

Minutes
INTERCITY TRANSIT AUTHORITY
Special Meeting
July 11, 2018

CALL TO ORDER

Chair Sullivan called the July 11, 2018, special meeting of the Intercity Transit Authority to order at 5:30 p.m., at the administrative offices of Intercity Transit.

Members Present: Chair and City of Tumwater Councilmember Debbie Sullivan; Vice Chair and Citizen Representative Ryan Warner; City of Lacey Councilmember Carolyn Cox; City of Yelm Councilmember Molly Carmody; City of Olympia Renata Rollins (Alternate); Citizen Representative Don Melnick; Citizen Representative Karen Messmer; Labor Relations Representative Art Delancy.

Members Excused: City of Olympia Councilmember Clark Gilman; County Commissioner Bud Blake.

Staff Present: Ann Freeman-Manzanares; Paul Koleber; Steve Krueger; Ally McPherson; Pat Messmer; Todd Morrow; Brian Nagel; Eric Phillips; Rena Shawver; Heather Stafford-Smith Steve Swan; Nicky Upson.

Others Present: Community Advisory Committee Members, Marilyn Scott and Sue Pierce; Jason Roberson from JRO+Co.; and Stuart Elway of Elway Research, Inc.

APPROVAL OF AGENDA

It was M/S/A by Vice Chair Warner and Citizen Representative Messmer to approve the agenda as presented.

INTRODUCTIONS

A. Tyler Huey, Maintenance Assistant (*Paul Koleber*)

PUBLIC COMMENT - None.

APPROVAL OF CONSENT AGENDA ITEMS

It was M/S/A by Councilmember Carmody and Citizen Representative Messmer to approve the consent agenda as presented.

A. Approval of Minutes: June 6, 2018, and June 20, 2018, Regular Meetings;

B. Payroll - June 2018: \$3,352,302.30.

Intercity Transit Authority Special Meeting

July 11, 2018

Page 2 of 9

- C. Accounts Payable:** Warrants dated June 1, 2018, numbers 24953-24991 in the amount of \$185,631.04; Warrants dated June 8, 2018, numbers 24992-25038, in the amount of \$278,330.46; Warrants dated June 15, 2018, numbers 25040-25090, in the amount of \$324,240.44; Warrants dated June 22, 2018, numbers 25091-25140, in the amount of \$813,854.71; Warrants dated June 29, 2018, numbers 25178-25215, in the amount of \$93,085.94; Automated Clearing House Transfers for June 2018 in the amount of \$12,684.82 for a monthly total of \$1,707,827.41.

COMMITTEE REPORTS

- A. Thurston Regional Planning Council.** Karen Messmer said TRPC met Friday, July 6. The members were briefed on the 2020-2022 Surface Transportation Program, Transportation Alternatives Program, and Congestion Mitigation and Air Quality (CMAQ) Federal Transportation Funding Call for Projects Grants. Intercity Transit received everything requested including a grant for facility renovation; Walk N Roll; a joint partnership to look at the Martin Way Corridor; and 4 propane DAL vehicles. Members discussed the pros and cons of funding one additional dial-a-lift vehicle for Intercity Transit versus leaving around \$196,000 in funding available for a future call for projects. They approved a funding package based on the Transportation Policy Board's recommendation, with the addition of another dial-a-lift vehicle funded out of STP funds (total of four vehicles funded). This resulted in \$74,000 of STP funding being available for a future call for projects or assistance to the South County jurisdictions.

Members heard about the Federal Transportation Performance Measures by Interim Deputy Director Veena Tabbutt who provided a first review of federal performance measures and targets. In September, the Council will be asked to take action on pavement, bridge, system performance, freight, congestion mitigation and air quality, and transit asset management performance targets.

Ruth Harms and Jill Severn from the League of Women voters briefed the Council on a civics book and curriculum entitled, "The State We're In." The book contains a chapter on sustainability that was sponsored by the Thurston Regional Planning Council during the Sustainable Thurston Project. Representative Laurie Dolan explained the process behind sponsoring and getting a bill passed during the 2018 State legislative session. The bill resulted in civics being part of the state curriculum, and will result in wider distribution of "The State We're In."

