

**Minutes**  
**INTERCITY TRANSIT AUTHORITY**  
**Regular Meeting**  
**Held Remotely**  
**May 5, 2021**

**CALL TO ORDER**

Chair Cox called the May 5, 2021, meeting of the Intercity Transit Authority to order at 5:32 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 Agüero; Suzanne Coit; Jessica Gould; Steve Krueger; Pat Messmer; Eric Phillips; Nick Redmond; Nicky Upson; Daniel Van Horn.

**Others Present:** Legal Counsel, Jeff Myers; Ursula Euler, 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 Representative Melnick and Councilmember Sullivan to adopt the consent agenda.**

- A. **Approval of Minutes:** April 7, 2021, and April 21, 2021, Regular meetings.
- B. **Payroll for April:** \$4,090,363.24.
- C. **Accounts Payable April:** Warrant numbers 32076-32105 dated March 31 in the amount of **\$85,837.35**; numbers 32106-32156 dated April 6 in the amount of **\$319,308.13**; numbers 32157-32158 dated April 15 in the amount of **\$56,039.04**; numbers 32159-32200 dated April 14 in the amount of **\$2,837,620.97**; numbers 32203-32252 dated April 21 in the amount of **\$220,781.56**; numbers 32253-32282 dated April 27 in the amount of **\$88,628.11**; number 32286 in the amount of **\$25,399.55** for a total amount of **\$3,633,614.71**; and

**NEW BUSINESS**

- A. **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. She reviewed the Mission and Vision Statements from the 2021-2026 strategic plan to determine if they remain relevant or need updating for the 2022-2027 strategic plan.

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### **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.**

- B. Strategic Plan Goals and End Policies.** Freeman-Manzanares reviewed the existing Goals and End Policies from the 2021-2026 strategic plan to determine if they remain relevant or need updating for the 2022-2027 strategic plan.

**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.

**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.

**The Authority directed staff to incorporate or change the wording to include "supporting the Thurston County Regional Climate Mitigation Plan."**

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*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.

*The Authority directed staff to add a phrase after the goal .... "such as access and equity as a service provider and as an employer."*

**C. 2021-2026 Strategic Plan Policy Positions.** Freeman-Manzanares said in 2020 the Authority directed staff to develop a workplan and budget recognizing that flexibility would be necessary to respond as the COVID situation evolved. COVID has delayed actions contained in the long-range plan. The Authority directed staff to take a more conservative approach until more was known regarding public health and economic outcomes. Staff has a better handle on the situation than last year, and staff recommends being alert to potential changes and challenges in 2022, and recommends following the current course to restore service and move forward with the approved long-range plan as we are able. Freeman-Manzanares reviewed the policy positions:

**1. Should Intercity Transit maintain service levels in 2022 or consider new or expanded local transit services needed to serve the growing population?**

**2021:** Continue to evaluate restoration of service to pre-COVID-19 levels. Dependent upon the status of COVID-19, public health and economic outcomes, proceed with the implementation of the Long-Range Plan.

**2022:** Continue to restore service to pre-COVID-19 levels. Proceed with the implementation of the Long-Range Plan recognizing COVID-19 delayed our forward momentum by at least 24 months.

**No changes.**

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

**2021:** Continue to evaluate restoration of service to pre-COVID-19 levels in consultation with our public health officials. Continue to seek a return of Pierce Transit as a funding partner for inter-county services. Continue to seek and utilize grant funds to deliver service between Thurston and Pierce Counties. It should be noted that State Regional Mobility Grant funds for this service expire June 30, 2021. If funds are not available to support this service, the Authority should consider whether or not to pay for continued service between Thurston and Pierce County. Focus on priority movement for transit which promotes

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“passenger” or “people” through-put as opposed to “car” through-put. Consider streamlining service to, but not within, Pierce County. This would eliminate duplicative regionally provided trips and eliminate Intercity Transit operating zero-fare service within Pierce County.

**2022:** State Regional Mobility Grant funds for this service expire June 30, 2021. There are no state dollars dedicated to providing this service in the 2021-2023 biennium. Continue to seek grant funds to deliver service between Thurston and Pierce Counties. If grant funds, or the partnership with Pierce Transit are not available to support this service, the Authority should consider whether or not to pay for continued service between Thurston and Pierce County. Consider streamlining service to, but not within, Pierce County. This would eliminate duplicative regionally provided trips and eliminate Intercity Transit operating zero-fare service within Pierce County. Focus on priority movement for transit which promotes “passenger” or “people” through-put as opposed to “car” through-put.

