

**INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
AGENDA
May 16, 2022 – Virtual Meeting
5:30 p.m.**

This meeting will be through remote access. Microsoft Teams meeting - join on your computer or mobile app: [Click here to join the meeting](#).
Or call in (audio only) [+1 929-229-5501,,643128821#](#) Phone Conference ID: 643 128 821#

CALL TO ORDER

- | | | |
|--------------|---|----------------|
| I. | APPROVE AGENDA | 1 min. |
| II. | INTRODUCTIONS | 1 min. |
| | A. Intercity Transit Authority Representative Clark Gilman | |
| III. | MEETING ATTENDANCE | 3 min. |
| | A. May 18, 2022, Work Session – (Gene Angel) | |
| | B. June 1, 2022, Regular Meeting – (Nikki Crist) | |
| | C. June 15, 2022, Work Session – (Jihan Grettenberger) | |
| | D. July 6, 2022, Regular Meeting – (Betty Hauser) | |
| IV. | APPROVAL OF MINUTES – March 21, 2022 | 1 min. |
| V. | NEW BUSINESS | |
| | A. Martin Way Corridor Study (TRPC Staff) | 30 min. |
| | B. 2021 Walk N Roll/Youth Education Update (Kerri Wilson) | 30 min. |
| VI. | CONSUMER ISSUES – All | 15 min. |
| VII. | REPORTS | |
| | A. April 20, 2022 – Authority Meeting (Walter Smit) | |
| | B. General Manager’s Report (Ann Freeman-Manzanares) | |
| VIII. | NEXT MEETING – June 20, 2022 | |
| IX. | ADJOURNMENT | |

Attendance report is attached.

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For questions, or to file a complaint, contact Intercity Transit customer service at 360-786-1881 or by email to TitleVI@intercitytransit.com.

If you need special accommodations to participate in this meeting, please call us at (360) 705-5857 three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial (360) 705-5857.

Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. This facility is served by Routes 62A, 62B (on Martin Way), and 66 (on Pacific Avenue).

Minutes
INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
March 21, 2022 – Virtual Meeting

CALL TO ORDER

Vice-Chair Grettenberger called the virtual March 21, 2022, meeting of the Community Advisory Committee (CAC) to order at 5:30 p.m.

Members Present: Chair Walter Smit; Vice-Chair Jihan Grettenberger; David Bonauto; Nikki Crist; Ursula Euler; John Gear; Betty Hauser; Lloyd Peterson; Naythan Raymos; Marilyn Scott; Allison Spector; Edwina Waehling; Ty Flint; Marie Lewis; Rachel Weber, and Eliane Wilson.

Absent: Gene Angel; Joan O'Connell; Jonah Cummings, and Natalie Smith.

Staff Present: Ann Freeman-Manzanares; Nancy Trail; Eric Phillips; Emily Bergkamp; Duncan Green; Cindy Waterhouse; Zack Heinemeyer; Kyle McPherson; Tammy Ferris; Daniel VanHorn; and Alex Auty.

Other Present: Mark Yand.

APPROVAL OF AGENDA

It was M/S/A by LLOYD PETERSON and BETTY HAUSER to approve the agenda.

INTRODUCTIONS

Grettenberger introduced Authority member, PAUL TISHER, as the representative attending the meeting.

MEETING ATTENDANCE

- A. April 6, 2022, Regular Meeting – Ty Flint
- B. April 20, 2022, Work Session – Walter Smit
- C. May 4, 2022, Regular Meeting – Ursula Euler

APPROVAL OF MINUTES

It was M/S/A by EDWINA WAEHLING and DAVID BONAUTO to approve the minutes of the February 14, 2022, CAC meeting.

NEW BUSINESS

- A. **2022 BICYCLE COMMUTER CHALLENGE UPDATE** – (*Duncan Green*) Green introduced himself and indicated he coordinates the Bicycle Commuter Challenge (BCC). This year the winter BCC went so well he is excited to see what happens in May. He shared a report about the winter BCC which ran for the month of February. The winter BCC exceeded expectations this year. It included the highest number of riders they have ever had, and the most miles and most days ridden. There were 362 participants, who together rode 2,800 days, and covered almost 30,000 miles. They awarded 30 prizes in random drawings each week throughout the

month. For the past few years they have had to adapt, as everyone has, and one of the things they did was to change the rules so that all rides count not just rides for transportation to work. It has been very well received. Green shared a proposal to make the “all rides count” philosophy permanent and update the name to the Bicycle Community Challenge. Thankfully bicycles are very adaptable and all-encompassing in their benefits. He is excited about the return of some of the in-person events. They are outdoors and easily physically distanced. The Earth Day Market Ride is on Saturday, April 23, 2022. This is a family friendly ride into downtown from various neighborhoods to the Farmer’s Market where people can shop and listen to music. Bike to Work Day is on Thursday, May 19, 2022, with multiple stations in different parts of town where people can stop on their way to work and get a cup of coffee and a snack. He shared this year’s theme “Take Your Vitamin Bike and Ride” in the 35th Annual BCC. It is the longest running bike challenge in Washington state and who knows beyond that. As always, they have lots of great prizes to award to participants, donated by local and regional businesses. The grand prize bike vacation again this year is a \$4500 bike trip with Adventure Cycling Association. He shared some of the sponsors that make the event possible and so fun. They donate prizes and give staff time for volunteering, and they provide coffee and treats at events. The sponsors tie the event into the community and create lots of great connections. This year Thriftway, the Olympia Food Co-op, Batdorf and Bronson, and 3 Magnets have all agreed to cross-promote the BCC on their social media and at their own events. Batdorf and Bronson is going to make water bottles with their logo on one side and the BCC on the other. He is looking forward to another successful BCC this year.

Green answered questions.

Peterson – inquired about how the grand prize bike vacation is awarded.

Green – indicated riders who log rides on 15 or more days will be eligible for the random drawing. It is more of a cooperative endeavor than a competitive one.

Freeman-Manzanares – asked when Green would start advertising and how people go about forming a team.

Green – shared that normally they open the flood gates of advertising on April 1st and it’s coming up very soon. He wanted to make sure everyone was good with the name change before communications went out for the event. They will promote in April and continue into May. If anyone is interested in joining Intercity Transit team, Crank IT, they can visit the website and create an account and then choose a team. All your rides will count towards the team you sign up for.

Grettenberger – added that she is a huge fan of the BCC and likes the change to all rides count. She shared some concerns about how the data displays when teams log their rides. She inquired if Green sends emails to team captain for ease of promotion.

Green – indicated the website display can be sorted by clicking on the column header to show the information you are looking for. He added that he sends a packet to all the ETC’s who are largely the captains for each team at their workplace to help promote the event.

