

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
Held Remotely
July 1, 2020

CALL TO ORDER

Chair Warner called the July 1, 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 20.28.6 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 Alternate Labor Representative Lori Chambers.

Members Excused: Labor Representative David Sharwark.

Staff Present: Ann Freeman-Manzanares; Jason Aguero; Emily Bergkamp; Joy Gerchak; Jessica Gould; Duncan Green; Steve Krueger; Ally McPherson; Pat Messmer; Eric Phillips; Heather Stafford-Smith; Nicky Upson; Daniel Van Horn; Jonathon Yee; Mike Burnham.

Others Present: Legal Counsel, Jeff Myers; Jini Namboothiri, Community Advisory Committee.

APPROVAL OF AGENDA

It was M/S/A by Councilmembers Sullivan and Cox to approve the agenda.

PUBLIC COMMENT

Public comment was available through email to pmessmer@intercitytransit.com and the commenting period closed at 12:00 p.m. on July 1, 2020.

No public comment was received.

INTRODUCTIONS

- A. Amanda Williams, Development Assistant** *(Eric Phillips)*
- B. Jonathan Reynolds, Coach Technician** *(Jonathon Yee)*
- C. Renee Fonseca, Customer Service Rep** *(Joy Gerchak)*

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APPROVAL OF CONSENT AGENDA ITEMS

It was M/S/A by Citizen Representatives Melnick and Pierce to approve the consent agenda.

- A. Approval of Minutes:** June 3, 2020, and June 17, 2020
- B. Payroll – June 2020:** \$2,756,032.33
- C. Accounts Payable June:** Warrant numbers 30360-30390; 30391-30422; 30423; 30424; 30425-30463; 30464-30489 in the amount of **\$1,387,418.63**; Automated Clearing House Transfers in the amount of **\$6,940.13** for a monthly total of **\$1,394,358.76**.

NEW BUSINESS

A. 2020 Bicycle Commuter Challenge Update. Duncan Green, BCC Specialist, provided an update on the 33-year old Bicycle Commuter Challenge (BCC). The BCC had to adapt to the rapidly changing circumstances brought on by the COVID-19 pandemic, and a plan was set in motion to keep the wheels rolling. Adapting changes included:

- Canceled all in-person events
- Canceled sponsor coupon program
- Allowed all types of bike rides to be counted
- Collaborated with Walk N Roll staff to add online events in April and May
- Focused outreach on social media and BCC email list
- Encouraged all ages to bicycle for transportation and health

BCC included a calendar of events to keep the community engaged through winter and spring:

- **February – Winter BCC** (a stripped down, fast-moving version of the BCC to encourage riders throughout the year). The pre-pandemic winter BCC broke all previous records for participation and by a wide margin signaling broad community interest in year-round practical cycling.
 - 290 Riders
 - 2,356 Total Days
 - 19,541 Miles/lbs CO2 Prevented
- **April – Social Media and Bike Art Challenges** – In place of the traditional kick-off event (Earth Day Market Ride), people were encouraged to send in selfies on their bike rides and create art for prizes.
 - Over 40 bike selfies and 10 bike art submissions
- **May – BCC and Scavenger Hunts** – The school bike challenge was canceled due to schools being closed, however, in collaboration with the Walk N Roll staff, a scavenger hunt was created and 80 participants submitted hunt cards

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and photos of themselves with their treasures. There was a lot of positive feedback on this event.

The main event in May is the Bicycle Commuter Challenge (adapted for the pandemic). In spite of the circumstances, BCC results are:

- 832 Riders
- 84,415 Miles
- 8,363 Days Ridden
- 71 Teams Reported Miles
- 264 First Time Riders (32% of all riders)
- 10.1 Average Days per Rider
- 101 Average Miles per Rider

There were over thirty BCC Sponsors that included many from previous years who had already signed up and were ready to go in January, and who fully or partially fulfilled their commitment to the BCC in terms of donating prizes. Due to the pandemic, many sponsors had to close their business, but due to those who were signed up by January, the BCC was able to move forward. We'll work next year with the sponsors who weren't able to participate and get them fully engaged in a way that works for them and the BCC.