*Authority direction is to have a deeper conversation on this in the June timeframe.*

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

**2021:** Continue to evaluate restoration of service to pre-COVID-19 levels. Dependent upon the status of COVID-19, public health and economic outcomes, proceed with the implementation of the Long-Range Plan. Dependent upon public health directives, continue to promote strategies to remove barriers and increase ridership.

**2022:** Proceed with the implementation of the Long-Range Plan. Promote strategies to remove barriers and increase ridership.

**No changes.**

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

**2021:** Continue to evaluate restoration of service to pre-COVID-19 levels. Dependent upon the status of COVID-19, public health and economic outcomes, proceed with the implementation of the Long-Range Plan. Continue to seek and utilize grant funds to support the implementation of the Martin Way-Harrison high-density demonstration project. Pursue project planning and funding for bus rapid transit. Dependent upon public health directives, continue to promote strategies to remove barriers and increase ridership.

**2022:** Proceed with the implementation of the Long-Range Service Plan and the implementation of expanded services as outlined in the Long-Range Plan. 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.

**No changes.**

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

**2021:** Take an active role in land use planning efforts to advocate development which supports transit and other active transportation choices. Partner with local jurisdictions to implement signal preemption to enhance the safety, speed and reliability of bus movement. Partner with Thurston Regional Planning Council and our local jurisdictions to develop our high-density corridors into “smart corridors.” Explore improvements to corridor travel to improve access to transit stops. Focus on coordinated emergency management response.

**2022:** Take an active role in land use planning efforts to advocate development which supports transit and other active transportation choices. Partner with local jurisdictions to implement **signal preemption** to enhance the safety, speed and reliability of bus movement. Partner with Thurston Regional Planning Council and our local jurisdictions to develop our high-density corridors into “smart corridors.” Explore improvements to corridor travel to improve pedestrian and cyclist access to transit stops. Focus on coordinated emergency management response.

*Authority suggested adding cyclist and clarifying the language “priority versus preemption.”*

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

**2021:** Continue the Youth Education Program within the guidelines of public health and school district directives. Expand our creativity and coordination with school districts, youth and our community as a whole to teach skills for safe walking, biking and transit use. Partner with districts to identify any and all potential coordination opportunities. Continue to focus our programmed activities to areas within our PTBA.

**2022:** Expand our capacity, creativity and coordination with school districts, youth and our community as a whole to teach skills for safe walking, biking and transit use. Work with school districts to encourage coordination and use of public transit as well as locating schools in areas served by public transportation. Continue to focus our programmed activities to areas within our PTBA. 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.

**No changes.**

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

**2021:** Recognize the experience of riding the bus begins before one boards the bus. Prioritize bus stop improvements by the level of passenger activity. Emphasize stops located on major corridors as well as stops located near facilities serving elderly persons

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and those with special transportation needs.

**2022:** Recognize the experience of riding the bus begins before one boards the bus. Prioritize bus stop improvements by the level of passenger activity. Emphasize stops located on major corridors as well as stops located near facilities serving elderly persons and those with special transportation needs.

**No changes.**

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

**2021:** Complete the installation and testing of our new radio communications system. Pursue installation and testing of our new CAD/AVL system. Monitor and focus on improvements to the website, gov.delivery, and other customer communication tools. Continue to evaluate our Information Systems functions. Pursue enhancements to our fleet and systems management software to enhance efficiency and operations. Focus on emergency management response and continuity of operations.

**2022:** Complete the installation and testing of our new radio communications system. Pursue installation and testing of our new CAD/AVL system. Monitor and focus on improvements to the website, gov.delivery, and other customer communication tools. Continue to evaluate our Information Systems functions. Pursue enhancements to our fleet and systems management software to enhance efficiency and operations and ensure compliance. Focus on emergency management response and continuity of operations.

