

**MINUTES
INTERCITY TRANSIT AUTHORITY
COMMUNITY ADVISORY COMMITTEE
JOINT MEETING
SEPTEMBER 18, 2019**

CALL TO ORDER

Chair Sullivan called the September 18, 2019, Joint Meeting of the Intercity Transit Authority and Community Advisory Committee to order at 5:35 p.m., at the administrative offices of Intercity Transit.

ITA Members Present: Chair and City of Tumwater Councilmember Debbie Sullivan; Vice Chair and Citizen Representative Ryan Warner; City of Yelm Councilmember Molly Carmody; City of Lacey Councilmember Carolyn Cox; City of Olympia Councilmember Clark Gilman; Thurston County Commissioner Tye Menser; Citizen Representative Don Melnick; Citizen Representative Karen Messmer; and Labor Representative Lisa Allison.

CAC Members Present: Sue Pierce (Chair); Justin Belk (Vice Chair); David Bonauto; Jan Burt; Billie Clark; Denise Clark; Jonah Cummings; Carla Dawson; Peter Diedrick; Tim Horton; Marie Lewis; Joan O'Connell; Scott Paris; Marilyn Scott; Walter Smit; Sreerenjini Surendran; Linda Vail; Victor VanderDoes; Michael VanGelder.

CAC Members Excused: Ursula Euler.

Staff Present: Ann Freeman-Manzanares; Cameron Crass; Diana Claus; Steve Krueger; Rob LaFontaine; Pat Messmer; Brian Nagel; Eric Phillips; Steve Swan; Nancy Trail; Nicky Upson.

Others Present: Justin Leighton, Washington State Transit Association; Thomas Wittmann, Nelson Nygaard; and Jeff Meyers, Legal Counsel.

APPROVAL OF AGENDA

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

INTRODUCTIONS

The Authority, CAC members and staff provided self-introductions.

APPROVAL OF AUTHORITY CONSENT AGENDA ITEMS

- A. Approval of ITA Minutes:** August 7, 2019, Regular Meeting; August 21, 2019, Regular Meeting

B. Payroll – August 2019: \$2,748,815.45

C. Accounts Payable: Warrants dated August 2, 2019, numbers 28192-28234, in the amount of \$284,991.28; Warrants dated August 9, 2019, numbers 28238-28291, in the amount of \$641,592.19; Warrants dated August 15, 2019, numbers 28354-28357 in the amount of \$78,819.45; Warrants dated August 16, 2019, numbers 28292-28353, in the amount of \$193,252.63; Warrants dated August 23, 2019, numbers 28359-28399, in the amount of \$1,108,533.91; Warrants dated August 30, 2019, numbers 28400-28447, in the amount of \$709,356.93; Automated Clearing House Transfers for August 2019 in the amount of \$27,131.10 for a monthly total of \$3,043,677.49.

D. Scheduled a Public Hearing – Strategic Plan. Scheduled a public hearing for the 2020-2025 Strategic Plan for Wednesday, November 20, 2019. (*Ann Freeman-Manzanares*)

E. Scheduled a Public Hearing – 2020 Budget. Scheduled a public hearing for the 2020 Budget for Wednesday, November 20, 2019. (*Suzanne Coit*)

F. Conduent Maintenance Contract Extension. Authorized the General Manager to enter into a six-month term contract, with seven more optional six-month renewal periods, with Conduent Transport Solutions (Conduent) and pay the invoice for the Conduent Orbital CAD/AVL system hardware/software maintenance agreement. Consistent with the contract, the invoice amount is \$101,595. (*Jeff Peterson*)

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

Joan O'Connell and Denise Clark arrived.

OLYMPIA TRANSIT CENTER OFFICE FURNITURE PACKAGE. Steve Krueger, Procurement Manager, presented for consideration purchase orders for the new Olympia Transit Center (OTC) office furniture package in preparation for occupancy.