B. Strategic Plan Mission and Vision. Freeman-Manzanares said although there is no requirement, it is IT's practice to revisit the strategic plan on an annual basis. We have come a long way over the last several years meeting our strategic goals, and that has been based on the significant amount of work the Authority has accomplished defining policy and our strategic direction. From petitioning the state legislature for additional taxing authority; commissioning a significant public engagement effort to define what the community wanted their public transit system to look like; to the development and approval of a short and long range plan; and the approval of Intercity Transit Proposition 1 in November of 2018. This included significant expansion of service as well as the exploration and eventual approval and implementation of zero-fare.

Staff has been moving quickly to implement those policy decisions. We were two months into the implementation of this year's strategic plan when we encountered the effects of COVID-19. For the foreseeable future, that will likely continue to have operational and financial impacts. Time will tell if it will potentially impact previous policy level decisions and goals or if it will simply delay implementation.

Barring an economic situation which doesn't allow us to move forward, our goal is to return to the policy level of service the Authority approved in the strategic plan, and although delayed, and at this point we don't know how long that delay might be, we will continue to make progress as the Authority directed in our long range plan and strategic plan.

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Freeman-Manzanares brought forward three components of the Strategic Plan starting with the Mission and Vision statements. She reviewed the existing Mission and Vision Statements from the 2020-2025 strategic plan to determine if they remain relevant or need updating for the 2021-2026 strategic plan.

Mission Statement

Our mission is to provide and promote transportation choices that support an accessible, sustainable, livable, healthy and prosperous community.

Vision Statement

Our vision is to be a leading transit system in the country, recognized for our well trained, highly motivated, customer-focused, community-minded employees committed to enhancing the quality of life for all citizens of Thurston County.

The Authority concurred they see no reason to change the Mission and Vision statements.

- C. Strategic Plan Goals and End Policies.** Freeman-Manzanares reviewed the existing Goals and End Policies from the 2020-2025 strategic plan to determine if they remain relevant or need updating for the 2021-2026 strategic plan.

Menser asked for an explanation of the goals and end policies versus the next agenda item touching on policy positions.

Freeman-Manzanares said the Goals and End Policies were established by the Authority to be tied/linked to every project to ensure our action items are in alignment. The Policy Positions are more program or specific project related. Knowing the desires of the Authority provides direction for the staff work plan.

Freeman-Manzanares reviewed each of the goals and the Authority provided their comments:

Goal 1: Assess the transportation needs of our community throughout the Public Transportation Benefit Area.

End Policy: Intercity Transit Authority, staff, and the public will have access to clear and comprehensive information related to the transportation needs of our Public Transportation Benefit Area.

Goal 2: Provide outstanding customer service.

End Policy: Customers, staff and the broader community will report a high level of satisfaction.

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Goal 3: Maintain a safe and secure operating system.

End Policy: Focus on the continual improvement for the safety and security of all customers, employees and facilities.

Goal 4: Provide responsive transportation options within financial limitations.

End Policy: Customers and staff will have access to programs and services that benefit and promote community sustainability, focused on serving the mobility needs and demands of our community.

Goal 5: Integrate sustainability into all agency decisions and operations to lower social and environmental impact to enhance our community.

End Policy: Resources will be used efficiently to minimize the negative impact on the environment and the community and, to the extent feasible, efforts will be pursued that integrate or otherwise align with broader sustainability goals.

Carmody asked if the Authority ever defined the broader sustainability goals. Does broader goals mean in relation to other institutions like Thurston County or the state of Washington, or is it broader within our own organization. Freeman-Manzanares said "broader sustainability goals" relates to IT's internal operations. We do have goals tied to percentages but have a commitment to move towards more sustainable solutions whether developing new or remodeled facilities, landscaping, packaging, and fuels among a whole host of other things. There is a commitment to determine the most efficient way to meet environmental and financial sustainability goals.

Goal 6: Encourage use of our services, reduce barriers to access and increase ridership.

