

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
Held Remotely
April 7, 2021

CALL TO ORDER

Chair Cox called the April 7, 2021, meeting of the Intercity Transit Authority to order at 5:30 p.m. This meeting was held remotely in accordance with [SCR 8402](#) extending certain gubernatorial orders issued in response to the COVID-19 state of emergency.

Members Present: Chair and City of Lacey Councilmember Carolyn Cox; Vice Chair and City of Olympia Councilmember Clark Gilman; City of Tumwater Councilmember Debbie Sullivan; Thurston County Commissioner Carolina Mejia; Citizen Representative Don Melnick; Citizen Representative Sue Pierce; Citizen Representative Justin Belk; and Labor Representative David Sharwark.

Members Absent: City of Yelm Councilmember Molly Carmody

Staff Present: Ann Freeman-Manzanares; Jason Aguero; Emily Bergkamp; Mike Burnham; Suzanne Coit; Cindy Fisher-Waterhouse; Joy Gerchak; Jessica Gould; Steve Krueger; Rob LaFontaine; Pat Messmer; Brian Nagel; Jeff Peterson; Eric Phillips; Heather Stafford-Smith; Steve Swan; Nancy Trail; Nicky Upson; Daniel Van Horn.

Others Present: Legal Counsel, Jeff Myers; Marilyn Scott, Community Advisory Committee.

APPROVAL OF AGENDA

It was M/S/A by Councilmember Sullivan and Commissioner Mejia to adopt the agenda.

PUBLIC COMMENT - No public comment was received.

APPROVAL OF CONSENT AGENDA ITEMS

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

- A. Approval of Minutes:** March 3, 2021, Regular meeting
- B. Payroll for February:** \$2,883,174.69
- C. Payroll for March:** \$3,183,053.24
- D. Accounts Payable February:** Warrant numbers 31745-31776 dated February 4 in the amount of **\$530,604.86**; numbers 31777-31778 dated February 9 in the amount of **\$62,155.46**; numbers 31779-31825 dated February 10 in the amount of **\$102,892.10**; numbers 31826-31870 dated February 17 in the amount of **\$344,749.46**; numbers 31875-31879 dated February 20 in the amount of **\$5,302.97**;

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and numbers 31880-31911 dated February 24 in the amount of **\$1,171,780.83** for a total amount of **\$2,217,485.68**; and Automated Clearing House Transfers in the amount of **\$5,911.91** for a monthly total of **\$2,223,397.59**.

- E. Accounts Payable March:** Warrant numbers 31912-31944 dated March 2 in the amount of **\$220,876.71**; numbers 31945-31947 dated March 6 in the amount of **\$5,920.65**; numbers 31948-31995 dated March 11 in the amount of **\$1,959,972.32**; numbers 31996-31997 dated March 13 in the amount of **\$74,842.57**; numbers 31998-32036 dated March 17 in the amount of **\$195,777.31**; numbers 32038-32075 dated March 24 in the amount of **\$140,392.49** for a total amount of **\$2,597,782.05**; and Automated Clearing House Transfers in the amount of **\$10,210.86** for a monthly total of **\$2,607,992.91**.

NEW BUSINESS

- A. Walk N Roll Shop Lease Extension.** Procurement Coordinator, Jeff Peterson, presented an extension of the Walk N Roll facility lease through October 31, 2022.

In 2018, the property adjacent to the Olympia Transit Center became available at which time Intercity Transit entered into a three-year term lease with Chea Ung & Mi Hwa Yu on November 1, 2018 through October 31, 2021. The lease allows for three successive one-year extension options subject to annual approval. This extension represents the first extension option and if approved, the lease would be extended through October 31, 2022.

The shop space is located at 215 Washington St NE and includes 6,140 square feet of retail/industrial space. The front office includes a cubical style environment for the Walk N Roll staff and the Bicycle Commuter Challenge program. The warehouse space supports the bike workshop program, with ample room for multiple building stations and bike parts.

The proposed extension is anticipated coincide with the completion of the Pattison Expansion new Fuel Wash Facility (FWF) which has been programed to accommodate the Walk N Roll program. The lease extension will include the option to extend on a month-to-month basis if need be.