The new OTC building is expected to be substantially complete by November 7, 2019. In preparation for occupancy, the building Architect, SRG Partnership (SRG), has been collaborating with internal stakeholders in the selection of commercial grade furniture that not only complements the interior space but is also highly adjustable for individual use while best serving its intended function. This office furniture package will outfit all individual workstations, conference/training rooms, the operator breakroom and more. Moreover, every effort was made to select pieces that maximize versatility.

All of the recommended office furniture is available for purchase using existing competitively awarded government furniture contracts. With an approximate six-week lead-time, issuing purchase orders now will allow us to have the furniture delivered

directly to the new building and begin installation. Accordingly, staff recommends the authorization of the purchase of the OTC office furniture package and orders issued at this time.

It was M/S/A by Councilmembers Gilman and Carmody to authorize the General Manager to issue purchase orders for the new Olympia Transit Center office furniture package in an amount not-to-exceed \$350,000.

PUBLIC COMMENT

Bobby Gorrill, Olympia – Mr. Gorrill lives, works and goes to school in Olympia and is a daily bus rider who has traveled to various U. S. cities to try out transit systems. He addressed the Authority on the following:

Fare-Free Transit will be important in increasing ridership, ensuring accessibility and cutting service delays. This service should be complimented with frequent headways and an expanded hours-of-operation that accounts for increasingly inconsistent work schedules. Improvement remains especially critical on weekend mornings and evenings on most routes. Transit becomes convenient when riders do not have to consult a schedule. 15-minute headways should be a goal of IT.

Bus Rapid Transit (BRT) or bus lines with BRT characteristics can help improve service by instituting bus-only lanes, traffic signal prioritization, platform stations, arrival time technology and all-doors boarding. In Thurston County, BRT could complement existing service but should not replace it. Often BRT lines have far fewer stations than existing local service routes. This could cause problems in a sparsely populated service area like Thurston County, where people already live decent distance from bus stops. This is of particular concern to riders with mobility issues, such as disabled or elderly people and families with small children.

Explore the possibility of a transition from a Transit Center-based hub model to a Transit Mall-based hub model in downtown Olympia. Perhaps convert a lane of street parking on both 4th Ave and State Ave into bus-only lanes. Consolidate West Olympia-bound and Lacey-bound routes into the same lines, eliminating downtown termini for as many lines as possible. This could help speed up buses traveling through downtown significantly. Traffic signal priority, platform stations and arrival time technology could quicken boardings at a downtown transit mall.

Refuse all collaboration with Immigration and Customs Enforcement (ICE). ICE agents routinely board public transit vehicles in U.S. cities to harass and detain undocumented migrants. Intercity Transit should take every measure available to bar the entry of ICE officers onto Intercity Transit vehicles and protect undocumented riders. Include bilingual "Know-Your-Rights" immigrant legal info at transit centers and on buses.

Divert resources from private security staffing to de-escalation and conflict resolution training for all bus drivers and IT staff. IT should assume measures to resolve conflicts on IT buses and property without the intervention of the police and the criminal justice system. Criminalization exacerbates marginalization and poverty and often fails to stymie deviant behavior.

Equip all buses with ear plugs available to riders. Riders with noise sensitivities and sensory processing issues can be overwhelmed by some of the sharp noises a bus ride entails.

Install less harsh lighting on buses, preferably a pink/red lighting like that found on much of Pierce Transit's fleet. The current lighting can cause strong irritation, particularly to riders with light sensitivities and sensory processing issues.

Allow sleeping in bus seats. Sleeping is not a crime, nor is it a nuisance. Demanding sleepy customers remain awake can cause needless conflict and bus delays. At time-point stops drivers can check on sleeping riders to ensure they are in decent health.

BRIEFING ON I-976 MOTOR VEHICLE TAXES & FEES. Justin Leighton, Executive Director of the Washington State Transit Association (WSTA), provided a review of the I-976 initiative. This initiative will be on the November ballot measure.

This is an initiative to the Legislature implemented by Tim Eyman, to implement \$30 car tabs and would repeal a lot of Sound Transit's authority and repeal Transportation Benefit District car tab authority.