B. VANPOOL FIVE-YEAR DEMONSTRATION PROJECT UPDATE - (Cindy Waterhouse)

Waterhouse introduced herself and shared that she is the vanpool manager and would

provide an update on the five-year demonstration project. The ITA adopted the project on September 15, 2021. The vanpool flat rate fare structure was implemented on January 1, 2022. The new fare structure resulted in moving from 2,000 price points to eight. The simplification allows staff to better promote the program and support the community. The change has been very well received by current vanpoolers and is leading to productive recruitment of new customers and employers. The changes are allowing staff to address the complexity associated with changing commute behavior and better engage with individuals and employers with a simpler message. They also purchased new vanpool management software that will be implemented in September, 2022.

Waterhouse indicated that she also had something very special to share regarding an Association for Commuter Transportation (ACT) award given to vanpool coordinator Kyle McPherson. Kyle was awarded the 40 under 40 award. Some background about the organization included ACT is the premier organization and leading advocate for commuter transportation and transportation demand management (TDM) professionals. He was nominated by Veronica Jarvis of TRPC. They have worked together promoting vanpool. Kyle was able to start 25 new vans in his first nine months on the job. Kyle shared thanks for the opportunity and he looks forward to continuing his journey with vanpool and IT.

Waterhouse shared some of the great work done recently by the vanpool team including co-branded vans with Pace Edwards and the Hands On Children's Museum. Vanpool has also welcomed a new team member, Zach Heinemeyer. One of the things people have really liked is the fare change. Staff has worked with Amazon and they continue to promote vanpooling. They have also started new vans with the Olympia Fire Department, and they have asked to have information passed from fire district to district for their employees. She shared some quick facts including in 2021 they had 36 new groups with 118 new vanpoolers. They focused on essential workers. Historically vanpool focused on clerical/administrative workers and then that workforce began remote work so they started to look for essential employees who were still going to work that would benefit from vanpool. In 2022 they have started 15 new groups as of last Wednesday with 68 new vanpoolers. This week they have 6 more new groups with 18 more riders. That is how well vanpool is working. She thanked the CAC for their support of the new fare structure and shared some positive comments from new customers on the new fare structure. Vanpool staff is working with several more entities who are interested in getting vans on the road.

Waterhouse answered questions.

Peterson – inquired about the size and scope of the vanpool program.

Waterhouse – indicated that pre-covid in 2019, they had a little over 1,000 participants and 180 vanpools. Currently they have 129 active groups with 569 riders. That's just a little over 50% fewer riders due to the pandemic and remote work. A vanpool must have a minimum of 3 people who commute to a similar location for work or school. Fares are determined by the roundtrip mileage. IT provides the van, insurance, fuel, and the maintenance. Vanpool groups need one driver that meets Agency criteria. Some of the vans may have up to 12 people. IT has 7 and 12 passenger vans in the fleet. Some vans have run full even during the pandemic. DOC has several groups that have traveled together during the pandemic. Most vans have fewer riders in them now.

Spector – commented the state government is having more employees return to work and in the next few months employees will start to trickle back to the office and demand should increase.

Waterhouse – thanked Spector for sharing and agreed that is what they are seeing as well. As people slowly return offering a daily fare for hybrid schedules going into the office a few times a week at \$10 a day is affordable and allows them to participate in vanpool.

McPherson – added that in 2020 less than 100 people reached out via ridematch platforms and last year they had almost 400 people reach out. They anticipate this year they will exceed those levels. They are on a great track and will keep filling those vans.

Freeman-Manzanares – congratulated Kyle and thanked Waterhouse and her fantastic team. For those who are new to the CAC, Washington state is a leading state in terms of vanpools throughout the nation, and people look to this state as an industry leader. She shared how proud she is of the program for looking at the fare structure to better connect with businesses and individuals. The CAC really did play a big role in the conversation about the “out of the box” proposal for this idea. She thanked the committee for dedicating their time to help the staff perfect these things before they are taken to the ITA for approval and ultimately to the public. There are transit systems in the state considering the elimination of their vanpool programs based on the reduced usage due to COVID. Rather than giving up on individuals that may need the help to get to work, many of whom may not currently be aware of the vanpool program, vanpool team dug in and are doing the work to offer the opportunity. It is an experiment and we will continue to move forward and see what good we can do.

Waehling – suggested sharing BCC information at local spin classes and coffee shops so more people could be informed about all rides count.

Freeman-Manzanares – indicated Green had left the meeting but has indicated his intent to make sure that people understand the new philosophy around the BCC.

C. MARTIN WAY PARK & RIDE DIRECT ACCESS PROJECT UPDATE - (Eric Phillips)

Phillips introduced himself indicating he is Development Director and would share an update on the Martin Way Park and Ride Direct Access project. This is a multifaceted project and they are looking to improve operations and services for riders, especially those that are using the Express bus service between Thurston and Pierce County. It is also a project that looks at our site safety and security issues. This is really a multi-agency coordination effort, including the internal IT team and WSDOT as a partner. This project is due to go out to construction later this Summer and will be completed by June 2023. He shared the project support team includes from IT, himself, Thera Black and Tammy Ferris. The consultants include SCJ Alliance; with sub MSG Architects supporting some of the design elements including Patrick Holm, Scott Sawyer, and Garner Miller; and WSDOT Traffic, Access, Environmental, Operations, Planning OR and HQ staff. IT's team includes Facilities, Operations, IS, Planning and Procurement staff. The internal team looks at the options that might need to be addressed and comes up with opportunities and solutions to make sure that when they're going through implementation they have covered as many bases as they can. He shared some historical photos of the Martin Way Park and Ride. Prior to 2005 they had 138 parking spaces and in the 2009 expansion it went to 320, and the 2013

photos shows the current configuration. Over the last 20 years Olympia Express transit ridership has had about 3.5 million trips which peaked in 2012 during the last surge in gas prices. They had about 220k in that last economic downturn and the increase in ridership was parallel to that. There was a significant downturn in ridership over the next 6 years and in 2018 there was a decision about elimination of service and the ITA decided to restructure and simplify the service. Then they began to see ridership increase in 2020. In early 2020 ridership was back to the highs of 2012 about the time the pandemic hit. They had hoped to provide a longer term more sustainable service plan for intercounty Express service. The changes have been delayed because they are focusing a lot on service restoration. The agency was able to secure some grant funding that supports the Olympia Express and they will be moving forward with some recommended changes as services get back in place and up to 2020 levels. This will hopefully provide more frequency between Thurston County and Pierce County moving forward. There has been quite a bit of background and planning work that has been done on this facility. He shared a picture of the Interchange Justification Report (IJR) that was completed in 2015. The Direct Access project was included in that significant planning effort that was led by WSDOT and it calls for a new northbound ramp to be provided and as an overpass ramp in the future. This is a regionally significant project that's been in the works for a long time. In addition to the IJR, it's been in TRPC's regional transportation plan and identified as a regionally significant project for years. It is also in IT's [Short and Long Range plan](#) as part of the service commitment improvements identified under Proposition One, in the [Transportation Improvement Plan](#) (TIP), heavily in the [Strategic Plan](#), and [Transit Development Plan](#), as well as [Martin Way Corridor study](#). It is also listed in the STIP which is a major element to receive grant funding.

