

Minutes  
INTERCITY TRANSIT AUTHORITY  
Regular Meeting  
Held Remotely  
May 6, 2020

**CALL TO ORDER**

Chair Warner called the May 6, 2020, meeting of the Intercity Transit Authority to order at 5:30 p.m. This meeting was held remotely keeping in compliance with the Governor's guidance to "Stay Home and Stay Healthy" and in keeping with the Governor's Proclamation 20.28.2 Open Public Meetings Act.

**Members Present:** Chair and Citizen Representative Ryan Warner; Vice Chair and City of Lacey Councilmember Carolyn Cox; City of Tumwater Councilmember Debbie Sullivan; City of Olympia Councilmember Clark Gilman; City of Yelm Councilmember Molly Carmody; Thurston County Commissioner Tye Menser; Citizen Representative Don Melnick; Citizen Representative Sue Pierce; and Labor Representative David Sharwark.

**Staff Present:** Ann Freeman-Manzanares; Jason Aguero; Emily Bergkamp; Katie Cunningham; Jessica Gould; Rob LaFontaine; Pat Messmer; Eric Phillips; Heather Stafford-Smith; Daniel Van Horn; Jonathon Yee.

**Others Present:** Legal Counsel, Jeff Myers; Community Advisory Committee member, Joan O'Connell.

**APPROVAL OF AGENDA**

**It was M/S by Councilmembers Carmody and Sullivan to approve the agenda.**

Commissioner Menser asked if there would be an item added to this agenda or a future agenda allowing the Board to ratify the modification of service models made by the General Manager during the COVID-19 health emergency. He also asked about discussing the plan for restoring fixed-route service.

Freeman-Manzanares responded that after consulting with Legal Counsel she was authorized to take emergency action to insure the safe operation of transit services, as long as it fell within the budget. A plan to return to policy level service has not been fully developed as the availability of staffing, as well as what is known surrounding this public health crisis is constantly evolving. The hope is to pursue a phased return in line with the Governor's plan to restore the economy, and as the non-essential travel ban is eliminated.

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Gilman suggested devoting time at the next Authority meeting to take the opportunity to bring forward any decisions the Board needs to make related to the change in service and whatever obligations there are under the statute or terms and conditions of the federal support.

Cox agreed the Authority should devote time at the next Authority meeting to the COVID-19 emergency and ratify the steps already taken, and spend time discussing next steps.

Chair Warner confirmed the suggested topics will be placed on the May 20, 2020, meeting agenda.

**Motion to approve the agenda carried unanimously.**

### **PUBLIC COMMENT**

*Public comment was available through email to [pmessmer@intercitytransit.com](mailto:pmessmer@intercitytransit.com) and the commenting period closed at 12:00 p.m. on May 6, 2020.*

**No public comment was received.**

### **APPROVAL OF CONSENT AGENDA ITEMS**

*Warner noted an amendment to the Consent Agenda. Under 3.A - Approval of Minutes, the date was corrected to read, "March 4, 2020."*

**It was M/S/A by Councilmember Cox and Citizen Representative Melnick to approve the consent agenda as amended.**

- A. Approval of Minutes:** March 4, 2020.
- B. Payroll – March 2020:** \$2,955,327.84.
- C. Payroll – April 2020:** \$2,758,473.73.
- D. Accounts Payable March:** Warrant numbers 29783, 29787-29833, 29834-29887, 29888-29891, 29892-29898, 29899-29933, 29937-29938, 29939-29991, in the amount of **\$9,121,284.05**; Automated Clearing House Transfers in the amount of **\$9,259.62** for a monthly total of **\$9,130,543.67**.
- E. Accounts Payable April:** Warrant numbers 29992-30029, 30030-30074, 30075-30084, 30085-30130, 30131-30171, in the amount of **\$4,095,734.20**; Automated Clearing House Transfers in the amount of **\$7,793.30** for a monthly total of **\$4,103,527.50**.