End Policy: Educate and encourage community members to explore, appreciate and utilize the benefits of our services and programs while making the system easier to use.

Goal 7: Build partnerships to identify and implement innovative solutions that address mobility needs and other critical challenges in our community.

End Policy: Work with governmental entities, educational institutions, businesses and not-for-profit community partners to understand our joint responsibility to facilitate great mobility options as well as educational and socio-economic opportunities in our community.

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Sullivan said the current Goals and End Policies work and allow the flexibility during situations like the current pandemic allowing the agency to make decisions without violating any of the goals and policies.

The Authority concurred that no changes are needed to the Goals and End Policies.

D. 2021-2026 Strategic Plan Policy Positions. Freeman-Manzanares said the Policy Positions define critical policy issues and establishes the direction for staff and the future of Intercity Transit, and is the basis for the budget development for the following year.

The Authority pointed out it would be best to delay any decisions right now until more is known about the impact of the COVID-19 pandemic. The Authority instructed Freeman-Manzanares to tentatively review these positions tonight to give staff something to work with from a budget and work plan preparation perspective and as the COVID situation evolves, the Authority can re-evaluate.

Freeman-Manzanares said she will recognize and document that the COVID-19 situation will likely delay the actions contained in the policy positions and that staff will look at a more conservative approach.

1. Should Intercity Transit maintain service levels in 2021 or consider new or expanded local transit services needed to serve the growing population?

2020: Proceed with the implementation of the Long Range Service Plan and Proposition 1 commitments.

2021: Proceed with the implementation of the Long Range Service Plan and Proposition 1 commitments understanding associated delays due to COVID-19.

2. What is Intercity Transit's role in providing regional mobility?

2020: Proceed with the implementation of the Long Range Service Plan and the implementation of expanded services as outlined in Intercity Transit Proposition 1. Continue to utilize grant funds to deliver service between Thurston and Pierce Counties and seek a return of Pierce Transit as a funding partner for inter-county services. Focus on passenger through-put, as opposed to car through-put and advocate priority movement for transit.

2021: Pause in the implementation of the Long Range Service Plan pending outcomes associated with COVID-19. Position ourselves to move forward as resources allow. Utilize grant funds to deliver service between Thurston and Pierce Counties as appropriate and seek a return of Pierce Transit as a funding partner for inter-county services. Focus on passenger through-put, as opposed to car through-put on roadways and in particular on the interstate, and advocate priority movement for transit.

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3. What role should Intercity Transit play in serving the core areas of Olympia, Lacey, and Tumwater areas?

2020: Proceed with the implementation of the Long Range Plan and Proposition 1 commitments. Promote strategies to remove barriers and increase ridership.

2021: Pause in the implementation of the Long Range Service Plan pending outcomes associated with COVID-19. Position ourselves to move forward as resources allow.

4. Is there a role for local express service in the current service area?

2020: Proceed with the implement of the Long Range Service Plan and the implementation of expanded services as outlined in Intercity Transit Proposition 1. Grant funding through the Washington State Regional Mobility Grant Program will allow early implementation of a portion of the proposed Bus Rapid Transit-Light project identified in Proposition 1 with a projected implementation date of 2026. Pursue BRT federal funding process.

2021: Pause in the implementation of the Long Range Service Plan pending outcomes associated with COVID-19. Position ourselves to move forward as resources allow.

5. Should transit priority measures – signal priority, queue bypasses, bus lanes – be considered?

2020: Implement a pilot preemption project. Continue to work with the partnership created through the Thurston Regional Planning Council and associated jurisdictions to enhance the safety, speed and reliability of bus movement. Explore improvements to corridor travel to improve pedestrian access to transit stops.

2021: Implement a pilot preemption project. Continue to work with the partnership created through the Thurston Regional Planning Council and associated jurisdictions to enhance the safety, speed and reliability of bus movement. Explore improvements to corridor travel to improve pedestrian access to transit stops.

6. Should Intercity Transit pursue efforts to coordinate service with local school districts?

2020: Continue and expand our coordination with local school districts. Focus on potential impacts regarding a community supported, prepaid fare system.

