

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
June 4, 2025

CALL TO ORDER

Chair Cox called the meeting of the Intercity Transit Authority to order on June 4, 2025, at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

Members Present: Chair and City of Lacey Councilmember Carolyn Cox; Vice Chair and Community Representative Sue Pierce; Thurston County Commissioner Carolina Mejia; City of Tumwater Councilmember Kelly Von Holtz; Community Representative Justin Belk; City of Olympia Councilmember Robert Vanderpool; City of Yelm Councilmember Brian Hess.

Members Excused: Labor Representative Mark Neuville; Community Representative Wendy Goodwin.

Staff Present: Emily Bergkamp; Pat Messmer; Amanda Collins; Brian Nagel; Jana Brown; Katie Cunningham; Matt Kenney; Peter Stackpole; Thera Black; Jane Denicola; Jesse Eckstrom; Brenden Hoax; Jonathan Martin; Noelle Gordon; Jessica Gould; Jason Aguero; Beau Fahr; Rob LaFontaine; Kevin Karkoski; Thera Black; David Chaffee; Tyler Krebs; Justin Seldomridge; Leonard "Jay" Jones; Justin Beaber; Daniel Van Horn.

Others Present: Jeff Myers, Legal Counsel; Garrett Fuelling, Community Advisory Committee.

STAFF INTRODUCTIONS

- A. David Chaffee introduced Tyler Krebs, Technician, Justin Seldomridge, Leonard "Jay" Jones, and Justin Beaber, Service Workers.
- B. Beau Fahr introduced Scott Smith, Facilities Specialist.

APPROVAL OF AGENDA

It was M/S/A by Von Holtz and Vanderpool to approve the agenda as presented.

PUBLIC COMMENT – None.

NEW BUSINESS

- A. **Adopt the Transportation Improvement Plan.** Grants Program Manager, Jessica Gould presented the 2026-2029 TIP for adoption. The 2026-2029 Transportation Improvement Program (TIP) presented for adoption tonight includes a listing of all capital projects anticipated to receive Federal funding over the next four years.

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 2 of 13

As part of the annual update process, the Authority held a public hearing on the draft 2026–2029 Transportation Improvement Program (TIP) at the May 21, 2025, Authority meeting. Public comments received as part of this year’s TIP update were shared with the Authority at that time. No additional public comments were received following the Public Hearing.

The agency’s TIP is the first step in the annual cycle of reviewing and updating Intercity Transit’s planning documents and identifying projects that need to be programmed into the state and federally required State Transportation Improvement Program (STIP). Tonight’s scheduled public hearing provides an opportunity to receive public input regarding the programming of federally funded projects. Projects in the TIP are included if they are anticipated to receive Federal Funding during the Plan years.

Program elements in the draft 2026 - 2029 TIP include:

- Continuing progress on Bus Stop Enhancements and Accessibility program.
- Continuing Youth Education Program(s) that foster skills and provides education on using transit, bicycling, and walking as transportation choices.
- Acquisition of heavy-duty coaches to replace models that are at or beyond their expected useful life.
- Purchase of replacement *Dial-A-Lift* vans to meet the needs of our region’s eligible clients.
- Planning, design, and capital improvements to provide High Capacity or corridor service consistent with the adopted Long-Range Plan.
- Planning, design, facility, and site improvements for Alternative Fuel Infrastructure systems.
- Planning, design, and construction of the NE Lacey Operational Support Terminal Facility which is also known as the East Martin Way Gateway Roundabout project.
- Real Time Signage and Core Customer Information Navigation project.
- Smart Corridors Phase 4 project.
- Planning, design, preliminary engineering and construction of a West Olympia Transit facility.
- Planning, design, preliminary engineering and construction of Martin Way Park and Ride Access Improvements.

Projects are identified in the draft TIP for public review, comment, and consideration for ITA adoption on June 4, 2025. They are also subject to review by the Thurston Regional Planning Council and Puget Sound Regional Council (for projects that include secured or anticipated PSRC Earned Share formula

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 3 of 13

funds), for inclusion in the respective regional TIP (RTIP). Federally funded projects must be included in the STIP prior to actual funding being available.