### **NEW BUSINESS**

- A. Vanpool Vehicle Purchase.** Procurement Coordinator, Katie Cunningham, presented a request to purchase twelve replacement vanpool vehicles.

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Intercity Transit received a Vanpool Investment Program (VIP) grant from the Washington State Department of Transportation (WSDOT) to replace vanpool vans which have reached their useful life (Note: Intercity Transit applied for 50 replacement vans through WSDOT's VIP program, however only 12 were awarded).

To utilize this award, Intercity Transit seeks to purchase 12 new seven-passenger Toyota Sienna minivans under Washington State Department of Enterprise Services (DES) Contract 05916 to serve as replacement vehicles. DES competitively bid this vehicle contract awarding to the lowest, responsive and responsible bidder for each vehicle class, and Toyota of Yakima was selected for this vehicle class. As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase off this contract. This year's deadline for purchasing off the contract is May 7<sup>th</sup> for the 2020 model. Based on past purchasing experience using the State contract it is uncertain if another purchasing opportunity will be available prior to the end of the biennium.

Melnick said some time ago he suggested looking into hybrid vans similar to Pierce Transit's purchase, and wanted to know if the vans were too big, or if it was determined that Pierce Transit hasn't had a good experience with the vans. Eric Phillips said staff is still tracking and researching the hybrid vans purchased by Pierce. That was a very particular circumstance in that the vans were to be utilized at the public utility. Not every vanpool group would have that sort of access which is why it is a demonstration project. The vans IT is purchasing are the eligible vehicles on the state contract. The grant submitted a year ago was for this type of replacement vehicles.

Carmody said as a result of the COVID-19 emergency, people are taking note of the cleaner air due to less traffic. She asked what are the chances are of getting the Washington State Legislature to approve hybrid or electric vehicles in the future. Phillips said technology is still moving forward and it's more about getting the charging infrastructure in place. Staff will continue to follow up on hybrid and electric options as IT looks at future purchases.

Freeman-Manzanares added the timing might be good to have our community press the issue of HOV lanes, which are less expensive than building additional lanes, enhance traffic flow and improve air quality by encouraging car and vanpooling.

**It was M/S/A by Councilmember Carmody and Citizen Representative Melnick to authorize the General Manager, pursuant to Washington State Contract 05916, to issue a purchase order to Toyota of Yakima in the amount of \$377,868 to purchase twelve (12) new seven-passenger Toyota Sienna minivans.**

- B. Surplus Coach 940.** Procurement Coordinator, Katie Cunningham, presented a request to declare Coach 940 as surplus. Coach 940, a 2005 thirty-five foot Gillig low

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floor heavy-duty bus, was recently in an accident. The estimated cost to repair the damage of this vehicle will exceed the fair market value, and the vehicle has, therefore, been deemed a total loss. The vehicle has met federal useful life requirements with approximately 650,000 miles and 15 years of service. Staff is requesting the Authority declare Coach 940 as surplus. The recommended action is to sell the coach as-is at public auction. The total estimated pre-accident fair market of the vehicle is \$13,558.

**It was M/S/A by Councilmembers Gilman and Cox to declare Coach 940 as surplus to our needs.**

- C. Schedule 2021-2024 TIP Public Hearing.** Jessica Gould, Grants Program Administrator, presented for approval, consideration of conducting a public hearing for the 2021-2024 Transportation Improvement Program (TIP).

The draft 2021-2024 TIP is consistent with projects that are identified in Intercity Transit's long range capital and budget planning model (an internal planning document), the *2019- 2024 Transit Development Plan*, and the *2020- 2025 Strategic Plan*. Both of these documents are published and available on the agency website. The agency's TIP is the first step in the annual cycle of reviewing and updating Intercity Transit's planning documents and identifying projects that need to be programmed into the state and federally required State Transportation Improvement Program (STIP). Additionally, this process provides an opportunity to encourage public input and participation for the programming of federally funded projects.