2021: Position ourselves to move forward in ways that are supportive of good public health outcomes. Continue Youth Education programming, marketing public transportation and the use of transportation alternatives to students. Work with school districts to encourage locating schools in areas served by public transportation. Work to develop safe paths for walking, biking, and access between transit routes and school facilities and continue to focus on coordinated emergency management response.

Melnick encourages staff to engage the school district on the operational end. That IT and the school districts operate the two largest transportation agencies in the County.

Sullivan said the Tumwater School District is very broad and it takes in Black Lake, Rochester and other areas outside of the PTBA. When talking about

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school districts broadly be aware we're not talking about areas outside IT's normal routes.

Freeman-Manzanares said she would include a statement identifying our work is focused inside the PTBA.

7. What level of passenger infrastructure (bus shelter, benches, lighted stops, passenger information) is appropriate?

2020: Prioritize bus stop improvements by the level of passenger activity. An emphasis should be given to stops located near facilities serving elderly persons or others with special transportation needs, as well as to stops located on major corridors.

2021: Recognize the experience of riding the bus begins before one boards the bus. Prioritize bus stop improvements by the level of passenger activity. An emphasis should be given to stops located near facilities serving elderly persons or others with special transportation needs, as well as to stops located on major corridors.

8. What additional investments in technology should be made beyond the current Advanced Communications System project?

2020: Replace our radio communications system and our CAD/AVL system.

Upgrade our website. Pursue enhancements to our fleet and systems management software to enhance efficiency and operations.

2021: Proceed with the replacement of our radio communications system and our CAD/AVL system. Upgrade our website. Pursue enhancements to our fleet and systems management software to enhance efficiency and operations.

9. Should the vanpool program continue to expand to keep pace with demand?

2020: Obtain grants necessary to support the program and focus on building the program.

2021: Focus on outreach and education. Build partnerships to support business and enhance employment opportunities. Obtain grants necessary to support the program and focus on building the program.

10. Are there capital purchases or other projects that are needed to allow future growth? What is the appropriate timeline for these projects?

2020: Continue to seek funding opportunities for Pattison Street, buses and other projects.

2021: Continue to seek funding opportunities for Pattison Street, buses and other projects. Explore and define capital facilities necessary to facilitate the delivery of service in accordance with the Long Range Plan.

11. Should Intercity Transit pursue additional park-and-ride facilities?

2020: Partner with WSDOT if an opportunity becomes available. Pursue joint use agreements as necessary to secure park-and-ride space to support ridesharing, express bus and local transit services. Continue to evaluate emerging needs to support transit service.

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2021: Encourage the creation of HOV lanes, direct highway access from park-and-rides and other alternatives to support ridesharing, express bus and local transit services. Partner with WSDOT if an opportunity becomes available. Pursue joint use agreements as necessary to secure park-and-ride space to support ridesharing, express bus and local transit services. Continue to evaluate emerging needs to support transit service.

12. How do Village Vans, Community Vans, the Surplus Van Grant and Discounted Bus Pass programs fit into Intercity Transit's future plans? Are there other programs of this type that should be considered?

2020: Continue support for Village Van, Surplus Van Grant, Community Van, and Discounted Bus Pass program. Focus on evaluation and options for innovative service zones. Continue to seek replacement grant funding for Village Van Program.

2021: Continue support for Village Van, Surplus Van Grant and Community Van. Focus on evaluation and options for innovative service zones. Continue to seek replacement grant funding for Village Van Program.

13. Are our services - Dial-A-Lift, Travel Training, and Accessible Fixed-Route Buses adequate to serve persons with disabilities?

2020: Continue to pursue technology to improve productivity and service. Continue the effort to make all bus stops accessible and to provide shelters and other amenities at stops serving persons with disabilities.

2021: Continue to pursue technology to improve productivity and service. Continue the effort to make all bus stops accessible and to provide shelters and other amenities at stops serving persons with disabilities. Continue Travel Training and Bus Buddies programs. Attempt to control growth so it doesn't impact our ability to deliver all services.