Should this initiative pass, it would impact transit statewide. The transportation budget is made up of many different programs and one of concern is called the Multimodal Account Fund. This matters because every state transit grant comes from that program.

If approved, the initiative would repeal all of those fees that generate the Multimodal Account and it would be about a 70% impact on that account. It also funds the state patrol, Amtrak, WSDOT division local programs, bike/ped trail grants, and complete street projects. It also funds about \$240M in the last biennium of transit grants (Regional Mobility Grants; Special Needs; Rural Mobility Grants; Connecting WA; Vanpool Investments; Commute Trip Reduction; Green Transportation Grant; Coordination Grants; and other items).

This affects the 2019-2021 Intercity Transit Biennium Grant Program. Includes funding for the State Star Pass Program; The DASH; Regional Vanpool Project; Vanpool Service Center; Route 612 Expansion; Phase 1 Martin Way; Annual Special Needs Funding and cuts to local partners like Pierce Transit, Mason Transit and nonprofit providers that provide special needs transportation (i.e. Rural Transit).

The state is looking at what would happen if approved. The grants listed for Intercity Transit would see an impact in some way. They may be shaved down or completely eliminated. Leighton said when competing against state ferry, state patrol, and other necessary needs, public transit may not be prioritized to get these grants programed.

Leighton answered questions.

- *Menser asked what impact would there be on the state patrol?*
 - Leighton said he doesn't have the exact number because that would be up to the Legislature, but it's not just their operating dollars, but capital dollars, too. They will be prioritized.
- *Carmody asked which local programs from WSDOT will be cut?*
 - Leighton said it would be likely the Public Transportation Division and Rail Division.
- *Carmody asked about the Yelm bypass.*
 - Leighton said the state can only say what could potentially be cut. Whatever money remains will most likely go towards public safety and lifeline services.
- *Melnick lives in the Panorama retirement community that will be conducting a forum in October.*
- *Vail asked if organizations for seniors or people with disabilities have been contacted about how important transit is for them, especially in the smaller rural communities.*

Tim Horton arrived.

- *Carmody asked is there anything the public can do.*
 - Leighton said elected officials (the jurisdictions) can pass a resolution stating their views on the initiative. Federated boards like Intercity Transit could not.

On a different note, Leighton presented Freeman-Manzanares with a WSTA President plaque. He explained Freeman-Manzanares served six years as an officer of WSTA (2 years as Treasurer; 2 years as Vice President; and 2 years as President), and she will be retiring her term in December. Her service was very much appreciated leading 32 state transit agencies and the hope among staff was that she would return to the Executive Board once again.

TRANSIT 101 – TRANSIT PLANNING AND IMPLICATIONS FOR FUTURE INTERCITY TRANSIT SERVICE IMPLEMENTATION. Thomas Wittmann from Nelson Nygaard Consulting provided a refresher on transit planning considerations including the policy framework with focus on the challenges and opportunities as Intercity Transit (IT) moves forward with implementing the Long Range Plan in alignment with the community support of Proposition 1 that passed in 2018.

Wittmann said Intercity Transit should start considering things in terms of a route and service design perspective while considering implementing the long range plan. He put together several transit planning considerations.

What makes transit successful? How does service design relate to community goals and needs? What may constrain service design or level of service? A transit agency can control only one or two of these elements that really makes transit successful. All the moving parts must be in place. It comes down to individuals – what causes an individual to use transit?

- Cost
- It's their only choice
- They feel strongly about the environment, etc.

Service quality is the one common element and that is one of the things Intercity Transit can control.

Wittmann discussed the tradeoffs. Much of what attracts people to use transit varies on who you ask. There are many tradeoffs and there is no one right way to do things.

These are the region's values:

Frequency and span:

- Job market has expanded beyond standard 9 to 5 times
- Discretionary / non-work related trips are most often during non-peak times
- Longer span of service allows for more trip types to be served

Coverage: Provide less frequent service to more areas; or provide more frequent service to fewer areas.