Program elements in the draft 2021-2024 TIP include:

- Preventive maintenance of vehicles in IT's fleet during the years 2021- 2024;
- Construction of Pattison Base Expansion and rehabilitation project which includes planned improvements on the North Parcel and rehabilitation on the main campus thru the program years.
- Acquisition of heavy duty coaches to replace ones that have been in service at or beyond their expected useful life.
- Purchase of replacement and expansion *Dial-A-Lift* vans to meet the needs of our region's eligible clients;
- Purchasing of replacement vanpool vans;
- Continuing Youth Education Program(s) that foster skills and provides education on using transit and bicycling as a transportation choices;
- Planning, design, and construction of facilities and capital improvements to support local and commuter services consistent with the adopted Long Range Plan;

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- Planning, design and capital improvements to provide High Capacity or “BRT Light” corridor service consistent with the adopted Long Rang Plan;
- Constructing and improving bus stops and facilities, including ADA improvements, in partnership with local agencies;
- Funding for operating services, capital projects and capital replacement of vehicles utilizing “earned share” formula funds for approved projects via PSRC/Seattle-Tacoma-Everett metropolitan area.

A summary of the proposed schedule and process highlights for this year’s TIP review and adoption process is as follows:

- **May 6, 2020** – Brief ITA on schedule and request Public Hearing Date.
- **May 4, 2020- June 2, 2020** –Public Participation and outreach
- **June 3, 2020** – Public Hearing on Draft TIP
- **June 17, 2020** – Consideration of 2021-2024 TIP for adoption
- **July 3, 2020** – Submit Approved TIP to MPO and State Update and Enter Projects in STIP (Early July is the typical deadline for local jurisdiction to forward their approved TIP to the MPO for inclusion in the RTIP).

Projects are identified in the draft TIP for public review and comment and consideration for ITA adoption on June 17, 2020. They are also subject to review by the Thurston Regional Planning Council and Puget Sound Regional Council (for projects that include secured or anticipated PSRC Earned Share formula funds), for inclusion in the respective regional TIP (RTIP). Federally funded projects must also be included by Intercity Transit through TRPC/PSRC for federal and state approval in the STIP prior to actual funding being available. An updated list of projects and estimated Federal share will be available for the public following adoption of the schedule and will be reviewed with the ITA at the June 3 regular meeting.

Melnick said he feels public hearings are not always an effective way to get public participation unless it’s a contentious issue – hardly anyone shows up and gives input. Given now that meetings are conducted remotely, is there a way to provide for people to call in and provide testimony. Gould said staff will accept public comment throughout the entire month, and the public are invited to comment by email, phone or USPS. Gould could also provide for special accommodations.

Menser asked how the public hearing will be conducted on June 3 if the Governor extends the Open Public Meeting exemptions or the Stay Home Stay Healthy orders. And can a public hearing be legally held. Myers said the requirement for what constitutes a public hearing are proper notice and a meaningful opportunity to be heard. The agency could provide an opportunity for individuals to appear at the

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physical location where they could stand before an IT computer connected to the virtual meeting so they could have an opportunity to appear and state their comments while exercising social distancing.

Carmody said not everyone has access to a computer or the ability to call, and the agency needs to insure compliance with the OPMA. She believes the public hearing should be postponed until its known when the public can attend a hearing in person. She suggests offering a public survey to ask the public if they have questions or if there's anything they'd change about the TIP.

***Carmody made a motion to amend the TIP public hearing to June 17, 2020.***

Cox asked if there are any consequences to delaying the hearing. Phillips said it could delay eligibility for federal funds. He said the requirement for the TIP public hearing is tied to federal requirements to receive funds and it comes through the state charter.

Phillips said staff doesn't procedurally take action immediately following a public hearing due to the formal notice requirement (legal ad) which is a month-long process. The TIP hearing is set in June in order to take action in early July because otherwise we do not meet the state's deadline.