Phillips shared the problems slated to be tackled include the que of traffic blocking the unprotected left turn. It is really a safety issue and also increases the amount of time the bus has to plan to get service in the facility. This is one of the main things they are looking to solve with this project because the minutes add up. There is a publication called Minutes Matter and under current estimates this situation annualized adds somewhere between \$350k - \$400k a year due to recurring congestion and delays built into the public schedule. Being able to provide the schedule predictability for the variability in the trips getting in and out of the park and ride is also inconvenient for the riders. It is frustrating for riders and the additional travel time determines ridership. The benefits for riders include shorter and more direct trips, adding a "flyer stop" to streamline the northbound trip, the bus will be able to stop adjacent to the northbound ramp without pulling into the park and ride. It will provide schedule reliability, and 20-30 additional parking stalls will be added, along with new lighting. Other customer amenities will be added at the facility including some new security features. The predictability means the agency can reinvest that savings in service and site amenities. The amenities include some operator facilities for them to get some relief. They are hoping to include some restroom facilities for everyone. The Express operators and riders could use some relief after being stuck on I-5. They are not positive they will be able to do that but are trying. This also includes security updates and changes in facilities related to waiting areas for riders. The three project elements include, adding the "flyer stop" to the park and ride northbound on-ramp that skips the park and ride completely, number two is the direct access lane from the northbound on-ramp. Buses exiting the park and ride would continue out and make that free right turn. The third would be the layout where the turnaround would be reconfigured. There would potentially be some new facilities added across the platform and some additional parking would be added. Hopefully they can move the restroom facility across the platform into the middle where patrons would be

transferring back and forth. A facility with two restrooms with a center utility area that could be used for other equipment storage for the site security cameras.

Phillips shared some information about the project funding. The project costs are estimated at \$3.7M and the agency received just over \$2.1M of that in a Regional Mobility Grant last year and has about \$1.5M in local funds for the project. The grant rules provide that the work must be completed by June 30, 2023. Staff hopes to be operationally complete by July of 2023. It may not be completely done, but hope to have most everything wrapped up by next summer. He shared a larger site plan so everyone could see it better.

Phillips answered questions.

Smit – shared that it will also help IT Supervisors and EMS get in instead of using the left turn.

Waehling – asked where the buses would turn around.

Phillips – responded that there would not be a turn around. They would be coming in from the NB I-5 on-ramp transit only lane. The bus serves NB commuters. Coming from the 62A/B you would walk down Martin Way and around the corner.

Euler – remarked about the passage of “Move Ahead Washington” and wondered if that might mean an HOV lanes connected to the park and ride.

Phillips - hopes that it will catch like wildfire and spread in that direction. This plan is consistent with WSDOT’s plan for HOV ramp metering for the future. He shared that they always discuss increasing the throughput on I-5 and address the Nisqually bridge for additional capacity. He hopes that this is the start of something, but it is not directly related to any other funding for those projects at this point. They continue to watch and participate in regional discussions.

Freeman-Manzanares – shared that there is a WSDOT I-5 Tumwater to Mounts Road corridor planning and environmental linkage study out right now and staff can certainly share the link to the survey. Staff will continue to follow this with the state legislature and the consultants that they have hired to do some additional work on this as well as look for support from TRPC.

Euler – added that WSDOT is currently looking for comments for how to spend the Move Ahead Washington money between the 93rd Avenue exit in Tumwater and Dupont. They have to report back to the legislature in nine months.

Wilson – inquired if this will help the 620 headways be more normal and become more even, specifically in the afternoon. From a rider’s standpoint that is very desirable.

Phillips – responded that they are still struggling with service frequencies. Right now the Olympia Express is operating at a covid emergency level which is significantly lower than what they have planned for the future. That looks like departures being closer to the 30 minutes during the middle of the day and hopefully it may be as often as 10 to 15 minutes during that peak period when there is a lot of commuter demand. Hopefully with the

adjustments they are making here the reliability of those travel times will be enhanced. If something happens on I-5 they would manage the headways by adding another bus if one was trapped on the freeway. Then staff would send rider alerts about the unforeseen traffic issues. It is definitely not operating at the service levels it should be at this point. The Agency is still struggling quite a bit in service and working really hard to restore it.

Waehling – asked if there was a goal to get service to JBLM's south entrance or directly to Madigan northbound to the gate and for the base to possibly have their own transportation. It might help with overcrowded freeways.

Phillips – indicated that there is not a high demand for that right now and they are focusing on connecting with other regional local transit service. There is local service that connects to the Post from the 512 park and ride. The Agency is looking at whether or not to continue to serve all the way from Lakewood to downtown Tacoma because that's redundant service. They are really going to try to emphasize providing more opportunities to make that connection between north and south. So hopefully those connections at the park and ride with regional express services are a lot easier for riders because there are more options.

D. SMART CORRIDORS & TRANSIT SIGNAL PRIORITY PROJECT UPDATE - (*Eric Phillips*) Phillips indicated he would update the committee on the Smart Corridors and Transit Signal Priority (TSP) project. Some are probably familiar with the smart corridors term that's been thrown around region for nearly 20 years. In 2007 some of the background study work began to identify the existing conditions gaps and system engineering documentation. This would determine what was missing and how the current system could work better using technology. That effort led to just over \$3.4M that was awarded to local jurisdictions to update traffic signal equipment at the intersection level. Those changes were required in order to allow the forward functionality to provide the option of adding TSP as an operating strategy later. The equipment upgrades were done between 2012-2016 and in 2018 Olympia was awarded additional funds to upgrade the rest of the city signal systems. Between 2018 and 2020 Lacey, Thurston County and Tumwater were also awarded additional funds to upgrade detection software and additional hardware. The current Smart Corridor project was developed as a regional implementation effort and was awarded in 2018 and 2020. There are two separate smaller awards with IT taking the lead covering the match for the implementation phase. Going back in history the technology investments were designed to convert those regional designated strategy corridors into smart corridors using those components. The effort was to upgrade the technology and communications and the focus was on those regionally designated arterial urban corridors. Some of the jurisdictions have different names for them but they are essentially the high-density, high-employment, high-capacity, high-transit service corridors that were identified in the local plan. There has been over \$5M and with the local match it is close to \$6M invested in those technology upgrades. He wanted to be clear that Smart Corridors and TSP are two different but related projects. Both projects are moving forward towards implementation and they're both being led at this point by IT. Smart Corridors has a lot of technology that has been deployed allowing active use and strategies that can support all types of smart uses. This would include cars, emergency vehicles, pedestrians, bikes, as well as transit. TSP is really one of the operating strategies that can be used on a smart corridor. The Agency brought them together because of the timing of the implementation work and IT's role happening concurrently.