Productivity:

1. More people have some transit access
2. Ridership is lower
3. But really important for those who use it

Frequency:

1. More trips on transit
2. Ridership is higher

3. But no services in many places

Days of service: Provide less weekday service and more weekend service; or provide more weekday service and less weekend service.

Seven Day Focus

- **Positives**
 - Growing service industry job types are served
 - Ability to live without a car is enhanced
 - Mobility for people who rely on transit improves
- **Drawbacks**
 - Weekend service carries fewer people

Weekday Focus

- **Positives**
 - Resources put where it carries the most passengers
- **Drawbacks**
 - Job access and overall mobility for unserved areas is diminished

Transfers: Provide more routes with less frequent service but fewer transfers; or provide fewer routes with more frequent service but more transfers.

- Most trips within a metropolitan area cannot be served with a one seat ride
- Is it more important to try to serve trip patterns without transfers?
- **Considerations**
 - Customers tend to dislike transfers
 - Frequent service and good connections can reduce these perceptions
 - Greater emphasis on one-seat rides can lead to less frequent and lower utilized routes
 - Where is the balance?

Directness: Provide slower and less direct service with shorter walks to stops; or provide faster more direct service with longer walks to stops.

- **Positives**
 - Shorter walks for percentage of riders
- **Drawbacks**
 - Slower travel times for most riders
 - Higher operating costs
- **Positives**
 - Faster travel times for most riders
 - Lower cost
- **Drawbacks**
 - Some people have to walk farther

Importance of Service type: Improve the local bus network; or improve the commuter bus network.

Local Services

- Serves all-day market with many trip purposes
- Higher ridership
- Lower operating and capital costs

Commuter Services

- Takes people off the road at most congested times
- Attracts downtown employee market
- High operating cost
- High capital cost due to need for park-and-rides

Coordinating Land Use and Transportation

Wittmann said land use and high quality transportation go hand-in-hand. But it doesn't always happen that way.

- Classic "chicken-and-egg" problem:
 - Transit quality is a key criterion for land use development
 - Yet land use is also a key criterion for transit service performance
- Ideally, quality transit will be available when land use and street design use good transit-oriented forms
- Tools:
 - Frequent Transit Networks/Lines
 - Community based services to feed frequent network
 - Transit priority in the roadway

Some Populations Are More Likely to Use Transit

Wittmann said people without a vehicle are more likely to use transit, and transit needs to be aware of where these populations are. And these patterns change over time. Certain neighborhoods have vastly changed their demographics i.e. Seattle over the past 20 years and transit usage changed as a result. That same pattern could occur in Thurston County. IT needs to continually check the needs in each community.

Density is a Prime Determinant of Ridership

Wittmann said the benefit of density is not more transit trips are created, but less auto trips are created. There is not just a transit element associated with it, but there's a direct relationship between less vehicular traffic as a result of higher density and greater transit ridership as a result of greater density. How do you insure IT is successful in the long run insuring that density is sufficient? Ensuring density is sufficient and stays where the service investments are is one of the key challenges.

Emerging Mobility

Wittmann said 25 years ago, Uber and Lyft didn't exist, and it's only been the last five years that these services have become standard, to use your cell phone and get into a

vehicle with a stranger. This is a big deal in how it's changed people's perceptions of mobility and what their expectations are, and what IT is competing with in terms of "will I take IT for a trip or will I take Uber/Lyft." One of the things from a market research perspective is there are a lot of people who do both, especially during the evening hours when service isn't there, and these other options are their lifeline. IT needs to be aware of how this impacts the agency in the short and long run and where its role is – not as a competitor but to compliment the services IT already has.

There's micro transit – on demand vans using an app based software to help schedule trips and it tells you where your vehicle and a van comes from instead of Uber/Lyft. Seattle and King County Metro are hiring multiple of these pilot projects using an on-demand van service in certain zones.

Autonomous shuttles didn't exist years ago, where a box on wheels is going through certain business parks. Thurston County doesn't have the private streets to make this happen, but autonomous shuttles are something the agency needs to start thinking about and what is the role of IT for these types of vehicles, or looking ahead 15-30 years where even buses don't have drivers anymore. Bigger buses in congested areas will be absolutely essential, whether tomorrow or five or twenty years from now.