*Authority suggested acknowledging that the agency is actively exploring new technology and tracking emerging technologies that proves to increase efficiency or safety. Actively exploring technology to enhance safety, cost-savings, efficiency, enhanced customer experience.*

*Councilmember Gilman left the meeting.*

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

**2021:** Focus on outreach and education. Build partnerships to support business and enhanced employment opportunities. Pursue grants as appropriate. Dependent upon public health directives, continue to promote strategies to remove barriers and increase ridership.

**2022:** Focus on outreach and education to rebuild the program. Develop and maintain partnerships to support business and enhanced employment opportunities. Pursue grants as appropriate. Promote strategies to remove barriers, enhance access and increase ridership.

**No changes.**

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

**2021:** Continue to finalize design, pursue permitting and construct the Pattison Street Facility Rehabilitation and Expansion project. Continue to pursue grant funding for the Pattison Street project, replacement and expansion vehicles, operational expenses and other projects. Explore and define capital facilities necessary to facilitate the delivery of service in accordance with the Long-Range Plan. Develop a long-term capital funding plan.

**2022:** Continue to finalize design, pursue permitting and construct the Pattison Street Facility Rehabilitation and Expansion project. Continue to pursue grant funding for the Pattison Street project, replacement and expansion vehicles, operational expenses and other projects. Explore and define capital facilities necessary to facilitate the delivery of service in accordance with the Long-Range Plan. Develop a long-term capital funding plan.

**No changes.**

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

**2021:** Continue to partner with local jurisdictions and the Washington State Department of Transportation regarding potential locations for a park-and-ride facility. Pursue joint use agreements as necessary to secure park-and-ride space to support ridesharing, express bus and local transit services. While additional park-and-ride locations are likely needed, this plan urges caution in dedicating capital funds for additional park-and-ride facilities at this time. Encouraging the creation of HOV lanes, seek funding to support direct highway access from Park-and-Rides and other alternatives to support ridesharing, express bus and local transit services.

**2022:** Pursue the grant funded, direct highway access project for the Martin Way Park-and-Ride. Continue to encourage the creation of HOV lanes and other alternatives to support ridesharing, express bus and local transit services. 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.

**No changes.**

### **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?**

**2021:** Continue support for the Village Vans, Surplus Van Grant and the Community Van programs. In conjunction with the zero-fare demonstration project, discontinue the Discounted Bus Pass Program. Seek replacement funding for the continuation of the Village Vans Program.

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**2022:** Continue support for the Village Vans, Surplus Van Grant and the Community Van programs. In conjunction with the zero-fare demonstration project, discontinue the Discounted Bus Pass Program. Seek replacement funding for the continuation of the Village Vans Program. Evaluate options for innovative service zones.

**No changes.**

### **13. Are our services – Dial-A-Lift, Travel Training, and Accessible Fixed-Route Buses adequate to serve 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.

**2022:** Continue to focus on the Travel Training and the Bus Buddies program. Explore alternative service delivery methods to enhance productivity and reduce program costs. Pursue improvements in scheduling software and use of technology to improve productivity and service. Attempt to control growth so it doesn't impact our ability to deliver all services. Focus on obtaining grant funds to ensure adequate resources to serve this growing population. Continue the effort to make all bus stops accessible and to provide shelters and other amenities at stops serving persons with disabilities. Apply the principles of Universal Design to all capital purchases and projects, and explicitly consider accessibility and usability for the widest range of individuals when evaluating equipment and technology.

**No changes.**

### **14. Is the current fare policy appropriate?**

**2021:** Continue to implement our five-year, zero-fare demonstration program. Defer capital investment for new fare collection systems to replace old, obsolete systems pending assessment of zero-fare demonstration. Use zero-fare demonstration to promote our mission to support an accessible, sustainable, livable, healthy and prosperous community. Track internal and external results associated with the zero-fare demonstration. While our focus has, from necessity, been altered by the COVID-19 public health crisis, we will continue to focus on removing barriers to accessing Intercity Transit services to increase ridership (when appropriate), improve speed and reliability of service, attenuate increasing congestion, improve the environment, enhance community health, improve equity and access, retain and recruit business, and enhance educational opportunities. Enhance community resiliency by reducing personal transportation expenses to address other needs. Monitor regional fare collection system replacement (ORCA) during the zero-fare demonstration project. Evaluate and promote system viability and user safety.