Euler – indicated that she googled “smart corridor” and realized it is an acronym. She asked if that is true for this project.

Phillips – responded that they had not used the acronym in their approach He thinks it has been generally handed down as a term of endearment for the region.

IT has combined three separate project awards into a single scope of work with the traffic engineering firms they are working with. There was a prior award in 2012 that was for the TSP technology for equipment purchases. In 2018 and 2020 there were two separate regional awards that came through two different grant award phases for smart corridors. This is the implementation work that was built around the signal priority work that is necessary to deploy TSP. There is about \$1.4M the Agency is managing for these two projects. He shared a diagram of the key areas being targeted.

Phillips provided information on the funding including:

Smart Corridor Funds <ul style="list-style-type: none">• \$387,500 of 2018 CMAQ• \$268,000 of 2020 CMAQ• <u>\$102,500</u> Smart Corridors local match \$758,000 Total	Transit Signal Priority Funds <ul style="list-style-type: none">• \$805,820 of 2013 CMAQ funds TSP• \$110,000 local match• <u>\$350,000</u> additional local \$1,265,820 Total
Smart Corridor Expenditures <ul style="list-style-type: none">• \$140,780 TO 1 Iteris• \$40,000 TRPC support• \$20,000 future TRPC support• \$240,000 Future Iteris TO• <u>\$337,110</u> Implementation \$758,000 Total	Transit Signal Priority Costs <ul style="list-style-type: none">• \$200,000 Intersection TSP equipment• \$430,000 TSP Onboard IVU's• \$400,000 prior equipment and support• <u>\$235,820</u> TSP Implementation Support \$1,265,820 Total

Phillips shared the jurisdictional partnerships and that IT executed Interlocal agreements with each of the partner agencies to move both of the projects forward. Partners include the cities of Olympia, Lacey, and Tumwater; Thurston County; WSDOT, and TRPC. The agreements define everything from compensation to asking staff to provide technical support in the field. This allows a steady flow of information so staff can make decisions based on data for the project.

Phillips provided information on the project structure including that Smart Corridors is a regional implementation project. Intercity Transit is the project lead and grant recipient and sole funding partner. IT has an agreement with TRPC and contracts with them to provide support and convene the Technical Work Group, reporting out to the Transportation Policy Board and Council. IT is responsible for hiring and managing the traffic engineering consultant and coordinating the work.

Hauser – asked what TSP refers to.

Phillips – responded Transit Signal Priority.

Phillips identified the consultant team and indicated that an RFQ went out last summer including both projects. Assisted by Lacey, Tumwater and Olympia they selected Iteris. They have extensive experience with similar project deployments, testing, capacity, and familiarity with the technology. The first task order was executed back in October. The other component of the team is Parametrix. Mark Yand is their local traffic engineer and the field liaison and has working relationships with the local agencies. One of the things they liked about Iteris was their approach to implementation to build off the prior work that was done and making sure the field equipment was up to date before they started moving forward. They started with a small-scale deployment so everyone could see how it works. Following that they could basically implement it through a road map scalable approach to implementing transit signal priority as the first smart corridor strategy. That would provide a scalable plan that could be deployed in multiple corridors. They have been working since last fall doing the background data collection. They have looked at the work done before and how the jurisdictions implemented their technology, where it was installed, and which version was installed to create a good inventory. That provides an apples-to-apples discussion to put tother a project roadmap. Later this spring they will be doing some lab testing and then take it out on a limited basis in the field to make sure the assumptions are correct before looking at a wider deployment. Staff will be back later in the fall to update on that. He indicated that data collection included at the intersection level as well as transit data, signal timing plans and all sorts of differing information pieces go into this. They will share information about the ability to automate data collection because it is one of the best ways to make the project more efficient and maintainable. Part of the concept is looking at existing conditions and constraints and to evaluate those against the functionality of the equipment, then looking at each location for potential deployment with unique design characteristics. Concept development helps get a framework about which tools need to get deployed and staff will share more about that later. It looks at all the side streets and emergency vehicles. Looking at a location like Martin Way and Lilly where it is close to the hospital and there is a lot of emergency preemption, and looking at how transit can be supported there would look different than in other areas. They have pretty specific criteria for picking out test intersections. They are looking at testing a variety of things not only the priority control systems but different controller types and how they respond to the transit signal party requests and then making sure that the performance and benefits of those requests fit with what's happening within the traffic model. This will allow them to see what happens when they do different types of operational changes and what those impacts might be. Then they will take that information back to the table for discussions and make adjustments. He shared the schedule going forward noting that the project is in task order one and in order to get to the next phase which is the project road map to selecting test locations and after they do some controller testing in the labs. Each of the agencies has their own signal shops and will do testing off site and then take it out in the field. They hope that later on this spring or early summer to take the recommendations from that and formulate an implementation package working with the jurisdictions. He shared the project challenges including COVID in that it changes the data typically seen including the number of bus trips and the number of trips people are taking and affects the kind of data patterns normally seen. It has affected ridership and some of the things they might look at where TSP is needed because the ridership might look a little different right now. It also changes the field environment and it's not as easy to go meet someone on-site as it used to be. They have done great work remotely and will be doing more work in the field as spring comes in. Also, traditional data collection methods provide limited static data sets for design and new technologies provide more diverse and rich, real-time data over a larger period of time.

Looking forward at the management of the TSP system and implementing smart corridors today they really want the investment to carry forward not as a one and done. They are being pragmatic about the data approach to make sure that they have the opportunity to collect the data that the jurisdictions need to help influence those decision to support and keep the system moving forward. It is exciting, challenging, and IT is up for the challenge.

Phillips answered questions.

Smit – remarked about the data on ridership and traffic volumes as people return to work might be looking at pre-covid levels as many went remote and many want to stay remote and those who would not be returning to work. He wondered how they would find the data that identifies how many people are staying remote after so many restrictions are lifted. That would be a portion to consider as ridership is below pre-covid levels, but also seeing that same equal amount of decrease in traffic would be a signal that there is more remote work happening.