Guidelines for Service

Wittmann said multiple agencies have guidelines for service levels that say if densities around potential routes are X number of units or jobs per acre and there's a level of service that should correspond with that. If density increases above the levels that are necessary to support that, what are some of those break points, so not just IT can plan ahead, but also the individual communities served by IT can have guidelines in terms of goals and they understand what the expectations should be in terms of what service should be out on the street if the development patterns change.

What is High Quality Service?

It's something that comes regularly; it's reliable; integrated with the community, and not just about buses, but it's about having sidewalks that go there; being able to get through traffic without being delayed; having a pleasant place to wait; it's a package of different elements that all come together. Looking at what high quality transit service is and looking at what IT is looking to do as a part of the long range plan ultimately goes hand-in-hand. High quality service:

- Serves a variety of destinations
- Makes schedules easy to remember
- Minimizes wait time through frequent service and real time information
- Has clear information available online and at bus stops
- Provides a high quality waiting environment
- Runs early in the a.m. and late at night and weekends
- Operates in rights-of-way that are congestion free

The Long Range Plan Includes

- Bus Rapid Transit
- Extended Span of Service
- Improved Frequency
- Service to New Areas
- Night Owl Service
- Maintain On-Time Performance
- Enhanced Commuter Service
- Enhanced Capital Facilities
- Continue Investigating Fare Payment Options

Tentative Service Implementation Plan

Implementation Year	Improvement
2019	<ul style="list-style-type: none">• Improve span of service• Keep Buses On Time (Schedule Maintenance)
2020	<ul style="list-style-type: none">• Improve Frequency• Expand Bus Service to NE Lacey (post I-5 work)
2021	<ul style="list-style-type: none">• Innovative Service Zone (first zone)• Night Owl Services
2022	<ul style="list-style-type: none">• Express Service to Yelm (post Yelm by-pass)• Enhance Commuter Services (pending HOV lanes)
2023	<ul style="list-style-type: none">• Innovative Service Zone (second zone)
2026	<ul style="list-style-type: none">• Innovative Service Zones (Add third zone)• Bus Rapid Transit

Are there alternatives to the existing fare structure that can attract more people to use the service, whether that's a pilot project that operates one route for free; or other ways to look at the fare structure to entice more riders?

Over the next six to seven years there are a series of promises IT has to deliver to the voters, and the agency has a lot of work ahead of them.

Considerations Moving Forward

Responding to requests for service can have unintended consequences.

The Evolution of a Bus Route – Good-intentioned small changes can degrade service and ultimately increase the cost of service. Intercity Transit has a few routes that developed this way. Over the next few years, be aware of long term implications when making route changes.

Example: In the beginning there was a well-designed route that was direct, had well-spaced stops and performed well. Over-time some riders asked that stops be added so they didn't have to walk far. Being responsive, the transit agency added the stops. Later on, two new apartment complexes opened near the route. To avoid residents walking to the bus, the bus went to them. Next, a new big box store opened beyond the end of the route, and the route was extended to serve it.

Federal Government Support for Transit is Declining

- Bus replacement funding
- Capital Investment Grants (CIG) funding has declined
- Implications for Intercity Transit
 - Long range plan assumed:
 - No federal dollars for bus purchases after 2020
 - 50% federal match for OTC, Pattison, and BRT

Population and Employment Patterns Continue to Evolve

- New Development
- Changing patterns within service area
- Route ridership experiences, such as:
 - Route 68 ridership growth at SPSCC
 - Olympia Express ridership growth
 - Route 1 impacts
- Implications for Intercity Transit
 - Route performance still need to be examined
 - Today's route pattern may not be the same in five years

Changing How Service is Paid For

- Fare policy can have a dramatic impact on ridership. The lower the fares, the higher the ridership. It simplifies service for those not currently riding.
- Opportunity to immediately increase ridership by 30-40 percent
- Partnerships
- Capital (fareboxes)
- Implications for Intercity Transit
 - Big increases in demand
 - Transfer pressures will increase
 - Create new constituencies
 - Potential Capacity issues