2026-2029 TIP projects total more than \$98 million with more than \$74 million of federal funding.

It was M/S/A by Belk and Von Holtz to adopt the 2026-2029 Transportation Improvement Program (TIP) for projects with anticipated Federal funding.

- B. Adopt the Capital Improvement Plan.** CFO, Jana Brown presented the CIP for adoption. Intercity Transit uses the Capital Improvement Plan (CIP) to communicate plans for capital projects. These plans have been utilized in our Transportation Improvement Program (TIP), Transportation Development Plan (TDP) and Intercity Transit's annual budgeting process. The CIP brings all the plans together to coordinate with the operating budget. The CIP will be updated every year for inclusion in the annual budget process, discussions, and approvals. The CIP must be fiscally constrained and maintain the purpose of keeping all assets in a state of good repair to protect Intercity Transit's capital investments and minimize future maintenance and replacement costs. Five-year forecasts also help mitigate challenges of applying a one-year budget to multi-year projects. Lastly, using this methodology will also help in providing long-range financial forecasting.

A Draft CIP was presented to the Board and posted for public review on April 16. The public hearing was held on May 21 and there were no public comments received. During the review period there were minor changes made. These changes are the following:

Changes:

- Increased the threshold of assets from \$5,000 to \$10,000 under the definition of Capital Projects on page 1
- Adjusted Project funding as a result of the approval of the Washington State Transportation Budget on page 8
- Updated the one-page project detail for the projects with grant changes:
 - Battery Electric (BEB) Coach Replacement on page 19
 - High Performance Transit (BRT) Corridor on page 29
 - SPSCC Crosby Loop Bus Facility on page 40

None of these changes adjust the total cost for each project.

It was M/S/A by Hess and Vanderpool to adopt the Capital Improvement Plan 2026-2030.

- C. Facilities Ford Cargo Van Purchase.** Procurement & Project Management Coordinator Noelle Gordon presented the purchase of a Ford cargo van. Intercity

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 4 of 13

Transit seeks to purchase one new Ford transit full-size cargo van from Bud Clary Ford under Washington State DES Contract 28423. This vehicle will expand the Facilities work vehicle fleet, meeting increased staffing and agency needs which were included in the 2025 budget.

Additionally, this van will receive cargo upfits from Al-Van Equipment Northwest, via City of Seattle Contract 5535. These upfits will store essential tools, supplies, and equipment. This van is expected to complement our existing fleet.

As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase from DES Contract 28423, which was competitively awarded to Bud Clary Ford for this vehicle class. Intercity Transit is also eligible to purchase from City of Seattle Contract 5535, through a cooperative purchasing agreement, which was competitively awarded to Al-Van Equipment Northwest.

Staff confirmed fair and reasonable pricing for each firm and based on prior purchasing experience, are confident in the vehicle and upfits' quality and reliability.

It was M/S/A by Hess and Von Holtz to authorize the General Manager, pursuant to Washington State Contract 28423 and City of Seattle Contract 5535, to purchase and upfit one (1) Ford cargo van in the amount of \$104,220 including sales tax.

D. DAL/Bus Buddy/Travel Training Update. DAL Manager, Kevin Karkoski provided an update on the Dial-A-Lift services, Travel Training and Bus Buddy Programs. Dial-A-Lift is an ADA-mandated paratransit service for individuals with disabilities who are unable to use the fixed-route bus system. Eligibility lasts three years, after which clients must recertify. The service area extends 3/4 of a mile from fixed routes, expanding to 1.5 miles on Route 94 past the Amtrak station to Yelm. It is a shared-ride service, meaning multiple passengers may be transported in the same vehicle, with travel times equivalent to fixed-route bus travel. Clients are eligible if they are unable to board, ride, or exit a ramp-equipped bus without assistance, if a ramp cannot be safely deployed at their bus stop (leading to "feeder service" to a safe boarding location), or if a disability prevents them from safely traveling to and from a bus stop.