The lease rate has remained unchanged over the initial three-year term. However, the lease permits price negotiation prior to extension and due to market conditions, the property owner is requesting a \$100 or a 3.7% increase to the monthly rate to \$2,800 per month effective November 1, 2021. Procurement market research revealed the proposed increase is both fair and reasonable.

It was M/S/A by Councilmember Sullivan and Citizen Representative Melnick to authorize the General Manager to extend the Walk N Roll lease with Chea Ung & Mi Hwa Yu effective November 1, 2021 through October 31, 2022, increasing the total combined contract value to \$130,800.

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B. Planning 101. Planning Manager, Rob LaFontaine, introduced the Planning staff: *Eric Phillips, Development Director; Steve Swan, Senior Planner; Brian Nagel, Planning Scheduler; and Mike Burnham, Associate Planner.* LaFontaine proceeded to delve into the basics of transit planning, the concepts that are in place, and some of the important policy discussions. LaFontaine said transit is one of those very visible industries where citizens can see the work that we do. Everybody has ideas about what good transit service should look like, whether they ride it, or follow behind a transit bus in their car – everyone has some sort of interaction with a transit bus. LaFontaine reviewed the fundamentals:

Mode:

- The different services Intercity Transit offers.
- Fixed-Route Bus - the most common or recognizable mode when someone thinks about a bus, which can be presented as a local bus, which are the buses running around the local street network.
- Commuter Bus - buses running in between other jurisdictions such as the Olympia Express with service to Pierce County.
- Bus Rapid Transit (BRT) - The One is a demonstration project going on right now that is a bus rapid transit concept being tested. It's a much more elaborate infrastructure dependent service of a fixed-route that's intended to travel rapidly.
- ADA Paratransit - The federal government requires transit systems that offer fixed-route transit must offer complimentary paratransit. Intercity Transit brands this as Dial-A-Lift. Those vans provide ADA paratransit service, which means they are serving passengers who, due to mobility limitations, cannot regularly or reasonably access a fixed-route bus. That service area defined and federal regulation for ADA paratransit is within three quarters of a mile of the fixed-route bus service.
- Other Modes include:
 - Vanpool
 - Rail (IT does not offer rail)
 - On-Demand (micro-transit) is a product like Uber and Lyft.

Constructing Fixed-Route Service: Swan and Nagel are the “puzzle masters” of putting service out on the road. When you think about planning transit service, you might think about drawing a line on a map, and that is oftentimes where it begins - lines on a map, serving a particular area. LaFontaine explained the process for planning the various routes.

Trips are assigned to “blocks” which means a single bus may spend its day on 1 – 2 – 3+ routes. Trips with varying lengths of time are blocked together to equalize irregular cycles. The schedule is everything – Planners’ measure and monitor on-time performance and consider adjustments to keep buses (and people) moving.

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Public outreach & participation - Planners look for and develop meaningful opportunities for the public to engage in the service design process. The Planners measure and monitor on time performance, consider adjustments to our schedules to keep buses and people moving. When we're operating under normal conditions, we have over 60 buses dancing around the community. And it's important that those buses keep moving because that keeps people moving.

Public outreach and participation are critical to a successful transit plan, and the Planner looks for and develops meaningful opportunities for the public to engage in the service design process. The Planners go out observing the service, talking with the public, talking with the Operators, with Customer Service and passengers on the bus. The Planners ride the buses trying to find ways to maximize the efficiency of the work they do.

LaFontaine explained the process of the Planning Scheduler involving run-cutting and rostering. Run-cutting is the process of dividing up all of our blocks into smaller pieces of work that the Operators can bid on and then perform.

LaFontaine talked about the Paddles. He said Paddles have a rail origin, and the word "paddle" refers to a summary of what the bus operator is doing on a particular day. It's a rundown of their time points, their total paid time, travel instructions, and a few other key pieces of information for them to be able to navigate their day. LaFontaine reviewed Frequency and Resources.

Sullivan said the information being presented today would make for an amazing public education, and perhaps it could be made into a video that the jurisdictions could direct people to so they can better understand how many buses it takes to make a route. Anything that helps educate the public about how transit works would make it easier for the jurisdictions to educate their citizens.