- Paratransit costs

Paratransit Ridership and Cost Growth Accelerating

- Paratransit costs have been increasing, along with ridership. Between 2018 and 2019 ridership is 10% higher.
- Increase in ridership puts a big dent in the budget.
- Federal guidelines mandate what must be done from a paratransit perspective; but are there things as an agency that can be done to guide that service at a lower cost? Should Uber and Lyft provide part of that service? What about providing van services that don't have a lift. There's a lot of ADA eligible people who do not need a wheelchair but still have mobility needs. Do we need an expensive vehicle that requires specialized training?
- There are different ways the agency can look at serving the needs but do it in a more cost-effective manner.

Construction Impacts on Intercity Transit

- Roadway projects and new construction can have a negative effect cost-wise
 - Examples: Marvin Road Interchange
 - Implications on Intercity Transit
 - Recognize financial impacts of delays due to construction
 - Other regions (King County) have received mitigation dollars due to increased operating costs
 - Impacts for on-going detours due to new building construction could trigger mitigation discussions

Emerging Mobility Modes Could Change Service Delivery

- On-demand services (Uber, Lyft, etc.)
 - Flexible vehicles can provide coverage potentially at a lower cost
 - Reductions in need for ADA paratransit service
 - Serve trips that are currently indirect, such as in West Olympia
 - Implications for Intercity Transit
 - Learn from national pilot projects
 - Pilot program
 - Expand, as demand expands, and adjust fixed-route network as necessary

Implications of Choices for Implementing More Service

- Voter-approved plan is framework for service enhancements, but specific service detail questions will continue, including
 - Improve span
 - Increase route length or zone size
 - Operate more frequently, etc.
- Implications for Intercity Transit
 - Consistently apply criteria to address requests
 - Cost (short and long-term)

- Ridership potential
- Who/what is the market

Performance Metrics to Identify Opportunities and Challenges

- How do you decide where to make additional service investments?
- What is equitable?
- How do you decide a route is underperforming?
- Implications for Intercity Transit
 - Develop service standards and policies

The following CAC members left the meeting: Scott Paris, Marie Lewis, Billie Clark, Linda Vail, Carla Dawson and Peter Diedrick.

Messmer referred to when a transit agency needs to get involved in planning – she thinks it needs to be during the planning and zoning period. Developers need to provide safe walking paths to the major bus routes. Transit needs to assert itself more aggressively and educate in those processes, that if you create this zone and make changes it will make the bus system more efficient.

Carmody said the cities need to include transit during planning commission meetings and more of the public should attend the planning commission meetings to advocate for transit.

Sullivan suggested the elected Board members keep IT staff informed about zoning changes within their jurisdictions.

Menser said Thurston County set a public hearing at 5:30 p.m. on October 15, 2019, at the Thurston County Courthouse, on five core chapters of their Comprehensive Plan, one of which is transportation. He would appreciate public comment and feedback.

CAC SELF-ASSESSMENT

The Chair of the Community Advisory Committee, Sue Pierce, led the discussion in reviewing the results of the CAC's annual Self-Assessment survey. Pierce said eleven members participated before the survey closed, and three additional members submitted their survey thereafter, for a total of 14 members participating. She went through each individual question to address the results.

Carmody said it's incredibly important for the CAC to provide feedback to the Authority prior to decision making.

Warner agreed, and suggested when a staff person gives a presentation they provide a summary to the Authority of the CAC's feedback.

O'Connell said that would help her determine if she wanted to give public comment at the Authority meetings.

Melnick said when he was a CAC member he didn't fully understand how the CAC minutes helped the Authority. But now being an ITA member, he makes it a point to read their minutes and appreciates that feedback before decisions are made.

Messmer said in many cases, this is the order of how things happen because she's reading about the issues in the CAC minutes before the ITA meets. However, the CAC only meets once a month, and there may be issues that get out of sync. Staff and the ITA need to take a look at the entire year's agenda and do further planning to make sure items are presented to the CAC in advance.