There are three categories of eligibility:

- Unconditional (Full Eligibility): No restrictions, with service hours matching fixed-route operations.
- Conditional: Eligibility based on specific conditions, such as walking distance limitations (e.g., qualifying for Dial-A-Lift if total walking exceeds 660 feet) or weather-related needs (e.g., service only in hot or cold weather).
- Temporary: For individuals with short-term disabilities (e.g., post-surgery recovery), typically lasting three to four months, but never more than a year.

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 5 of 13

In 2024, Dial-A-Lift averaged 1,438 clients. Of 956 full applications, 66% were fully eligible, 13% conditional, 16% temporary, and 5% ineligible (denied service due to inability to demonstrate need). Fifty applicants were denied, and six appeals were filed. The team conducted 392 in-person functional assessments and 282 recertifications, significantly increasing from 35 assessments in 2019 to ensure service is provided to those who truly need it.

Dial-A-Lift provided 132,961 trips in 2024, a slight decrease of 0.5% from 2023, but significantly lower than the 209,000 trips in 2019 due to stricter eligibility vetting post-COVID. A "trip" is a single journey from point A to point B, with no daily limit on trips for clients. Since switching to the VIA software on October 16, 2023, Dial-A-Lift achieved 99% on-time performance, picking up clients within their negotiated 30-minute window. The call center answered 81,557 calls (up 5% from the previous year) with an average wait time of one minute. Call center hours are now consistent seven days a week from 8 a.m. to 5 p.m.

Travel Training Update

The Dial-A-Lift team includes two travel trainers who dedicate 60-65% of their time to in-person functional assessments for eligibility. The remaining time is spent on outreach to schools, assisted living centers, and other community groups, promoting bus ridership. Travel training is individualized, adapting to each person's abilities and transit knowledge, ranging from single sessions for new riders to multiple sessions for those needing more comprehensive guidance. Travel trainers work extensively with special needs students in high schools along bus routes, teaching them how to use public transit for work and daily life.

Training covers aspects like asking for help, seating on the bus, and using transit apps. They also offer mobility device training at the bus yard, allowing individuals to practice boarding and exiting fixed-route buses as many times as needed to build confidence, preventing inconvenience to other passengers. While only four such trainings occurred last year, the service is promoted during outreach events. Travel trainers often build long-term relationships, assisting clients with future transportation needs. In 2024, 14 individuals received travel training across 37 sessions.

Outreach efforts in 2024 included 52 general outreach events and 36 hours of outreach in area high schools located on bus lines.

Bus Buddy Program Update

The Bus Buddy program, a partnership with Catholic Community Services of Western Washington through a grant from WSDOT, celebrated its 10th anniversary in 2024. Scott Shoengarth, the coordinator for over eight years, is credited with the program's success due to his energy and enthusiasm. The

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 6 of 13

program utilizes 11-12 volunteer Bus Buddies, who are passionate and experienced bus riders. They provide companionship and guidance for individuals requesting assistance with bus travel, ranging from local trips to complex journeys (e.g., to SeaTac Airport or UW Medical Center) and group outings (e.g., to Port Townsend, Ocean Shores, or the Washington State Fair).

In 2024, the Bus Buddy program significantly exceeded its goals:

- Volunteer Hours: 8,336 hours (goal: 2,400)
- Matches (individual requests for a bus buddy): 191 (goal: 48)
- Bus Buddy Group Trips: 12 (goal: 8)
- Tabling (outreach) Events: 60 (goal: 36)
- Speaking Engagements: 19 (goal: 10)
- Special Events: 546 (goal: 5)

Schoengarth successfully recruited two new bus buddies in 2024 and organized five get-togethers for the volunteers to show appreciation. Over its 10 years and nine months, the program completed 1,274 matches, 458 tabling events, 161 speaking events, 158 one-day trips, and 1,017 special events.