Phillips – responded that from a project perspective what they expect to see is operationally that the conditions out on the street are probably going to come back to looking more normal than ridership will sooner. What they'll see are peak hour traffic patterns that are similar sooner but they are definitely going to be different. The transit ridership part as far as being part of the program is where they are shifting everything from being based on the amount of people at a location to basically access for people to the whole system. They are really shifting to access to the transit system, and as the shifts occur hopefully they have developed a system that creates full access with no barriers. Barrier free access to transit is the goal for implementing Proposition One, with no bias towards time of day or reason of travel. It's just if you need to ride the bus to go have fun or go to work, it's there and easy to use. The Agency has captured old CAD/AVL data as well as access to old traffic data and data streams, they are almost changing on a daily basis. Those patterns on the street are shifting, and they will be learning a lot. *Smit* hit the nail on the head because it is a moving target and part of the reason for the shift to an AI type approach to data for something that is live, and constant, updated, and reflective of conditions not just one point in time. They can track that with some reliability and start to gain some confidence of what those changing cycles are.

Hauser – inquired if she is understanding that IT is thinking of trying little pilot projects to see what increases the ridership.

Phillips – responded not so much to increase ridership. With the TSP pilots they are looking initially at the functionality of how the system is working and then take it back and see how they could deploy it in a series of intersections. This would help make sure the 62 doesn't run behind in the afternoon by giving it some support to move along faster on Martin Way. And, hopefully that supports ridership on its own because people see the bus is moving better in the afternoon than a car. They are looking at the operational aspects of the service that hopefully makes people feel like they need to try transit because it is a lot quicker than it used to be. He then asked Mark Yand if he had anything to add.

Yand - thanked Phillips and the CAC for having him and for their thoughts and comments. He added that *Smit's* comment was really good and is the reason they are looking at non-traditional types of data collections. Now they have technologies that can automate it and

can see the trends and see where things are today and where they're going. The smart corridor is not dumb, meaning it is not static but very dynamic, including the TSP. As things change, they're looking at a management system that allows local agencies to monitor that as things change if they need to make changes they can do that. That is one of the exciting things about technology today is machine learning artificial intelligence. It is really about taking the data, analyzing it, looking at what it's telling you, looking at trends, and then taking advantage of that work and trying to capture that as part of this project.

Euler – asked if someone could provide an example of one of those pieces of intelligence. She worked for the city of Tumwater, and they are installed at intersections and every year they expanded the installation of that technology at intersections. She also wanted to know what it feels and looks like to a driver, biker or bus rider.

Phillips – shared that his favorite is when he thinks about pedestrian conflicts because motorists on the road often have the same types of concerns as IT operators with pedestrians running out in front of a bus. One of the things he likes about the technology is the ability for it to help manage how pedestrian movements are managed and how time gets managed at the intersection. Maybe the best investment is buying a better pedestrian activated system so they don't have to assign the pedestrian time and it can be managed differently. It is active in that it requires a pedestrian to be there to make the request and if they don't need the time it gets utilized for other purposes. That is a really basic way to see the technology being used differently. It is understanding the components and figuring out where that investment works better. There are other higher end ones that come into play, but this one can come into play today. When exiting the transit center and a driver didn't see someone or they jump in front of the bus or there is more going on there they will sit there for another light cycle which slows everybody down. That technology could make a big difference for safety, time management, and that means money.

Yand – added that one thing in their scope of services that can be deployed is TSP that can provide a real time advantage to transit moving through the corridor. That is what they are focused on but when they said it was forward looking over time, they may want to add additional services. Looking at additional services what is important is having the data that tells you what is happening in the corridor and that data comes from sensors, cameras, and data from a traffic signal controller. If they can harvest the data, they can do some neat things. One example might be let's say that they are collecting data on the bus and they learn that on certain times of the day and certain routes the bus is full and when it comes to a stop and unloads there may a wheelchair deployment and they can add more walk time for the crosswalk or the traffic signal. That would be a very simple application for a smart corridor. They can provide notifications in a true smart corridor for avoiding conflicts if there is a pedestrian or bike and someone making a left turn, they can provide messaging to the vehicle. There is a lot of interesting things that they can do once the infrastructure is in place. They have to have the data to execute those kinds of services. It is an exciting time, and they are not doing all of that as part of this project. They are focusing on TSP and trying to be as forward thinking as they can and make sure the foundation is there for adding additional services like that.

Phillips – indicated they will be back in the fall to share more information on the project.

CONSUMER ISSUES

- Smit – inquired if the chat is included in the minutes.
Trail - indicated the chat is not in the minutes, but is available if requested.
- Scott – indicated Onebusaway is providing incorrect information.
Phillips – responded as part of the transition to the new CAD/AVL system it might not show up correctly. There will be more information coming out from the marketing team on this. It is part of the wrinkle when out with the old and in with the new. Customer service is the best place to get this information in the transition to the new system.
Freeman-Manzanares – added that it is best to rely on the schedule right now rather than One bus away. Apologies for the growing pains as we transition.
- Smit – inquired if vanpool is sharing their simplified price program with other transit agencies.
Waterhouse – shared that they are absolutely telling other agencies about the changes. Spokane was the first to make this change. They use a zonal system instead of a per mile system. Geographically that didn't work for IT's region. Pierce is soon to follow, and Kitsap is also investigating as is Ben Franklin. Everyone understands that the old system is not user friendly and especially not now.

REPORTS

- **February 16, 2022, Authority Meeting** – *Eliane Wilson* provided the report from the meeting including they elected a new chair/vice chair; welcomed a new board member from Lacey Robin Vazquez; and said a farewell to Carolyn Cox the previous Lacey representative. The Chair is Clark Gilman from Olympia, and the Vice-Chair is Justin Belk, Citizen Representative. Toward the end of the meeting there was an introduction of the operators.
- **March 2, 2022, Authority Meeting** – *Marilyn Scott* provided the report from the meeting including an introduction of Village Vans Supervisor Izy and Vanpool Coordinator Zach. They also extended the Legal Consultant contract and received both presentations from Eric Phillips.
- **March 16, 2022, Authority Meeting** – will be attached to the next packet and are available online.
- **General Manager's Report** – Freeman-Manzanares provided the General Manager's report including:
 - The state legislative session came to a close Friday before last and that is why Walter is back. Many thanks to those who delivered such a beneficial package for transit. The Governor is expected to sign off on the transportation package on March 25th. Now staff will begin to work, in partnership with WSDOT, as they put the pieces in place to administer the programs authorized in the package. The Agency anticipates more dollars to assist with special needs transportation; dollars to support zero fare for 18 and under. Fortunately, the Agency already has policy direction from the Authority regarding zero-fare, but they anticipate that there will be additional work to be done in order to access those dollars. New dollars were not designated for DASH funding, and staff will look at addressing that in the next legislative session. The Agency is listed for \$5M for the Pattison rehabilitation project. In addition, there are dollars for a bus and bus facilities program, and green transportation.
 - Glad to present the good news associated with the work done around vanpool fares and the BCC this evening. The CAC helps the Agency make the programs more successful and more accessible for the community.