14. Is the current fare policy appropriate?

2020: Actively following up on community direction provided through the IT Road Trip.

2021: Pursue the approved five year, zero-fare demonstration project.

15. Should Intercity Transit's planning for the next six years be financially constrained?

2020: As we implement services consistent with long range plan, continue to closely monitor revenue collections and capital programs.

2021: Yes. Pause in the implementation of the Long Range Service Plan pending outcomes associated with COVID-19. Position ourselves to move forward as resources allow. Implement service consistent with the long-range plan, continuing to closely monitor revenue, operational costs and capital programs.

16. What role should Intercity Transit play in local transportation projects- Commute Trip Reduction, Youth Education Programs and the Bicycle Commute Challenge?

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2020: Work with the Thurston Regional Planning Council, the State of Washington and the affected local jurisdictions to improve the Commute Trip Reduction Program. Pursue relationships with private employers to educate about the benefits of commute alternatives and better serve their needs and the needs of their employees. Continue to market alternative transportation to youth and in schools, as well as in the larger community. Continue to coordinate the Bicycle Community Challenges. Aggressively market high frequency corridor service.

2021: Work to improve the Commute Trip Reduction Program. Pursue relationships with private employers to educate about the benefits of commute alternatives and better serve their needs and the needs of their employees. Continue to market alternative transportation to youth, seniors and the larger community. Continue to coordinate the Bicycle Community Challenges. Aggressively market high frequency corridor service.

17. Should Intercity Transit's current marketing approach and level of effort be continued?

2020: Market services. Focus on customer information technology to enhance the customer experience. Explore way-finding. Promote IT as an employer of choice.

2021: Continue to market services, focus on information technology and enhancing the customer experience. Promote IT as an employer of choice.

18. What steps should Intercity Transit take to reduce emissions and the negative environmental impacts of our operations?

2020: Boost ridership!

2021: Pending public health direction regarding COVID-19, boost ridership!

Melnick said there should be a place within the strategic plan that addresses the Thurston County Climate Mitigation Plan. IT is a key resource and we should acknowledge this is going on and that we'll do what we can to support it.

Menser said IT should try to align a strategy with the Thurston County Climate Mitigation Plan.

Menser said to add a sentence that says IT will continue to move forward and evaluate the feasibility of electric buses and alternative fuel options.

Cox says it makes sense to wait for the list of actions within the Climate Mitigation Plan. She encourages the Authority and staff to get familiar with the work of that group and look at the options being talked about now.

Freeman-Manzanares proposed including a broader statement about embracing this regional perspective and will include the exploration of alternative fuels.

19. What should be Intercity Transit's policy and actions related to expansion of the PTBA?

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2020: Maintain the current policy which is not to expand the PTBA.

2021: Maintain the current policy which is not to expand the PTBA.

Carmody would like IT to consider looking at how feasible this would be because there are a lot of people in Tenino, Bucoda and Rochester/Little Rock area that need transportation. Perhaps start a study.

Freeman-Manzanares said those jurisdictions would have to make a request to the County to be included in the PTBA. The financial analysis that was done prior to Proposition 1, and the resulting service expansion did not include expanding the PTBA. The policy direction from the Authority was that IT focus on mass transit in the more heavily populated areas which was more in tune with providing good transit service. So while there was the understanding that everyone needs transportation, IT was going to ask the existing PTBA community to define what they wanted their system to look like and accomplish and we would define what it was going to cost to provide those services.

Sullivan said she recalls when transportation was provided county-wide and the firestorm that resulted when service had to be reduced due to the significant reduction of funding due to the car tab initiative in the late 90's early 2000's. Those areas were not interested in providing additional funding to off-set the funds lost so they were not included in the PTBA. The agency must insure that service would be attainable for a long-term basis to those areas to avoid that happening again. And the communities would have to support the financial side of that equation.