The Bus Buddy program is unique, being the only one of its kind in Washington state and one of only 10-12 in the entire country. Its longevity and success are attributed to Schoengarth's dedication and the volunteers' passion for transit, allowing travel trainers to focus on specialized training and Dial-A-Lift staff to focus on eligibility.

Karkoski answered questions.

Hess asked what is the youngest someone could sign up for the Bus Buddy program? Karkoski said while there's no official minimum age to sign up for the Bus Buddy program, it generally caters to individuals mature enough to ride the bus independently after training. The youngest participants typically assisted have been around 11 years old, often middle school students transitioning to public transit from elementary school buses. In some cases, parents may join the training sessions. This program provides valuable support for young people to gain confidence and independence in using public transportation for local travel within Yelm or to neighboring areas like Olympia or Lacey.

Belk asked if there has been thought to other amenities like a shelter so when they have to make that connection in a feeder capacity, they also have some comfort while they do wait for the bus? Karkoski said when discussing feeder routes, the team ensures that transfer points for Dial-A-Lift clients offer comfort and shelter. They prioritize locations with overhead cover like Capital Mall, Olympia Transit Center, Lacey Transit Center, the LNI building, and the bus stop at Corporate and College. Pick-up and drop-off times are precisely coordinated

Intercity Transit Authority Regular Meeting**June 4, 2025****Page 7 of 13**

to ensure clients arrive before their connecting fixed-route bus and if delayed the bus will wait, preventing them from being left exposed at a bus stop.

Regarding future changes with new routes, Dial-A-Lift users with existing three-year certifications will continue to receive service without interruption, as the hours of operation are largely expected to remain the same. The upcoming route changes in May of next year will primarily expand the Dial-A-Lift service area to the south, with a new bus route along Henderson Boulevard and another utilizing Tumwater Boulevard across I-5. This will push the service boundary further south, matching the hours of these new routes. While route numbers and specific pathways will change, these adjustments are not anticipated to diminish current service schedules or impact existing certifications.

The appeal process for denied Dial-A-Lift service allows applicants to appeal within 60 days of their denial letter by sending a letter or email. Upon receiving an appeal request, an appeal panel is formed, consisting of three individuals: an Interstate Transit employee from a department unrelated to Dial-A-Lift eligibility (currently Zack Heinemeyer from the Safety Department) and two community members, often current Dial-A-Lift clients or professionals working with individuals with special needs or the homeless community. Appeals are typically scheduled within two weeks and held virtually via Microsoft Teams, with an option for phone participation. During the hearing, staff present their rationale for denial, and the appellant then presents their case, often with advocates (who can be up to four in number) who are given ample time to speak. After all parties have presented, staff and the appellant leave, and the panel deliberates before informing the Dial-A-Lift manager of their decision, which is then communicated in writing to the appellant. While most denials are upheld due to thorough initial vetting, approximately 10% of appeals are overturned.

Hess had a question about the Dial-A-Lift app. During his tour of the facility, there was positive feedback about the app's performance. He's curious to know the estimated timeline for when the Dial-A-Lift app might evolve to offer an "Uber-like" functionality, allowing users to request rides on demand, similar to ride-sharing services. Karkoski clarified that while the Dial-A-Lift app currently offers features like vehicle tracking and ride reminders, it doesn't yet support direct ride booking for all clients. The main hurdle lies with conditional clients, as the system currently lacks a way to automatically verify if their specific eligibility conditions are met when they attempt to book a ride via the app. This verification currently requires human intervention during phone bookings. Bergkamp added that before exploring "Uber-like" or microtransit functionalities, they need to complete the bus system redesign. This suggests a strategic sequencing of improvements, with the broader system overhaul taking precedence over advanced app features.

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 8 of 13

E. Annual Update 2025 - 2030 Transit Development Plan. Planning Deputy Director Rob LaFontaine provided an overview of the Transit Development Plan annual process and related discussion on Planned Operating Changes. LaFontaine said the upcoming Transit Development Plan (TDP) is an annual requirement for all Washington state transit agencies. The TDP is a comprehensive six-year projection (2025-2030) that also summarizes the previous year's performance (2024). It consolidates existing documents like the Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP). The plan must be filed with WSDOT by September 1 each year. The proposed timeline for its adoption includes a presentation to the Community Advisory Committee (CAC), setting a public hearing for the ITA, a public hearing in July, and final adoption in August.

