 2025)
 - c. **VACANT**

2. Members-at-Large
 - a. Bill Adrian (appointed Sept 11, 2025)
 - b. Khal Spencer (appointed Sept 11, 2025)
 - c. Irena Ossola (appointed November 13, 2025)

NOTE: TO AVOID ROLLING QUORUM, NO BPAC MEMBER SHALL BE A MEMBER OF MORE THAN ONE STANDING SUBCOMMITTEE.