Freeman-Manzanares said the agency has a good track record in terms of public outreach and receiving customer comments. The agency received significant input during the Short and Long Range Planning process. Sometimes the community does not feel as compelled to comment and we cannot force their interest. In respect to the TIP, which typically does not receive much comment, perhaps because it is a potential list of projects that may or may not receive funding but need to be listed in order to be eligible. There are really no surprises on this list in that they are part of our strategic planning process and have already been under review and available for public comment. She stated that she is concerned that the state has not waived the submittal timeframe and not moving forward now might cause us to be out of compliance.

Sullivan recommends keeping the original motion, and wait to see what happens after May 31, and whether the Governor extends his proclamation. If he doesn't, IT would move forward with the hearing as normal, and if he extends the proclamation beyond that, the Board and staff will make the necessary accommodations to conduct a remote hearing.

***Carmody withdrew her motion.***

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**It was M/S/A by Councilmembers Sullivan and Gilman to schedule a public hearing for June 3, 2020, at 5:30 p.m. to receive public comment on the draft Intercity Transit 2021-2024 TIP.**

Menser reiterated that if a public hearing requires the setup of a station where the public can physically attend, he wants that done. He wants to insure this will be a meticulous adherence to the standards, because he wants to set that standard across the county.

**D. September 2020 Service Change / Schedule a Public Hearing.** Planning Manager, Rob LaFontaine, presented for consideration the process for the proposed September 2020 service change; and requested a public hearing be scheduled for June 3, 2020 at 5:30 p.m. to receive public comment.

LaFontaine indicated because of the small level of changes associated with this service change it does not require a public hearing. Staff always reaches out to involved parties and takes customer comments.

The proposed September 20, 2020, service change package is revenue neutral. It will address some route adjustments required to accommodate a full size bus and its turning radius. Intercity Transit has been updating the fleet replacing some smaller coaches with larger 40-foot coaches to support future ridership growth supported by Proposition 1 service expansion and the zero fare demonstration project. Some route adjustments have already been accomplished but one additional change proposed is a change on Route 42 and how we provide access to SPSCC's main campus in SW Olympia and NW Tumwater. This change would move the portion of the route internal to the SPSCC campus (Crosby Loop. a.k.a. Community College Drive to Dr. Nels Hanson Way in the campus interior) out to Mottman Road between Crosby Blvd. and RW Johnson Blvd. This is the same pattern Route 42 riders are familiar with during snow detours or other campus closures.

The remaining changes being proposed for September 2020 are to support schedule adherence including adjustments to time-points in the public schedules.

Setting and holding a public hearing is one of several elements of public outreach. Following our service change process, we communicate directly with key stakeholders, as well as use other communication methods (Rider News, social media, website, etc.) to publicize the proposal prior to forwarding a formal service change recommendation to the Intercity Transit Authority on June 17, 2020.

Melnick said if a public hearing isn't necessary or effective, why bother. LaFontaine said a public hearing is another public outreach tool. Melnick said engaging with SPSCC regarding the changes may be more effective than the hearing. LaFontaine said staff is working with the Executive team at SPSCC and the proposal is being

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considered can commented upon. They will also advertise the change to their staff and students.

Gilman asked how the realignment of route 42 along Mottman impacts service to the regional justice center employees in the industrial park and Quixote Village. LaFontaine said the change would only directly impact people who are seeking bus access within the campus of SPSCC. Other destinations along route 42 would not be affected. As the concept schedule is being put together, there is the potential to bring a slight increase in frequency to route 42. Currently, the bus comes every 30 minutes. Under the new proposal, there could be a frequency approximately every 22 minutes.

Pierce sees four stops being eliminated by the new routing and wants to know how far of a walk it is from where the bus stops; and will that impact anyone getting on regularly with mobility issues or other reasons they are able to take the bus as opposed to having to call DAL. And she's also concerned anytime there are service changes, a fair amount of people show up to provide comment about their concerns, and she suggests postponing the hearing because having two public hearings on the same night could draw a larger crowd and add more confusion.