- Glad the CAC got to hear about a bit about the Martin Way Park and Ride Direct Access project and the Smart Corridors/Transit Signal Prioritization from Eric and Mark. These projects are a huge deal for the Agency, and they have fundamental elements to build on. Shout out to Eric, the Agency is so lucky to have his vision, energy, and drive.
- There are so many projects going on and at the same time they are trying to staff up to complete the work in this market and it is a tricky thing.
- The Pattison Street and CAD/AVL projects are both moving forward and keeping everyone's hands full. As Marilyn commented some things aren't working the way they would like them to work. Staff will plan for another site visit likely later in the second quarter.
- Staff will present on the new CAD/AVL project in the coming months.
- The Agency received all 10 of the new Gillig buses. That is the last set of orders placed after the November, 2018 ballot measure passed.
- It is grant season and staff is strategizing in relation to the [strategic plan](#) what might be most successful.
- TSA extended the mask mandate to April 18 and staff will be looking forward to what the CDC has to say over the next month and how the masking policy unfolds. While masking has been a controversial issue Emily has been great sharing information and things have been fairly calm.
- The Agency celebrated Transit Driver Appreciation Day last Friday. Thank you for signing the cards and sharing good wishes. Staff recognized not only drivers, but maintenance and facilities staff as well with treats, cards, and banners.
- A note for Ty in particular as they look to streamline meetings it is likely the April 6 meeting will be cancelled.
- A new class of 5 individuals started the 8-week driver training program and then will be out on the road.

NEXT MEETING: April 18, 2022.

ADJOURNMENT

It was M/S/A by URSULA EULER and DAVID BONAUTO to adjourn the meeting at 7:47 pm.

Prepared by Nancy Trail [https://intercitytransitwa-my.sharepoint.com/personal/ntrail_intercitytransit_com/Documents/CAC/Minutes/2022/20220214 February Minutes.docx](https://intercitytransitwa-my.sharepoint.com/personal/ntrail_intercitytransit_com/Documents/CAC/Minutes/2022/20220214%20February%20Minutes.docx)

**INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
AGENDA ITEM NO. V-A
MEETING DATE: May 16, 2022**

FOR: Community Advisory Committee
FROM: Katrina Van Every, Allison Osterberg, Aidan Dixon
Thurston Regional Planning Council
SUBJECT: Martin Way Corridor Study Presentation

1) **The Issue:** Presentation and opportunity to participate in the public process for the Martin Way Corridor Study.

2) **Recommended Action:** Presentation and discussion.

3) **Policy Analysis:** Gain an understanding of the work our partners at TRPC have been pursuing regarding the Martin Way Corridor Study and facilitate the opportunity to participate.

4) **Background:** Martin Way is a major regional thoroughfare and corridor serving the communities of Olympia, Lacey, and Thurston County. The former state highway serves as the area's primary alternative to Interstate 5, has frequent transit service, and is home to a variety of business activities and destinations. Looking forward, the corridor is forecast to grow in importance as a strategic transportation link and business destination. A comprehensive review of Martin Way's current conditions and future opportunities is underway to help guide growth to better serve the needs of the community.

The Martin Way Corridor Study will identify a common vision, as well as opportunities to develop the identity and character of the Martin Way corridor as it grows into the future. Actions may include ways to improve safety for all users of the corridor, access to businesses, routes for pedestrian and cyclists and connections to other destinations. You are invited to participate and help shape the future of the Martin Way corridor.

5) **Alternatives:** N/A.

6) **Budget Notes:** N/A.

7) **Goal Reference:** Goal 1-Assess the transportation needs of our community throughout the Public Transportation Benefit Area; Goal 3-Maintain a safe and secure operating system; Goal 4-Provide responsive transportation options within financial limitations; Goal 6-Encourage use of our services, reduce barriers to access and increase ridership; Goal 7-Build partnerships to identify and

implement innovative solutions that address mobility needs and other critical challenges in the community, such as access and equity as a service provider and as an employer.

8) **References:** [Martin Way Corridor Study | Thurston Regional Planning Council, WA \(trpc.org\)](#)

**INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
AGENDA ITEM NO. V-B
MEETING DATE: May 16, 2022**

FOR: Community Advisory Committee

FROM: Kerri Wilson, Walk N Roll Program Supervisor, 360-705-5855

SUBJECT: Walk N Roll 2021 Annual Program Report

-
- 1) **The Issue:** To share the 2021 accomplishments of Intercity Transit's Walk N Roll youth education program and highlight plans for 2022.
-
- 2) **Recommended Action:** For information and discussion.
-
- 3) **Policy Analysis:** The Authority supports outreach and education to youth as part of Intercity Transit's overall objective to increase ridership, raise awareness of active transportation and its value, and encourage and support community sustainability.
-
- 4) **Background:** The Walk N Roll Program Supervisor would like to share 2021 accomplishments and highlight plans for 2022. Intercity Transit's Walk N Roll program is part of the agency's Marketing, Communications & Outreach division. Beyond this, the program has been very successful in creating partnerships and securing grant funding to continue outreach and educational efforts in the community. TAP funds (\$109,000 per year) have been secured for the 2021-2022 and 2022-2023 school year. Additionally, the Walk N Roll program secured TAP funding (\$129,000 per year for 4 years) through the 2026-2027 school year.
-
- 5) **Alternatives:** N/A.
-
- 6) **Budget Notes:** The agency's youth education work is funded with two permanent FTE positions and one AmeriCorps Volunteer.
-
- 7) **Goal Reference:** **Goal #1:** "Assess the transportation needs of our community throughout the Public Transportation Benefit Area." **Goal #2:** "Provide outstanding customer service." **Goal #4:** "Provide responsive transportation options within financial limitations." **Goal #5:** "Integrate sustainability into all agency decisions and operations to lower social and environmental impact to enhance our community and support the Thurston County Regional Climate Mitigation Plan."
-
- 8) **References:** N/A.

WALK N ROLL Youth Education

INTERcity
TRANSIT

2021 Report

Despite the impacts of COVID-19, Walk N Roll found new and creative ways to provide education and encouragement on active transportation and public transit to youth and families in our community.