The Council received an update from Karen Parkhurst on the draft project list that will be developed as part of the Human Services Transportation Plan update. They included rural Transit, Intercity Transit's Bus Buddies, Here to There (website), and Dial-a-Lift.

Commissioner Edwards arrived.

- B. Transportation Policy Board.** Don Melnick reported the TPB met July 11. Robin Mayhew, WSDOT's Management of Mobility Director, provided an update on the I-5 corridor strategy in which they are in the middle of Phase I goal setting with many stakeholders. The next step is scenario planning.

The TPB recommended TRPC approve a federal funding modification request; they were briefed on the Human Services Transportation Plan (HSTP) project list. This was intended for seniors and economically disadvantaged people; and received a presentation on Federal Transportation Performance Measures.

- C. Community Advisory Committee.** Marilyn Scott reported the CAC met June 16. They received an update on the Bicycle Commuter Challenge and the proposed bus service changes. The members also talked about helping pass out information at the upcoming parades.

PROPOSED SERVICE CHANGE UPDATES. Rob LaFontaine provided the final update on the proposed service changes. He reviewed three recent changes to Routes 42, 47, and 45.

Route 42: Inserted a counter-clockwise loop from RW Johnson onto Mottman, Crites, 29th. Adds service through the light industrial area and preserves 2 stops that were originally proposed to be removed.

Route 47: Modified the Route to remain on Black Lake Blvd [outbound] from Capital Mall to Harrison; the bus will continue on Harrison/Mud Bay Rd west to Kaiser and return to the Capital Mall via Capital Mall Dr. and Cooper Point Rd. The modification reverses the original Capital Medical Center loop from clockwise to counter-clockwise.

Route 45: Reversed the direction of service near Capital Medical Center to be clockwise; complemented by Route 47 which will operate counter-clockwise.

LaFontaine discussed the calculated change in revenue service hours. Routes 12, 42, and 68 by percentage are increasing significantly which is contributing to the overall estimated increase of 5 ½% with this particular package. The reason is the discontinuing of Routes 43 and 44. Route 44 hours of operation and its frequency are higher than other routes and if we're going to replace Route 44 with the 12, 42 and 68. Those routes need to be increased in their overall span and frequency to be equivalent replacements. This is the bulk of an increase of 11,000 service hours.

Intercity Transit Authority Special Meeting

July 11, 2018

Page 4 of 9

Currently, between the OTC and SPSCC there is 15-minute frequency that's provided by Routes 43 and 44. Route 44 also provides 30-minute frequency along Cooper Point Road out to Capital Mall. However, Route 68 provides 60-minute frequency off-peak until 8:30 p.m. That's an hour and a half difference between the 44 and 68. Under the proposed changes Route 68 would have increased frequency to 30-minutes all day until 10 p.m. as well as Route 12. In order for Route 44 to be properly replaced it has to have a comparable span in frequency.

LONG RANGE PLAN IT ROAD TRIP PUBLIC ENGAGEMENT 2.0 UPDATE. Jason Robertson reported there's been a lot of activity in getting messages out via media, targeted communications, events and outreach.

Interim survey results show:

- Approx. 535 responses (900 responses as of 7/11/18)
- 475 entered prize drawing
- Major generators, so far:
 - IT E-Blast (223)
 - Website (162)
 - Facebook (82)
 - ECT Communication (79)
- Survey runs through July

Below are the top results after asking the public about their level of support for different enhancements.