LaFontaine said there are six stops anticipating a change in service all within the campus or in close proximity to the campus. The primary stop at Crosby Loop is the busiest and route 42 on a typical fall day sees about 100 to 120 boardings at the campus and that's at the main stop. The others along Dr. Nels Hanson Way are considerably less with one to three per day. The distance between the main stop on Crosby Loop and the proposed stop location on Mottman Road is somewhere between 900 and 1000 feet depending on which side of the sidewalk – if you were to be on the very southern end of campus and now seeking route 42 on northern end you wouldn't have to travel across campus, probably in the vicinity of 2000 feet. We are not aware of anyone who has mobility limitations or uses a mobility device that would be impacted by this proposal.

Carmody said it's important that all students are made aware of these changes.

Melnick asked if there was a way to straighten out the curve on the street at the expense of the city.

Freeman-Manzanares said SPSCC's executive group met on Tuesday, and they didn't have significant concerns about this route change, because Intercity Transit is already providing a lot of service to the campus, not just this route. They wanted to insure that well used stops are sheltered. SPSCC has a reputation of providing great communication with their students and staff. She is not sure if the curve of the street could be straighten to accommodate our larger vehicle and is not sure who would step up to accept that financial responsibility. As an agency though, we have

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committed to increasing our capacity and enhancing our efficiency and that requires larger vehicles. We will continue to focus on this effort in the years to come.

**It was M/S by Citizen Representative Melnick and Councilmember Sullivan to schedule a public hearing for June 3, 2020, at 5:30 p.m. to receive public comment on the proposed September 20, 2020, fixed-route service changes.**

**Motion carried 7-1. Pierce voted no.**

### **COMMITTEE REPORTS**

#### **A. Thurston Regional Planning Council - April 3 - Carolyn Cox**

- Veena Tabbutt briefed the Council on the Regional Transportation Plan Future Conditions.
- Katrina Van Every briefed the Council on the results of the public outreach for the Regional Transportation Plan. There was a survey taken by more than 1,400 participants.
- The Council approved releasing the draft plan for public comment, pending incorporation of the TPB input.
- Tabbutt briefed Council on the transportation work program known as the Unified Planning Work Program. Council suggested adding a work program item related to analyzing changes in transportation behavior after the COVID-19 pandemic.

At the May 1 meeting:

- Council received a presentation by Michael Cade, Director of Thurston Economic Development Council on the emerging economic impacts of COVID-19. Cox said it was a rather grim report with losses already topping \$1 billion in Thurston County.
- Holly Gilbert, Senior Planner is retiring at the end of May. The Council recognized Gilbert for 30+ years of service to TRPC.
- Based on a recommendation from the Executive Director Evaluation Subcommittee, Marc Daily, Executive Director, received a positive evaluation for his third year with the Council. Daily was awarded a merit bonus of 3.5 percent.
- The Council approved changes to the TRPC bylaws to allow for remote meetings.

#### **B. Transportation Policy Board - April 8 - Don Melnick**

- The Board took action to recommend the Council release the Regional Transportation Plan for public comment. Staff provided an overview of the timeline and outreach efforts.
- The Board reviewed the Draft TRPC Obligation Authority Policy and Procedures. Staff discussed the complicated process of distributing and management of federal funds which includes ensuring projects meet

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deadlines and that TRPC has clear remedies in those instances when project fall behind so the region and the state does not lose funding.

- There was a briefing on the Federal Call for Projects Update. The submittal deadline was March 27, 2020. The Board will begin review at their May 13 meeting and conclude at the June meeting.
- Melnick announced to the Board that Intercity Transit fixed-route was being changed and later on TRPC posted this data.

### **GENERAL MANAGER'S REPORT**

February 2020 ridership ended with approximately 112,000 more trips than February 2019. In March 2020, due to the COVID-19 public health crisis, we changed our focus from promoting ridership to limiting ridership to essential trips only.