Students riding in Traffic Garden



Mt. View's balance bikes



Yard Signs



Mt. View's Traffic Garden



Youth Bike Challenge



Winter Bicycle Scavenger Hunt



Olympia School Board with yard sings

2021 Highlights

- ◆ In partnership with Safe Kids Thurston County and North Thurston Public Schools, we installed the first permanent traffic garden in Thurston County. The traffic garden, located at Mountain View Elementary School, is used to teach students bicycle and pedestrian safety skills during physical education classes and is open to the public when school is not in session.
- ◆ With our support, Mountain View Elementary School received a grant for a fleet of balance bikes. The bikes will be used to teach kindergarten and first grade students bicycle handling and safety skills.
- ◆ In partnership with Safe Kids Thurston County, Target Zero and the Olympia Police Department we distributed over 500 traffic safety yard signs. Signs are displayed throughout our community, encouraging drivers to slow down and make our roads safer for people walking and rolling.
- ◆ We designed Walk N Roll's first educational activity book. Activities teach and encourage youth to practice safe pedestrian and bicycling skills. The book will be distributed at school and community events.
- ◆ The first AmeriCorps Volunteer through Washington Service Corps joined our team in November. They will support all of Walk N Roll's educational activities.

Transit Education and Encouragement

- ◆ Partnered with North Thurston Public Schools and other youth organizations to encourage youth to ride transit to summer programs and activities. Created a webpage with transit information and resources specific to youth.
- ◆ Gave a virtual presentation to students at Thurgood Marshall Middle School on public transit.

WALK N ROLL Youth Education

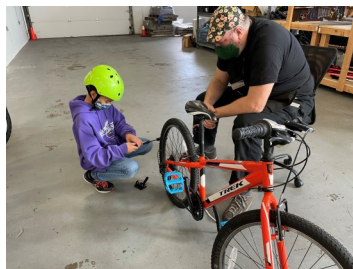
INTERcity
TRANSIT



Tumwater bike rodeo



Traffic garden at Garfield



Earn-A-Bike student



Youth Bike Challenge



Green Transportation Challenge

Bicycle Education

- ◆ We held a bike rodeo at the City of Tumwater's Spring break camp where 10 students learned and practiced bicycle safety skills.
- ◆ In partnership with Safe Kids Thurston County and the City of Olympia, we installed temporary traffic gardens at Garfield and Roosevelt Elementary schools. The traffic gardens were open to the community and provided a safe place for youth to practice bicycle safety skills.
- ◆ We moved our Earn-A-Bike classes online and provided 18 youth ages 11-17 with bicycle safety and maintenance education. All students received a refurbished bicycle.

Walking and Bicycling Encouragement

- ◆ In partnership with the Bicycle Commuter Challenge, we organized a Youth Bike Challenge that encouraged 38 youth to bike ten days during the month of May.
- ◆ To encourage more youth participation in the Winter Bicycle Challenge, we organized a bicycle scavenger hunt and 113 youth participated.
- ◆ For Earth Day, we organized a Green Transportation Challenge that encouraged 27 youth and families to use active and public transportation during the month of April.
- ◆ We helped four schools resume their Walk N Roll to School events after taking a break because of COVID-19. Staff at Garfield Elementary School walk to school with students every day!

Safety Education and Outreach

- ◆ We provided a walk and roll safety BINGO activity and sponsorship for the Safe Kids Calendar. The calendar is distributed to 750 families in Thurston County.
- ◆ We partnered with Safe Kids Thurston County and other community partners to distribute 237 free bike helmets to youth in need.



Walk N Roll to School



Green Transportation Challenge



Youth Bike Challenge

Authority Meeting Highlights
a brief recap of the March 16, 2022, Authority Meeting

The meeting was held remotely in accordance with the Open Public Meetings Act guidelines in the Governor's Proclamation [20.28.14.](#)

Wednesday night, the Authority:

- Scheduled a public hearing for April 20, 2022, at 5:30 p.m. to receive public comment on the draft Intercity Transit 2023-2026 TIP.
- Received an update on the 2022 Winter Bicycle Challenge and progress on the 35th Annual Bicycle Commuter Challenge. The Authority advised staff to continue the "All Rides Count" philosophy and adjust the name to "Bicycle Community Challenge."

Other Items of Interest:

- Cindy Waterhouse provided an update on the Vanpool Five-Year Demonstration Project and recognized Kyle McPherson for receiving the ACT 40 under 40 award
- Jonathon Yee introduced **Jeremy Eaton and Jackson Madison, Service Workers**, and Kevin Karkoski introduced **Grant Stevens, DAL Dispatch Specialist.**

General Manager's Report:

The State Legislative session ended on Friday, March 11. Many thanks to all who delivered such a beneficial package for transit. The Governor is anticipated to sign off on the Transportation Package on March 25. IT will begin to work in partnership with WSDOT as they put the pieces in place to administer the programs authorized in the package. We are anticipating more dollars to assist with special needs transportation and dollars to support free fare statewide for those 18 and under.

IT has policy direction from the Authority regarding zero-fare, but we anticipate there will be additional work to be done in order to access those dollars. New dollars were not designated for DASH service, but we are listed for \$5M for the Pattison Maintenance Facility rehabilitation project. In addition, there are dollars for a bus and bus facility program, and a green transportation program.

There are so many projects going on, and at the same time we are working our way through, trying to staff up to complete the required work. The employment market is a tricky thing right now and IT is struggling to keep up. The Pattison Street project and the Computer Automated Dispatch/Automatic Vehicle Location (or CAD/AVL) projects are moving forward, and they are keeping our hands full.

We will plan another tour of the Pattison Street North Parcel construction project likely late in the second quarter and once we clear several more targeted tasks with the CAD/AVL project, we look forward to presenting the outcome and improvements associated with that project.

All ten Gillig buses have been delivered.

It's "Grant" season, and staff is strategizing in relation to the Strategic Plan work and what might be the most successful path now with the funding available.

The Transportation Security Administration extended the federal mask mandate for transit until April 18. We look forward to hearing what the CDC has to say over the next month and how the masking policy unfolds. Our staff have incredible skills working with community members, and while masking has been a controversial issue, we are focused on keeping everyone safe while complying with federal requirements.

Friday, March 18 is International Transit Driver Appreciation Day. IT is recognizing Operators as well as Maintenance and Facilities staff with "thank you" banners and chocolate treats. They all deserve our appreciation on this day and every day.

Prepared March 17, 2022
Pat Messmer/Clerk of the Board

Authority Meeting Highlights
a brief recap of the April 20, 2022, Authority Meeting

The meeting was held remotely in accordance with the Open Public Meetings Act guidelines in the Governor's Proclamation [20.28.15](#).