Increase transit service to stay ahead of congestion and population growth:

- 72.27% Very Supportive
- 20.39% Somewhat Supportive

Extend service to growing population and economic activity centers:

- 71.40% Very Supportive
- 21.40% Somewhat Supportive

Maintain service for riders who depend on transit to get to work, school or doctor:

- 87.43% Very Supportive
- 8.80% Somewhat Supportive

Speed up service and provide real-time route data to attract more riders:

- 62.66% Very Supportive
- 24.06% Somewhat Supportive

Expand morning, night and weekend service to help workers who don't have a 9-to-5 schedule:

Intercity Transit Authority Special Meeting

July 11, 2018

Page 5 of 9

- 69.60% Very Supportive
- 21.58% Somewhat Supportive

Create dedicated in-county commuter lines that get people where they're going faster:

- 55.38% Very Supportive
- 27.78% Somewhat Supportive
- 13.08% Neutral

Attract more riders by simplifying the fare structure and increasing frequency:

- 54.69% Very Supportive
- 22.38% Somewhat Supportive
- 19.86% Neutral

Make transit a transformative service for social and economic wellbeing:

- 48.56% Very Supportive
- 22.02% Somewhat Supportive
- 24.73% Neutral

Invest in comfort to attract and maintain high ridership:

- 33.75% Very Supportive
- 31.78% Somewhat Supportive
- 25.31% Neutral
- 6.10% Not Very Supportive
- 3.05% Not Supportive

Expand innovative programs like vanpool and Dial-a-Lift:

- 43.63% Very Supportive
- 26.57% Somewhat Supportive
- 24.06% Neutral
- 3.95% Not Very Supportive
- 1.80% Not Supportive

The following shows averaged ranking of enhancements in order of importance:

- Improved Frequency
- Bus Rapid Transit
- Maintain on-time performance
- Extended span of service
- Service to new areas
- Enhanced commuter service
- Night owl service
- Enhanced capital facilities

Intercity Transit Authority Special Meeting

July 11, 2018

Page 6 of 9

- Change the way fares are paid

The public was asked how supportive they are of a sales tax increase to achieve a “Transformational System” that includes most of the transit improvements shown above.

- 40.97% Very Supportive
- 28.86% Somewhat Supportive
- 12.29% Neutral
- 8.19% Not Supportive

LONG RANGE PLAN SURVEY. As part of the short and long-range planning contract with Nelson Nygaard, Elway Research was hired to survey the community regarding transit priorities and support for those priorities. Freeman-Manzanares introduced Stuart Elway, who provided a report on the results of the Random Sample Survey of the four cities within the service area.

Elway said he worked extensively with staff, as well as Jason Robertson to develop the questionnaire, with questions similar to those asked on the outreach. His report is another type of measure and independent validation of a random sample of people in the area. Elway Research asked people who are not necessarily interested in transit and don't think about it every day, thus a random sample of the area in which the results are compared to other surveys taken.

The survey was organized around a model he developed over a period of 40 years as to why some tax measures pass and others don't. It's organized around three parts: Problem, Solution and Action all from the point of view of the resident, citizen or voter.

Highlights of the survey findings include:

Problem: The respondents generally defined the transportation problem in terms of population growth, sprawl and lagging transportation infrastructure (roads and highways). Lack of public transportation was seen as a major contributor to transportation problems by 1 in 4 respondents. Even so, 47% said there is not enough public transportation, 41% thought the level of service is about right and 4% thought there is too much.

Solution: Public transportation was seen as having high value to the community. The benefits most highly-rated had to do with moving people - all people, new residents - even more than reducing congestion.

Consistent with the view that population growth was the main contributor to transportation problems - and despite the view that a lack of public transit was not a major contributor - about half of all respondents preferred a broad strategy to expand

Intercity Transit Authority Special Meeting

July 11, 2018

Page 7 of 9

public transportation services to get ahead of the problem, while just one in three preferred to just “keep up” with the growth, and only one in seven wanted to let the public transit system shrink.

Contributing to the preference to expand the system was respondents’ view that InterCity Transit is doing a good job and has been doing so for a long time. Two in three respondents said ICT was doing an “excellent” or “good job” – down only four points from our 1998 survey.

Action: The “money question” – literally and figuratively – is whether residents would be willing to support improvements to the public transportation system with higher taxes. These respondents were. Most saw a high benefit to cost ratio: 67% said that the improvement package was worth the cost of \$2 to \$5 per month per household. When the amount was specifically stated as .04¢, support edged up a point: 68% said they would definitely or probably support a sales tax increase of that amount.