The COVID-19 public health emergency has been rapidly unfolding and Intercity Transit has been seeking as much information as possible to ensure the safety of our employees and passengers.

Beginning March 11, 2020, all personnel who did not have to be on site to support service on the street were directed to work remotely.

The weeks following, groups like customer service and DAL staff were moved off site. Staff who never thought they could work remotely were making it happen. Because of the contagious nature of this disease, removing everyone possible from our facilities allowed us to eliminate as much risk as possible and preserve service on the street.

The Governor issued the Stay Home, Stay Safe Order, and Intercity Transit, along with nine other transit systems in the state were sharing information with the Governor's Office on ridership so they could ascertain behavior. Intercity Transit advertised essential trips only and our ridership didn't drop significantly enough to abide by the social distancing requirements.

Backup buses were added to see if we could provide better social distancing and the passenger load remained too high to make that happen. We were getting reports that individuals were riding without destinations, and as a result individuals who needed to get to work and essential errands were being left behind. Intercity Transit was stuck between a rock and a hard place, so when it came down to how we could best keep our employees and passengers safe, we started an advanced reservation system to insure people with essential travel needs could get to their destinations and we could ensure social distancing. We have provided over 10,000 rides between April 13 and May 6. The highest daily ridership thus far has been approximately 600. Up until this last week the balance of trips was about 80% work trips and 20% were essential errands. Last week it changed to 70% work trips and 30% essential errands. We have not turned

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down any essential trips made within the 2 to 5 day window. Exceptions have been made on a case-by-case basis for same-day and next-day trips.

Freeman-Manzanares gave a huge thanks to the creative and hard-working staff who stepped up to ensure that those with essential trips were able to make them safely while ensuring our staff stayed safe. Intercity Transit staff are a great example of people who are flexible, out-of-the box thinkers and are totally in-service to our community.

The Senior Management Team met with transit systems and organization from around the world to learn as much as possible about this rapidly changing situation. It's interesting to note that one of the first things systems did was eliminate fares to protect drivers from the virus.

Currently, the agency is developing virus barriers around the drivers' compartments for DAL and Coaches, and Operators are testing with safety protocols. A big shout-out to the creative Maintenance and Operations staff for their work on this. We are experiencing some supply chain issues but are moving forward to make this happen prior to returning to fixed route service.

Intercity Transit enhanced cleaning protocols using electrostatic sprayers and hospital grade cleaners, and tested the supply chain, as have many others, to get what is needed to support a clean and safe environment.

There are currently five Community Vans working within the community (3 with the City of Olympia, 1 with Pipe, and 1 with Sacred Heart). We will make more available to the community if there is need.

Management is looking at a phased approach to re-establishing fixed-route service in accordance with the Governor's plan to the extent possible. The level of service we are able to offer will be dependent upon the number of staff reliably available to support that service.

### **CARES Act**

Intercity Transit submitted an application for approximately \$17.4 million dollars under the Coronavirus Aid, Relief and Economic Security (Cares) Act. The grant funds will be used for operating assistance, paratransit service, preventive maintenance, project administration, security services and security equipment in order to respond to and recover from the COVID-19 public health emergency.

Public transportation systems are facing extraordinary challenges and these funds will go a long way to assist in battling COVID-19. There is no guarantee, however, that this will cover the true impact of this public health crisis. Intercity Transit will continue to work with our advocates and associations to ensure we can provide critical transportation infrastructure.

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### **I-976**

It was announced that the Washington Supreme Court decided to keep the injunction preventing implementation of I-976 in place during the appeal. Additionally, the Court agreed to accept direct review of this case and to set an expedited briefing schedule. The Supreme Court set oral argument for June 30, 2020, at 1:30 pm. It is not yet known if argument will be virtual or in person, but we will keep the Authority posted on those details.