Wednesday night, the Authority:

- Conducted a Public Hearing on the 2023-2026 Transportation Improvement Program.
- Declared the Inventory items listed in Exhibit A as surplus. This list includes parts used on coaches which have been replaced and recently surplus, and Conduent communication equipment which is no longer needed. The total value of the items listed in Exhibit A is estimated at \$75,174. *(Katie Cunningham)*
- Authorized the General Manager to have the Department of Enterprise Services approve up to an additional \$1,500,000 for design and construction support services with Stantec to support completion of the remaining work on the Pattison Base construction and rehabilitation project. *(Steve Krueger)*

Other Items of Interest:

- Tracey Christianson from the Washington State Transportation Insurance Pool (WSTIP) presented **IT Operator, Leata Roberts, with the WSTIP Above and Beyond Award**. The award recognizes individual employees who go above and beyond their expressed job responsibilities during a significant event, demonstrating courage and heroism, or other extraordinary acts deserving recognition. Actions resulting in a saved life or lives, and/or minimizing the impact of a loss to the agency or the public.
 - On January 18, 2022, Roberts was driving her bus on route and saw a woman on the overpass climbing over the rail ready to jump into traffic and commit suicide. Roberts stopped and exited her bus and approached the woman in crisis. Roberts got the woman to move away from the guardrail and when she started to go back towards it, Roberts grabbed her and even though the woman struggled, Roberts kept control and got the woman onto her bus. Roberts provided compassionate care to the woman as they waited for the police to arrive. Thanks to Roberts' heroic action, she saved this woman from ending her life that day, and not only her life, but other people's lives.
- Walk N Roll Program Supervisor, Kerri Wilson shared the 2021 accomplishments of Intercity Transit's Walk N Roll Youth Education Program and highlighted plans for 2022.
- Molly Weismantel from Stantec provided an update on the Pattison Base Project.
- Fixed-Route Manager, Cameron Crass introduced the **Operator Class of 22-02 and Operations Supervisors, Gavin Kramer and Susan Janeway**.
- Finance Manager, Suzanne Coit introduced **Kiera Maryott, Finance Supervisor**.

General Manager's Report:

The Transportation Security Administration removed the masking requirement from public transportation on April 18, 2022, and the Federal Transit Association concurred with that decision. Intercity Transit followed suit and removed the requirement the evening of April 18. The Center for Disease Control and Prevention still recommends people wear masks in indoor public transportation settings. There are reports that the U. S. Department of Justice will appeal the mask ruling at the CDC's request. Intercity Transit will stay abreast of the situation and respond accordingly.

May 1 is the start of the Bicycle Community Challenge. Saturday, April 23 is the Earth Day Market Ride, and along with that, IT is opening the brand-new bike lockers at the Olympia Transit Center, so if individuals want to combine their bike and bus travel, IT can better accommodate them.

Freeman-Manzanares shared a note Duncan Green received from a participant regarding the decision the Authority made to broaden the philosophy of the Bicycle Community Challenge (BCC) to include all types of cycling:

"Hi Duncan, I just wanted to write to say that I appreciate the permanent shift to the BCC including all cycling. Prior to the pandemic I was able to get a lot of practical cycling in, and I liked the focus on looking at cycling as something beyond just recreation. Over the years, however, my perspective has been shifting to something closer to "transportation should be fun" and if transportation is fun what's wrong with doing it for just the joy of it? A big part of this shift was the way the BCC adapted to the pandemic. Last year, I decided that I should finally go for 300 miles in a month (because, why not?), and since I wasn't going out to as many places, I decided to explore on my lunch breaks. I made a point of searching out some of the neat little unpaved neighborhood paths and finding cool views. I rode the gravel path that connects Kettle View Park to Seneca Street, I rode to Overlook Park at the top of Tumwater Hill, I climbed Raft Avenue and was rewarded with picturesque French Loop. After spending more than 25 years in the saddle in Anchorage, San Francisco, and Olympia, riding in the snow and the heat, riding a century or to the grocery store, and generally having fun on two wheels, those short rides last year have been some of my most rewarding riding and I don't think I would have done them if not for the change in the BCC format. Anyway, as I said at the beginning, I love the change in format and appreciate the general move away from competition. Thanks to you and everyone who helped make this happen."

Intercity Transit will be at the 33rd Annual Lacey Spring Fun Fair on May 21 that includes a Traffic Garden, and the Bubble Bus will be there! The Fair kicks off on May 21 from 10 a.m. to 6 p.m. and May 22 from 11 a.m. to 5 p.m. at the Marcus Pavilion at St. Martin's University.

Intercity Transit has a lot of activity going on throughout the organization with the Pattison Street North Parcel construction, the Pattison South Parcel design, and the purchase and implementation of the new Computer Automated Dispatch/Automatic Vehicle Location system, among other projects, and IT is limited on staff; therefore, staff is consolidating activities that need to go before the Authority. We may be in a position to cancel the May 4 Authority meeting; however, will pause for another week and then focus on the May 18 Authority meeting.

Freeman-Manzanares referred to the Pattison Street Project presentation presented this evening and said how proud she is of the highly competent and engaged design, construction and staff team. It is very important to keep the design team and our construction team together. She thanked the Authority for allowing staff to move the project forward. Staff expects to be back in late Fall to award the construction contract for the South Parcel. Another invitation to tour the new building will likely occur in June.

Freeman-Manzanares recognized Emily Bergkamp, Director of Operations, for representing IT with a presentation on Operator Recruitment and the Village Vans Program at the California Association for Coordinated Transportation (CALACT) Conference. They requested IT share information on the Village Vans Program and Operator recruitment with the California systems. This is a nice compliment, and not surprisingly, Bergkamp's presentation knocked it out of the park. Bergkamp will share this presentation with the Authority in the not-too-distant future.

Prepared April 21, 2022
Pat Messmer/Clerk of the Board

COMMUNITY ADVISORY COMMITTEE ATTENDANCE RECORD

		1	2	3	4	5	6	7	8	9	10	11	12
CAC	Members	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22
Gene	Angel	Absent	Absent	Absent	M E E T I N G C A N C E L L E D								
David	Bonauto												
Nikki	Crist												
Jonah	Cummings	Absent	Absent	Absent									
Ursula	Euler												
Ty	Flint		Absent										
John	Gear												
Jihan	Grettenberger												
Betty	Hauser												
Marie	Lewis	Absent	Absent										
Joan	O'Connell			Absent									
Lloyd	Peterson												
Naythan	Raymos												
Marilyn	Scott	Absent											
Walter	Smit		Absent										
Natalie	Smith			Absent									
Allison	Spector	Absent											
Edwina	Waehling	Absent											
Rachel	Weber												
Eliane	Wilson												

= Joint meeting does not count against required meeting attendance