The readiness to raise taxes is consistent with the inclination to expand services. The fact that support inched up when the exact amount was posed suggests that the amount may have been slightly lower than some were expecting and is consistent with the value and cost/benefit findings. When asked in an open-ended follow-up why they would support or oppose the sales tax increase, Opponents were focused on the cost. Supporters were focused on the benefits. Supporters volunteered several reasons ranging from “it is important and needed” to the need to expand service to providing transportation to people without it, to reducing congestion.

Half of those inclined to oppose the increase said that taxes are simply too high already. Only one in ten said it was not needed or that they did not use public transportation.

Warner said based on all of the information presented this evening he would like the Authority to consider the adoption of a resolution asking the voters for 4/10ths of a percent sales tax increase.

It was M/S/A by Vice Chair Warner and Citizen Representative Melnick to ask staff to develop a resolution to be considered by the Authority at their August 1, 2018, meeting regarding including the 4/10ths of one percent sales tax increase on the November 2018 ballot.

GENERAL MANAGER’S REPORT

- Staff is working with the Thurston County Chamber to promote awareness of the vanpool program and the benefits to employers, employees and the region as a whole to reduce traffic congestion. The Chamber had 100 businesses respond and 80% did not know what a vanpool was or the positive effects it could have on their business.

Intercity Transit Authority Special Meeting

July 11, 2018

Page 8 of 9

- Received about 900 responses to the “What Matters Most to You” survey. An e-blast is going out to approximately 115,000 email addresses through the Olympian with our IT Road Trip Public Engagement Survey. Staff is also working with the Thurston Chamber of Commerce to send out the survey to their membership; as well as to Leadership Thurston County participants.
- Staff is working on the Olympia Transit Center Expansion project and anticipate going before the Authority in August and September with a contract for construction. Staff is hopeful construction will be complete by fall of 2019.
- Intercity Transit participated in the Yelm Prairie Days Parade and the Tumwater July 4th Parade.
- As a pilot project in hopes of relieving congestion, Intercity Transit transported approximately 600 to 800 people out of the Rainier Vista Park during the Lacey 3rd of July Fireworks Spectacular.
- Intercity Transit will be at the Lakefair Parade this upcoming weekend.
- The Authority will conduct their yearly Planning Session on Friday, August 17, 2018, in the board room beginning at 8:30 a.m.

AUTHORITY ISSUES

Melnick noted the Port of Olympia has an Interim Executive Director – Rudy Rudolph.

Messmer participated in the Tumwater parade and was very impressed with everyone who attended and participated in passing out materials. She referred to how everyone loves the bubble bus and she would like staff to think about how or where a bubble bus could run similar to the Jingle Bus. Perhaps during a limited time in the summer visiting different areas each week.

Messmer said there was discussion about adopting or having a resolution that had to do with the climate emission reduction that the cities are heading towards. She would like to see this on a future Authority agenda in order to provide support of the effort. Freeman-Manzanares said Karen Parkhurst from TRPC suggested this be brought before the Authority in September or October.

Carmody said the City of Yelm approved its six year transportation improvement policy. There will be some upgrades to side roads to relieve congestion off of Yelm Avenue.

Intercity Transit Authority Special Meeting

July 11, 2018

Page 9 of 9

Commissioner Edwards said during their climate discussion they talked about putting up more yield signs in place of stop signs in an effort to reduce the amount of idling. This is one step to reduce our carbon footprint.

Marilyn Scott said she was asked to mention the possibility of installing enclosed shelters w/benches in Tumwater, in particular near the Safeway

ADJOURNMENT

With no further business to come before the Authority, Chair Sullivan adjourned the meeting at 7:18 p.m.

INTERCITY TRANSIT AUTHORITY



Debbie Sullivan, Chair

ATTEST



Pat Messmer

Clerk to the Authority

Date Approved: August 1, 2018.

Prepared by Pat Messmer, Recording Secretary/
Executive Assistant, Intercity Transit