### **Open Public Meetings Act (OPMA)**

On May 4, 2020, the state legislative leadership agreed to an extension of the OPMA Proclamation 20.28.1 through May 31, 2020.

## **AUTHORITY ISSUES**

Carmody said Yelm is getting restless and people are upset the Phase 1 of the Governor's plan to open is taking too long. Yelm City Council is keeping with the Governor's orders and asking the community to be patient.

Gilman said IT was bold and unafraid before starting the Proposition 1 campaign; IT made bold moves to change the service model and expand the way IT serves the community, and IT continues this with the COVID response. He was on a teleconference with the EDC's Economic Recovery Team and they were holding IT's service changes and initiative as a model regional community collaboration for the greatest good for the community. Gilman said let's stay the course and continue to be bold and unafraid.

Speaking from a personal experience, Melnick said patients entering a hospital are treated as though they have the virus until they are tested, and it's not a pleasant experience.

Menser said he's heard a lot of what Carmody mentioned within his own county commission. The death toll for the nation was up 86% while Washington was down by 20%. That speaks to what everyone should be doing and hopes the community follows the Governor's orders. The County will try to cut 10% from the 2020 budget, and they are not moving forward with the industrialization in Millersylvania State Park, or a prison project in Grand Mound.

Pierce appreciates IT employees and she is aware of the hard work they are doing. IT is doing a great job.

Sullivan said Tumwater passed their Transportation Benefit District and there will be major road construction starting in June through October in which there is already funding and grants. The projects affecting Intercity Transit will be at Tumwater

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Boulevard and Capital Boulevard by Cleveland; and by the Safeway store near the main bus stop. Sullivan said she has a video interview with TV Media on May 7, and she received her questions ahead of time, many of which are about IT.

Sullivan said she has a friend who is recovering from the virus, and she said everyone needs to take this pandemic seriously. The virus is in Thurston County and it can affect family and friends.

Cox said Lacey City Council approved \$1 million to the COVID-19 Lacey Small Business Stabilization Grant Fund to assist small, locally owned Lacey based for profit businesses. This is an emergency fund that provided working capital grants in amounts up to \$10,000 to qualifying small businesses. To date, they have handed out 91 grants amounting to \$814,500. The Thurston County Food Bank is going to make two deliveries at the St. Martin's campus for Lacey residents on May 7 and May 21. The Lacey City Council work sessions have been replaced with "Conversations with the Council." The next one is scheduled for May 7 at 4 p.m. with an emphasis on parks and recreation along with COVID updates.

Cox appreciates Freeman-Manzanares and all IT staff for all of their hard work during the pandemic.

O'Connell said IT does amazing work, and she appreciates their out of the box thinking. She has friends who were not taking the Governor's Stay Home, Stay Safe order seriously and were traveling as if we were not in the midst of a pandemic. IT stopping bus services and providing transportation only for essential trips changed their behavior and likely changed the behavior for a lot of others as well. The results of IT's actions kept our community much safer than it may have been otherwise. Thank you for taking the bold steps to limit how many people were getting on the bus.

Sharwark said IT is well run under Freeman-Manzanares and it has never been more evident than over the last few months. The ATU has worked with her and senior management and it has been so helpful and so seamless. Things have been accomplished he didn't think were possible, ensuring ATU members and employees of IT were taken care. He's proud to say he's an IT employee.

Warner said he concurs that IT has handled the COVID-19 health emergency well, and he thanks Freeman-Manzanares and staff. They've put in a lot of hours and commitment into the community.

**ADJOURNMENT**

**With no further business to come before the Authority, Chair Warner adjourned the meeting at 7:20 p.m.**

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**INTERCITY TRANSIT AUTHORITY**

DocuSigned by:



**Ryan Warner, Chair**

**ATTEST**

DocuSigned by:



**Pat Messmer**

**Clerk to the Authority**

**Date Approved: June 3, 2020**

Prepared by Pat Messmer, Clerk of the Board/  
Executive Assistant, Intercity Transit