O'Connell said perhaps there's a way to inform the CAC of any issues going before the Authority that staff didn't have an opportunity to present to the CAC.

Smit gave an example when his supervisor mentioned that advertising would no longer be placed the bus, and Smit was surprised that as a CAC member, he wasn't made aware of that. He feels the order of events should be monitored more closely.

VanGelder said one of the avenues the CAC has is to have a member attend each Authority meeting and to hear and relate. He suggested sending the CAC just the Authority agenda (not the whole packet) for each meeting so every two weeks they will know what is coming before the Authority.

Pierce noted the entire Authority agenda packet is available online prior to the meetings.

Messmer mentioned sending the after meeting summary to the CAC. Decisions are typically noted there. It was noted that the after meeting highlights of each meeting are included in the CAC meeting packets, and they are posted online the day after each Authority meeting, along with any presentations.

COMMITTEE REPORTS

Due to the lateness of the evening, Chair Sullivan asked the Authority if Committee Reports could be moved to the October 2, 2019, meeting. The Authority unanimously agreed.

GENERAL MANAGER'S REPORT

- The traffic signal on Martin Way is in place and should be operational in the next two weeks. With the addition of this traffic signal and the fact that there is 15-minute service on Martin Way, both sides of the street can be utilized, and

Operators can safely cross the street, thus saving the agency the equivalent of three full-time positions a year.

- The Conditional Use Hearing with the City of Olympia for the Pattison Street Project is scheduled on Monday, September 23, 2019.
- There was an article in the Olympian on The ONE. It's a great article receiving positive comments. Staff is hoping for a start date at the end of October or beginning of November.
- The CAD/ AVL consultants are onsite this week meeting with staff to kick off the project.
- The Annual Holiday Banquet is Friday, December 13, 2019. All are welcome.
- There were 18 new Operators who graduated on September 6, 2019. On October 7, a new class of 13 Operators begins, and they will graduate on Friday, December 6. All are welcome to attend the luncheon.
- Four new 40' coaches were delivered. There are 12 remaining to be delivered.
- To date, three recruitment applications for the CAC have been received, and one for the ITA. The deadline to submit applications for the CAC is October 10; and October 23 for the ITA. Interviews for the CAC applicants is November 6; Interviews for the ITA is November 13.
- Staff is in the process of setting up appointments to speak with the city councils, county commission, and planning commissions, and working with the Olympian and others to talk about IT's progress since Proposition 1. IT wants to make sure the public knows what the Authority is discussing and that includes the proposal for zero fare.
- At the October 16, 2019, Authority meeting, we'll celebrate Intercity Transit's Grand Champions - the Operations and Maintenance teams
 - Maintenance Team came in 1st Place - Joe Bell, Grant Swidecki and James Bush;
 - Dan Savage took 1st Place Body on Chassis and 1st Place Mobility Device Securement;
 - David Randall took 2nd Place 35';
 - Rob Wood took 1st Place 40' with a record setting perfect score on the course.

AUTHORITY/CAC ISSUES

Marilyn Scott asked if the #13 bus announcement will change from Tumwater Falls Park to Brewery Park.

Carmody said the City of Yelm's homeless taskforce held a public meeting Tuesday and over 200 people attended. A majority of public commenters said they opposed the task force funding services for individuals facing homelessness and would rather see funds be directed toward law enforcement initiatives and the enforcement of current city laws.

Warner commented on the briefing on I-976 and said one of the potential projects to be cut is the RT (Rural Transit) project. That is funded with state dollars, and managed by TRPC.

ADJOURNMENT

With no further business to come before the Authority, Chair Sullivan adjourned the meeting at 8:24 p.m.

INTERCITY TRANSIT AUTHORITY


Debbie Sullivan, Chair

ATTEST


Pat Messmer
Clerk of the Board

Date Approved: October 16, 2019.

Prepared by Pat Messmer
Clerk of the Board/Executive Assistant