LaFontaine went on to talk about the service change process. There is an important program called Schedule Masters or TMS and it is the software program that assembles those most important trip blocks and the run-cut. Then that shifts to the operator bid, which then feeds into our payroll system, every time the operators bid on work, and it sets a new standard for payroll. All of that important information, including the schedule, the bus stops, has to get fed into the buses themselves. The buses are smart, in the sense that they have onboard technology with their CAD/AVL system. This important schedule information gets fed into the buses when an operator steps on the bus and they enter a block ID, they've given that bus a sense of where it's going, a list of its bus stops, announcements that can now track ridership by location, and all of those key pieces of information that came out of the schedule just placed on the bus is very important for the work that the Planners do.

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LaFontaine went on to explain transit planning basics which included productivity vs. coverage trade-off; importance of frequency; and importance of span of service.

The transit service objective is to design direct and frequent routes through the more-dense areas. Transit routes aim to serve areas, not specific properties, and to consider the directness of travel. When designing transit routes, the Planners aren't thinking as much about specific properties, as much as about geographic areas, neighborhoods, central business districts, high density, and high-density residential areas.

The Planners also consider the directness of travel. Alignments are really what they are getting out, it's loops and a lot of turning. The Planners follow that same principle with transit routing. LaFontaine went on to explain the evolution of a bus route.

LaFontaine answered questions.

Melnick referred to micro transit - Maybe ultimately IT could be involved in the last mile. Many people are believing the autonomous micro-transit will be here soon, and that would be less expensive, and that is what will work if you begin to think about something like that.

LaFontaine said it's something we're certainly aware of and not quite sure exactly how and when it's going to manifest itself. He doesn't have anything particularly captured in the modeling except he's dedicated some resources toward it. There's a lot to unravel like infrastructure and labor.

Gilman said this presentation made him think about five years ago when IT was starting to work with Nelson-Nygaard about the road trip vision, and learning how difficult it is to change the population's transportation habits or practices. Gilman is wondering where is IT at in the balance of thinking about micro-mobility and the last mile - are we imagining more people giving up their cars or imagining a better way to serve the populations who currently are transit users or both?

LaFontaine said one of the first things that comes to mind is the zero-fare policy, and the huge step that was. As transit planners, we feel successful when we're feeling like there's mode shift in the community; that folks are making those choices to park their car, hop on the bus, or whatever it might be. It's going to take some time to work its way through. But certainly, the more we can get excited about mode shift and do what we can to shift mode, directness to travel are those fundamentals. Zero-fare is a big step forward for incentivizing transit.

Freeman-Manzanares said we are in the initial stages and still have much to do to accomplish the elements of our long-range plan. COVID interrupted our forward momentum and at this point I would say at a minimum of 24 months. We're still in the midst of a pandemic and once we're able to sprint again, we will definitely do that. Part of that long-range plan, and Proposition 1 was innovative service zones. We don't know

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yet what the best fit will be for the community but that's part of the game plan to study what works well for the community. BRT is another element and we have been taking steps to move that project forward.

Mejia said she's more interested in how we get to rail, and how does IT get to the rural areas - a lot of people are heading towards more rural areas. She wants to make sure they have public transportation to the main transit areas. How does IT continue to serve the rural areas making sure they have transportation, too, especially in a post-pandemic world?

Freeman-Manzanares said IT works closely with rural transportation administered by TRPC to make sure they have connection points within the public transportation benefit area. The rural areas opted out of the public transportation benefit area and therefore do not have bus and DAL services. Vanpool can serve groups whose origin or destination is within Thurston County. One of the things the Authority has been really conscientious about identifying is providing really good service within the public transportation benefit area, not expanding the boundaries beyond that. The projects proposed and the funding for Proposition 1 included that limitation. IT is focused on the Vanpool Program because vanpool can be very helpful to those who are in more rural areas to provide good transportation. In terms of rail - rail is really expensive to support. Thurston County is lucky to have an Amtrak stop, and that line runs both North and South, but rail transportation is generally more expensive for the user as well. It is certainly more expensive than our local service since we are running a zero-fare demonstration project. Regionally, there have been conversations about rail, the high cost to support rail and from a Sound Transit perspective, in the past, they haven't been interested in expanding the area in which they serve. A high population density is really needed to properly support rail. A case in point is DuPont which has been part of the service area since the beginning and they are anticipated to get a station in 2036. If Thurston County was interested in pursuing, and if Sound Transit were to consider expanding their boundaries, residents of Thurston County would need to accept and add Sound Transit's tax obligation.