**2022:** Continue to implement our five-year, zero-fare demonstration program. Defer capital investment for new fare collection systems to replace old, obsolete systems pending assessment of zero-fare demonstration. Use zero-fare demonstration to promote



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our mission to support an accessible, sustainable, livable, healthy and prosperous community. Track internal and external results associated with the zero-fare demonstration. While our focus has, from necessity, been altered by the COVID-19 public health crisis, we will continue to focus on removing barriers to accessing Intercity Transit services to increase ridership (when appropriate), improve speed and reliability of service, attenuate increasing congestion, improve the environment, enhance community health, improve equity and access, retain and recruit business, and enhance educational opportunities. Enhance community resiliency by reducing personal transportation expenses to address other needs. Monitor regional fare collection system replacement (ORCA) during the zero-fare demonstration project. Evaluate and promote system viability and user safety. Explore vanpool fare changes to simplify cost structure, encourage program growth, promote access and economic opportunity.

*The agency has experienced significant difference in ridership due to COVID and because of that will have lost at least two years of data due to COVID. The Authority should consider having a discussion about expanding the zero-fare demonstration by at least two years since COVID decreased ridership. It was suggested to remove the words "five-year" and just use "zero-fare demonstration plan" allowing the Authority to expand the timeline.*

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

**2021:** Yes. Monitor and evaluate economic outcomes and how that might impact our finances. Implement service consistent with the long-range plan, continuing to closely monitor revenue collections, operational costs and capital programs.

**2022:** Yes. Monitor and evaluate economic outcomes and how that might impact our finances. Implement service consistent with the long-range plan, continuing to closely monitor revenue collections, operational costs and capital programs.

**No changes.**

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

**2021:** 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. Pursue grants to assist in implementing youth and senior programming. Continue to support cycling safety, bike maintenance, the Bicycle Commuter Challenge and find additional sources for bike donations. With the new location and additional space for Walk N Roll in downtown Olympia, find ways to be of more benefit to the community through our outreach programs. Market active transportation to youth and our senior population.

**2022:** 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

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alternatives and better serve their needs and the needs of their employees. Pursue grants to assist in implementing youth and senior programming. Continue to support cycling safety, bike maintenance, the Bicycle Commuter Challenge and find additional sources for bike donations. With the new location and additional space for Walk N Roll in downtown Olympia, find ways to be of more benefit to the community through our outreach programs. Market active transportation to youth and our senior population.

**No changes.**

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

**2021:** Focus on strategic community outreach, engagement, messaging and use of available channels to educate and develop our markets. Improve the website to better serve our various constituents and be a relevant business and communications tool for the agency. Intercity Transit should continue to pursue customer information technology to enhance the customer experience and support service. Promote IT as an employer of choice.

**2022:** Focus on strategic community outreach, engagement, messaging and use of available channels to educate and develop our markets. Improve the website to better serve our various constituents and be a relevant business and communications tool for the agency. Intercity Transit should continue to pursue customer information technology to enhance the customer experience and support service. Promote IT as an employer of choice.

**No changes.**

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

**2021:** Dependent upon public health directives, promote strategies to increase ridership. Take an active role in land use planning efforts to advocate development which supports transit and other active transportation choices. Deliver robust and connected service in support of the long-range service plan. Replace older, less efficient equipment and facilities when practicable. Continue to research and pursue equipment, facilities, and process improvements in light of their social, economic and environmental impacts as practicable. Utilize environmentally friendly materials and chemicals, and require vendors and contractors to do the same, to the maximum extent possible. Seek to reduce waste production as well as energy and water usage. Continue to partner with Thurston Green Business and Puget Sound Energy's Green Power program. Pursue an alternative fuels study addressing vehicles and infrastructure. Participate in planning activities, as appropriate, and embrace regional efforts to develop and implement climate mitigation actions.

**2022:** Dependent upon public health directives, promote strategies to increase ridership. Take an active role in land use planning efforts to advocate development which supports transit and other active transportation choices. Deliver robust and connected service in support of the long-range service plan. Replace older, less efficient equipment and facilities when practicable. Continue to research and pursue equipment, facilities, and process

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improvements in light of their social, economic and environmental impacts as practicable. Utilize environmentally friendly materials and chemicals, and require vendors and contractors to do the same, to the maximum extent possible. Seek to reduce waste production as well as energy and water usage. Continue to partner with Thurston Green Business and Puget Sound Energy's Green Power program. Pursue an alternative fuels study addressing vehicles and infrastructure. Participate in planning activities, as appropriate, and embrace regional efforts to develop and implement climate mitigation actions.