Gilman offered to assist Carmody in following up with TRPC about the demand and get a good description of the current rural transit service. He's not in favor of putting the time and effort into expanding the PTBA, but he thinks IT should be clear about where TRPC is at in terms of understanding the service they provide now.

Warner said the Rural Transit service provides a key service for the county and it's important for IT to be able to link up with them, which they do.

- E. 2020 Community Advisory Committee Recruitment.** Freeman-Manzanares presented the process for recruiting new members for the Community Advisory Committee. The CAC members serve three-year terms and may serve no more than two consecutive three-year terms. The exception is the youth position which is a one-year term.

There are four members who have served their two three-year terms. Five members have served a three-year term and are eligible to renew. The number of openings will be better defined as we move towards the fall.

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The proposed timeframe for recruitment and the selection process is:

- Recruitment is scheduled for September 14, 2020 through October 14, 2020.
- The Authority selects those to be interviewed at the October 21, 2020, Board meeting.
- Interviews are proposed for November 4, 2020.
- Candidate selection is proposed for November 18, 2020, with December 2 as a back-up date. The new members would begin their term on January 1, 2021.

There is a six-member ad-hoc committee, consisting of three Authority members and three CAC members who interview and make a recommendation to the full Authority for consideration. Staff is requesting the Authority identify three members and an alternate for the ad-hoc selection committee.

Don Melnick, Sue Pierce, and Debbie Sullivan volunteered and were selected to be on the committee. Clark Gilman volunteered and was selected as the alternate if a selected member is unable to serve.

F. ITA Citizen Representative Recruitment. Board member and current Authority Chair, Ryan Warner will fulfill his three three-year terms on December 31, 2020, and Freeman-Manzanares presented the timeline and process for the Citizen Representative Recruitment.

September 14 - Release recruitment information

October 14 - Applications due

November 4 - ITA selects candidates to interview

November 18 - A special meeting to be held to interview candidates

December 2 - Select candidate

January 6, 2021 - First ITA meeting for new member

The interview process includes all Authority members, so depending upon the number of candidates chosen to be interviewed, members need to dedicate a portion of their day, prior to the Authority meeting that evening, to participate in interviews.

COMMITTEE REPORTS - None.

GENERAL MANAGER'S REPORT

- The Washington State Supreme Court heard oral arguments on I-976 on Tuesday, June 30. The arguments lasted one hour. The virtual oral arguments can be found here: <https://www.tvw.org/watch/?clientID=9375922947&eventID=2020061188&autoStartStream=true>. We are now awaiting their decision.

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- IT bus service resumed on Sunday, June 21, 2020. Things are calm and the public seems to be very happy that some bus service is restored. We have even been the recipient of some clapping around town which makes us feel really good.
- Masking became a state requirement on Friday, June 26, and staff is handing masks out on the islands at the OTC. The mask dispensers arrived today and Maintenance will start installing those on board for passengers use.
- The CAD/AVL Request for Proposals is out on the street. Proposals are due Thursday, July 16, and staff anticipates having a vendor selected and bringing the recommendation to the Authority in September. The project should be fully operational within a two-year timeframe.
- We are in the process of acquiring a backup digital radio system, and looking at bringing this to the ITA at the mid-July or August meeting. The Authority awarded the consulting contract to IBI approximately a year ago and we are on target. We anticipate bringing a contract extension for project implementation for IBI in August.
- The State Audit is scheduled to begin the week of July 13, and the auditors plan on doing as much as possible remotely.
- The Pattison Street project was reviewed by the City of Olympia Design Review Board on Thursday, June 25, and the presentation went well. We received project approval of our design earlier this week, so another major milestone is complete. We continue to move forward and intend to be in the ground in late August.
- The June sales tax (which is actually for April) was 7.13% less than anticipated. Because we saw a little more than anticipated in January and February, even with the 20.55% less than anticipated in March, we are approximately \$1M less than our anticipated revenue. It's going to take more time to ascertain a possible future trend.
- The Lacey Transit Center (LTC) and Olympia Transit Center (OTC) painting projects are moving along nicely. The painting contractor, J Linder, completed the prep work at the LTC and began painting the shelters and light poles. To date, they have completed priming and painting the north shelter and three of the light poles. Completion is anticipated mid-July.
- They have prepped approximately half of the Olympia Transit Center, and painting is anticipated to begin mid-July and be completed mid-August.
- Prep work at the Centennial Station is anticipated to start on July 8 and 9. Painting will begin on August 12 and is anticipated to be completed on August 20.
- We prepared two new co-branded Vanpools for Girard (which was formally pallet services) in NE Lacey. They were located in Pierce County and looking for a way to ensure their employees could get to their new job site. They pay the fares for the drivers of the vans and the riders pay their own fare. They are utilizing this as an employee benefit, and it's good advertising for them, and for us, and they are allowing us to share their experience with other employers.