Sullivan said Tumwater is looking at increasing density in affordable housing, so they aren't pushing individuals away from the city centers and away from more urban services like public transportation. They are looking at a lot of different densities, and ways of building housing so that people are not required to move outside of the city, and into the more rural areas for affordable housing. This really puts transit at the forefront of what we're looking at, as far as our densities and affordable housing. It has to be a partnership.

Cox said there's the observation that cities are really trying hard to have more dense development in urban areas that would complement transit but there are some things we've seen during the pandemic. A good percent of the population became

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telecommuters and not everyone will go back to the brick-and-mortar buildings including state employees. How does this affect IT's strategy going forward?

LaFontaine said that transit, during the pandemic, was tasked with something we never thought we'd ever be tasked with - trying to get people off of the bus so we could ensure social distancing. We had a difficult time getting individuals to stop riding. It may be true that there will be a mode shift away from transit but considering that our ridership went up 20% in January 2020 and almost 40% in February 2020, it is hard to say what might happen in the future and once people feel more comfortable. And the fact remains, the people we were moving in the midst of the pandemic were essential workers and people doing essential errands. And if we continue to enhance our services, and at the same time we're also hearing anecdotally about the number of folks who are moving into the area from up north, our ridership could increase at a higher exponential pace.

Freeman-Manzanares said it will be interesting to see how this unfolds. This has given us an opportunity to look at those essential workers and talk about access and equity rather than just the importance of high ridership. We really focused on high ridership, but we learned through this process how important it was to make sure we can get essential workers to their places of work and we can get individuals to their essential appointments and errands safely. This is ensuring economic opportunity and success. Ensuring one's ability to get to the grocery store, doctors appointment and pharmacy. It will be interesting to see how this unfolds.

Belk said we need to be mindful of the opportunities but with this change of a paradigm, and he might be the stereotypical person who won't have to commute as often as he used to, as long as there's housing at his price range in an area that has a good transit - if he's only going to work a couple of days a week and teleworking three, then that provides an opportunity for him to be even less car dependent because he doesn't have to go to the brick and mortar location as often, and he might find opportunities while at home that are more flexible and on the weekends to use the good transit system that he has access to. The Board needs to keep an open mind about that, there's also going to be opportunities that never would have presented themselves before.

COMMITTEE REPORTS

A. Thurston Regional Planning Council.

- a. March 5, 2021** - Cox reported Scott Carte, GIS and Modeling Manager gave Council a tour of the State of our Transportation System regarding "sidewalks." He reported everything from sidewalks on two sides of a street, one side of the street, partial sidewalks and no sidewalks. It brings up safety questions for kids trying to walk or ride bikes to school, etc.

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John Wynands, WSDOT Olympic Region Administrator presented an abbreviated version of Secretary Millar's annual presentation on the State of the Transportation System in Washington state. There are challenges with population growth with the ferry system and its implications, whether to widen I-5.

- b. **April 2, 2021** - Cox reported Council approved the Evaluation Subcommittee's recommendation for Executive Director Marc Daily's evaluation and approved 40 hours of alternative leave in lieu of merit pay.

Council received a presentation on the Unified Planning Work Program (UPWP) which is the primary part of their body of work.

Council received an update on the Transit Safety Performance Measures and there was recognition for the work done on the 2020 Census, and Thurston County scored well with about 75% participation overall.

The Council discussed plans for their 2021 Retreat coming this summer.

Gilman referred to the Unified Planning Work Program, and said it was especially significant that a lot of the conversation related to Intercity Transit's vision and plan.

Gilman also referred to Mejia's comment about her colleague talking about urban flight and should we be putting more energy towards adjusting to urban flight. That conversation happened during the TRPC meeting and the planner's response was that as a region, we've made a decision through the Sustainable Thurston process and subsequent planning efforts to focus on the micro mobility, completing the bike and walking networks, high-capacity transit corridors and supporting bus rapid transit, neighborhood centers as a focus of development and trying to create 20-minute walkable neighborhoods. He said the unfunded piece is worth Intercity Transit leading into determining regional multimodal low levels of service and taking the Transportation Master Plan work that Olympia just completed and trying to get a sense of what is our Multimodal network across the county.

Sullivan added she mentioned during that meeting that they needed to discuss more just electric vehicles. It needs to include hydrogen vehicles and other emerging technologies and not just be focused on electric vehicles. From a cradle to grave, clean energy perspective, as well as operational capabilities, we want to make sure we are not limiting our opportunities to achieve a cleaner environment.