*It was suggested to add "continued to pursue alternative fuel studies..."*

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

**2021:** Maintain the current policy which is not to expand the PTBA. Focus on delivering enhanced service within the existing boundaries and serving areas currently not served within the existing PTBA. Consider annexation of new areas only if it doesn't negatively impact existing services and only if representatives of these new areas request the Authority take steps to hold an annexation election and can demonstrate support in the area to be annexed.

**2022:** Maintain the current policy which is not to expand the PTBA. Focus on delivering enhanced service within the existing boundaries and serving areas currently not served within the existing PTBA. Consider annexation of new areas only if it doesn't negatively impact existing and promised services and only if representatives of these new areas request the Authority take steps to hold an annexation election and can demonstrate support in the area to be annexed.

**No changes.**

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

The Transportation Security Administration extended the Federal Face Mask Requirements from May 11, 2021 to September 13, 2021. Intercity Transit follows these guidelines.

Intercity Transit anticipates opening the Olympia Transit Center 2 facility on June 1, 2021. The public will have access to Customer Service and public restrooms.

Staff is in the process of finalizing background checks for the next Operator class which is scheduled to start May 24.

The State Legislature concluded its session. Intercity Transit requested approximately half of the DASH Operating Budget at \$750,000 for the biennium. IT has a line item for \$150,000 in the State Budget. Although disappointed in the level of state support for that service, we are glad, during this time of COVID, to have retained the line item.

IT was awarded \$2,275,344 towards the replacement of 18 Dial-A-Lift vehicles through the State Consolidated Grant Program.

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IT applied for Olympia Express Service to Pierce County. There was some question as to whether or not we would qualify for available grant funds. Our Regional Mobility Grant expires June 30, 2021. IT requested \$3.25M to support that service. We anticipate continuing to provide Express Service and are cooperating with Thurston County Public Health in regards to returning inter-county service, and staff will likely suggest some changes to that service. The issue will be brought before the Authority at a future meeting.

IT was awarded four Regional Mobility Grants which is excellent news. We dedicated:

- \$220,000 to the promotion of vanpool and creating a program that is replicable for the remainder of the State.
- \$1,440,000 for the continued operation of The One.
- \$2,153,000 for the Martin Way Park-and-Ride and I-5 Northbound Ramp Access.
- \$685,000 for Bus Rapid Transit Development and Station Construction. This is another positive step forward in our quest to acquire a federal funding package in support of creating a BRT line for our community.

February 2021 sales tax, which was reported at the end of April, was 17.7% higher than the February 2020 sales tax.

Staff is kicking off the CAD/AVL Project with Avail Technology this month. We are meeting with TCOMM to discuss how to move forward in a way that both supports their radio project as well as our CAD/AVL project. The agreement for leased communications services ends at the end of this year. We reached out asking for an extension to allow for adequate time to roll-out and test our system before cutting over. However, TCOMM informed IT that it wasn't in their best interest to extend our lease, so we are meeting to gain a better understanding of their needs and hopefully can come up with a solution that serves both organizations and our community well.

Freeman-Manzanares encourages everyone to get outside during the month of May and enjoy biking and participate in the Bicycle Commuter Challenge.

### **AUTHORITY ISSUES**

**Sullivan** said she participated in the research study on fare-free public transit system implementation conducted by Point Park University-Pittsburgh PA.

**Mejia** said there are a lot of vaccines that will expire this week, and anyone wanting to get the vaccine should schedule an appointment. They can do so online or call 360-867-2610.

Volunteers are also needed at the vaccination clinics.

**Sharwark** said he appreciates the open and good communication between IT and the ATU. The ATU is pleased to be in Phase III – they were able to open their hall back up and bring members back in person.

**Cox** said minor road projects will begin soon in the City of Lacey. There was a meeting with the North Thurston School Board and that relationship continues to be important.

### **ADJOURNMENT**

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

**INTERCITY TRANSIT AUTHORITY**

*Carolyn Cox*

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**Carolyn Cox, Chair**

**ATTEST**

*Patricia Messmer*

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**Pat Messmer**

**Clerk to the Authority**

**Date Approved: June 2, 2021**

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