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AUTHORITY ISSUES

Gilman – In addition to all of his attention being taken up between the pandemic and issues of racial equity and racism, he hopes we come out of this with a different “normal” that rearranges things in terms of both racial and economic equality. Gilman would like the Authority to consider a conversation following up on a public comment issue that came before the Authority in December of 2017 involving an individual who had a negative racist experience on a fixed-route bus and how we address such things. And he would like to have a conversation about how to address diversity, equity and inclusion internally.

Melnick – Thanked the agency for repainting the Lacey Transit Center and making it look like new again.

Melnick said there’s a large firm in Seattle that designs aircraft interiors and they came up with a way to alter the air flow entering the cabin from the top of the plane with airflow moving away from the passengers and going out through a filtering system on the floor. It would be interesting to see if this concept would be applicable to buses.

Menser – Thurston County applied and was approved for Phase 3 of the Governor’s reopening plan. Menser noted there has been an increase in daily cases, which is concerning.

The County welcomed new Health Officer, Dr. Dimyana Abdelmalek.

Menser said the County received zero input from the community regarding the building of an airport, therefore, the County voted not to move forward with the proposal. However, after the vote was made, the media picked up on the story, and then the County got bombarded with hundreds of comments about a proposed airport.

The County has been consumed with budget decisions. The process has been difficult due to the complexity of dealing with elected offices versus the county’s internal departments. The Commissioners are deeply divided about how to move forward.

Menser is very happy to see the buses back on the road.

Pierce – Is thrilled to see the buses running again, and it’s her goal to thank the Operators every opportunity she gets.

Sullivan – Road construction begins in a few weeks, which significantly impacts traffic on Capital Boulevard, especially around Cleveland.

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Cox – She observed one of IT’s new buses making a right turn onto Ruddell Road and was impressed with the accuracy of the turn, and impressed with the skill of the Operator.

The City of Lacey is reopening City Hall three days a week from 10 a.m. to 5 p.m. and they will gradually move to a five-day schedule. The council meetings will continue to be held remotely, however, they are looking at ways to improve public access to those meetings because of the complexity of providing public comments.

The Lacey Council will receive an update on the Civil Leadership Group on Equity. This has been an ad-hoc leadership group that’s been meeting off and on for the past year and is being revived to assist in a community-driven process to address diversity, equity and accountability in the City of Lacey.

The Community Based Committee on Homelessness Selection Council discussed various methods to select the 30-member committee. Six will be selected to represent the business community, homeowners association, faith-based community, non-profit agency, and the homeless population. Councilmembers will make the final selection of committee members at the July 2, 2020 work session. Councilmembers were asked to create a list of their top 30 applicants with a diverse opinion and geography.

Carmody – There is not a lot going on in Yelm. Council is still meeting virtually.

Warner –The Secretary of Transportation, Roger Millar, has spoken out a number of times about issues of race and equality which shows a lot about the level of transportation leadership in Washington, and a commitment to equity within transportation in our state. Those statements can be found on the WSDOT website.

ADJOURNMENT

With no further business to come before the Authority, Chair Warner adjourned the meeting at 7:25 p.m.

INTERCITY TRANSIT AUTHORITY



Ryan Warner, Chair

ATTEST



**Pat Messmer
Clerk to the Authority**

Date Approved: August 5, 2020

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