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B. Transportation Policy Board. Melnick said at the March 10 meeting:

- Marc Daily said the region will likely have an opportunity to apply for additional transportation funds from COVID relief and un-obligated funds.
- The Board received the presentation on the Unified Planning Work Program.
- The Board reviewed and drafted changes to their Bylaws and focused on a more formal approach for electing officers.
- There was a discussion about integrating equity into transportation decision making. The Board will continue to discuss ways to better integrate equity into decision making by reviewing potential goals.
- Karen Parkhurst provided a Legislative update.

C. Community Advisory Committee. Scott said the CAC met on March 15 and the CAC received the same presentation the ITA received tonight, and she found it all very interesting.

GENERAL MANAGER'S REPORT

Freeman-Manzanares announced that Rob LaFontaine, Planning Manager took on the role of Chair for TRPC's Technical Advisory Committee and will serve in that role for one year.

Intercity Transit continues to navigate all things COVID, internally and externally, as well as a variety of detours. Freeman-Manzanares gave IT staff a "shout-out" for their professionalism and resiliency. While the situation continues to be taxing, they have responded amazing well under the circumstances.

The March 21, 2021, service change went well. Along with the expanded service, some of the Advanced Reservation rides were eliminated, and we started to see increases in ridership. Staff will continue to monitor this.

We continue to transport individuals to vaccination sites. Other counties and transit systems are working to define how to provide equal access and free transportation so individuals who wish to receive the vaccine can do so. By approving a 5-year zero-fare demonstration project, IT is already in position to offer that access.

The January sales tax information came in at the end of March. It was an increase of 7.4% over 2020 – received \$5,505,167 in sales tax.

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IT's Zero-Fare has sparked a lot of interest:

- Recently, Councilmember Gilman and Freeman-Manzanares participated in a radio interview called, "Cool Solutions." Cool Solutions is a nationally syndicated radio show/podcast telling stories about climate action from the bottom up. Targeting communities throughout the nation and how they raise money by doing things like zero-fare and looking at different climate solutions. Their website is <https://www.cool-solutions.org/>
- IT is participating in a study with the Transportation Research Cooperative Program to help develop a framework for evaluating fare-free transit; and
- IT was asked to participate in a doctoral thesis.

Operator candidates are being interviewed over the next two weeks. It is an open recruitment and anyone who wants to join our team are encouraged to apply at www.intercitytransit.com.

Staff is gearing up for the May Bicycle Commuter Challenge. Cycling has taken on a new importance during the pandemic. To adapt to the evolving circumstances COVID presents, Thurston County residents are encouraged to get outside and bike for any reason – not just commuting to work. Duncan Green will present to the ITA on April 21, 2021, to provide an update.

The Pattison Street construction project is progressing well and is on schedule and within budget. Staff is looking forward to welcoming the ITA and Congresswoman Strickland onsite Monday, April 12, 2021 at 2:30 p.m. for the "topping off" ceremony.

Four of the thirteen new coaches are onsite undergoing new vehicle inspections. The date they go into service is uncertain as we install the new Computer Automated Dispatch/Automated Vehicle Location system. These vehicles will be the "pilot" vehicles.

The Hydrogen Fuel Cell Electric Bus demonstration held March 25, 2021 onsite went well. Regional Correspondent, Tom Banse, who reports for NPR, was onsite and interviewed Intercity Transit. IT is featured in the following news articles from U. S. News and NW News Network:

<https://www.usnews.com/news/best-states/washington/articles/2021-04-02/pacific-northwest-officials-consider-hydrogen-fuel>

<https://www.nwnewsnetwork.org/post/interest-hydrogen-fuel-growing-pacific-northwest-and-tax-dollars-following>

In terms of the State Legislative Session, thus far, IT has half of what was requested for DASH funding in both the Senate and the House, transportation budget, all our Regional Mobility Grant projects are in both budgets. If there is a new transportation

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package, we have \$5M for Pattison Street project in both budgets. As LaFontaine, mentioned, IT completed the 2020 reporting to the National Transit Database which is a heavy lift and everyone did a fantastic job.

Intercity Transit completed the Federal Transit Administration Triennial Review which was a two-year process. The Triennial Review is a management tool for examining IT's performance and adherence to FTA requirements and policies. It examines 21 areas that includes procurement, drug and alcohol, safety, maintenance, Americans with Disabilities, Equal Employment, etc. It is a tremendous effort and Intercity Transit emerged triumphant. The reviewers were very impressed – typically, the highest praise is to say we were “not deficient”. However, the reviewers said IT's review was “perfect.”

Freeman-Manzanares gave a special “shout-out” to Grants Program Administrator, Jessica Gould, for coordinating the Triennial Review process. And a “shout-out” to the team: Eric Phillips, Jonathon Yee, Heather Stafford-Smith, Emily Bergkamp, Suzanne Coit, Rob LaFontaine, Steve Krueger, Kevin Karkoski, Tammy Ferris, Katie Cunningham, Sara Bradley, Claudia Green, Nancy Trail and Pat Messmer.

AUTHORITY ISSUES

Mejia said on March 31, 2021, the Commissioners had an interesting discussion about the Thurston County Disaster Recovery Council Interlocal Agreement, which resulted from a four-day Integrated Emergency Management Course (IEMC) held back in February 2019. Over 80 federal, state, tribal, local government, and private and non-profit organization representatives and stakeholders, including Intercity Transit, attended the event. The training consisted of conference-style sessions and interactive group exercises to simulate a multi-jurisdictional approach to recovery activation, organization, planning, and operations for an extended recovery period.

The discussion included whether there should be a regional approach just with the cities, or should it include organizations that would be at the forefront. The conversation is still ongoing on what the interlocal agreement will look like and hopefully it will be completed sometime this year.

Sullivan said she attended the IEMC in 2019 that Mejia just mentioned and it was an amazing four-day event. She believes the participants walked away with the framework to start the interlocal agreement.

Sullivan said she enjoyed the demonstration about the hydrogen fuel cell bus held at IT on March 25. She got a “kick” seeing all of the mechanics interested in the bus. She said this was a great opportunity to get a real worldview of what this bus is all about and will help the Board in making future decisions.

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Belk thanked staff for the putting together the demonstration on the hydrogen fuel cell bus. He supports continued tracking of this as an alternative fuel option. He also appreciates the roll out of the expanded service.

Sharwark appreciates the Planning Department's work, and he also appreciates everything Freeman-Manzanares has done for the ATU during the pandemic.

Pierce attended the hydrogen fuel cell bus demo and said it was encouraging to see that it was a real bus. She had an opportunity to talk with bus driver, Rob Wood, who had the opportunity to drive the bus. Piece said it was real smooth sitting in the back of the bus and didn't notice any big differences when Rob went from street traffic to freeway traffic. She said it will be interesting as IT moves forward and doesn't think IT is ready to jump into it just yet, but should continue to keep an eye on how things progress.

Gilman said the major rework of Franklin Street in downtown Olympia is underway, and he is available if any challenges arise during construction. He said there were a number of agreements made to keep transit flowing.

Gilman received a phone call from a business owner near the Olympia Transit Center who asked if IT is going to coordinate with the Olympia Center, Hands On Children's Museum, and the library about opening the lobby, restrooms, etc. at the OTC. Gilman hopes public spaces begin opening up soon.

Melnick thanked Freeman-Manzanares for her hard work during the past year and getting the agency through the pandemic and keeping the Board informed. He's also grateful to staff for their dedication to keeping service on the streets

Cox said the City of Lacey launched the Lacey Cares Community Engagement Initiative and Jason Robertson is leading this project. Lacey Cares is an initiative to engage community members on what they want Lacey to look like, feel like, and be in the future. They want to learn what matters most about how Lacey can become an even better place to live, work, learn, and play. You don't need to be a Lacey resident to participate in the open-ended survey. The survey is available in Spanish, Korean, Vietnamese and simplified Chinese in addition to English. Cox encourages everyone to go to the City of Lacey website at <https://www.laceycares.org/> and take the survey.

ADJOURNMENT

With no further business to come before the Authority, Chair Cox adjourned the meeting at 7:26 p.m.

INTERCITY TRANSIT AUTHORITY

Cardyn Cox

ATTEST

Patricia Messmer

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Carolyn Cox, Chair

**Pat Messmer
Clerk to the Authority**

Date Approved: May 5, 2021

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