Key elements of the TDP include:

- Comparison of Intercity Transit Goals with State Transportation Goals: This section demonstrates how Intercity Transit's strategic goals align with state transportation objectives outlined in state statute.
- Plan Consistency: The TDP will provide examples of how Intercity Transit collaborates with local city and county planning staff, commissions, and policymakers to ensure that the agency's transit vision is consistent with regional land use and transportation decisions.
- Planned Operating Changes (Element #7): This is a significant portion of the TDP, outlining Intercity Transit's intentions for fixed-route service adjustments.

Planned Operating Changes and Future Vision. Intercity Transit has already restored service to 100% pre-pandemic levels by volume as of September 2024. The focus for 2025 and beyond is on expanding service with "more buses going to more places more often," aligning with the 2018 sales tax proposition and long-range plan.

Recent service changes in 2025 include:

- January: Introduction of Route 14 in downtown Olympia.
- May: Extended span and frequency on many routes.

Upcoming planned changes:

- September 2025: Enhancement of commuter service to Pierce County and introduction of new commuter service specifically for JBLM (Joint Base Lewis-McChord) in connection with Pierce Transit. This involves replacing the current Route 620 with two new commuter routes:
 - A direct route to Lakewood from Olympia Transit Center, stopping at Martin Way Park & Ride (at adjacent roadside stops, not the flyer stops). This route will operate weekdays only.
 - A JBLM connection route serving Lacey Transit Center, Hawks Prairie, and Berkeley Street stop across from Madigan Gate at JBLM,

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 9 of 13

connecting with Pierce Transit Route 206. This route will operate seven days a week. The total number of departures from Olympia Transit Center will remain equivalent to the current 620 service.

- January 2026: No major service changes are anticipated due to winter weather preparations.
- May 2026: Target for the redesigned local fixed-route network, representing a significant overhaul.
- September 2026: Expected adjustments and fine-tuning following the major May 2026 redesign.

Intercity Transit limits public-facing service changes to three times a year (January, May, and September) to align with collective bargaining agreements for Operator work assignments.

A grant agreement with WSDOT will be executed for the JBLM connection route (referred to as the "tortoise" route), funded by a state regional mobility grant, not federal funding. Community engagement will involve service change summaries and public hearings to inform and gather feedback before implementation on September 7, 2025.

Looking further ahead, the long-range plan includes improvements to span and frequency, commuter service, and capital facilities. In 2026, progress will be made on bus rapid transit (BRT) or "BRT-like" service with the redesigned network. Beyond that, the agency plans to explore innovative service zones for on-demand service, with Yelm identified as a strong candidate for a pilot, as well as converting some late-night service to on-demand.

LaFontaine answered questions.

For the JBLM connection, if passengers are taking Intercity Transit's fare-free bus to connect to a Pierce Transit bus (Route 206) for travel onto JBLM, will they have to pay a fare on the Pierce Transit bus?

Bergkamp shared that the local fare on Pierce Transit is \$2, and \$1 for seniors and disabled individuals. Veterans presenting a valid Veteran's Health Administration certificate with at least 40% disability are also eligible for the reduced \$1 fare for a one-way ride. It was noted that credentials are also required to get past the JBLM gate.

Regarding the proposed direct route to Lakewood and the JBLM connection route, will there be weekend service to the 512 Park & Ride or Sounder Station?

LaFontaine said the direct route to Lakewood will be weekdays only. However, the JBLM connection route (the "tortoise" route) will run seven days a week and service all stops from the Olympia Transit Center down to the 512 Park & Ride.

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 10 of 13

What is the time comparison for the new direct route from Olympia Transit Center to the 512 Park & Ride compared to the current 620 route, and how does that compare to the new JBLM connection route?

LaFontaine said the direct route to Lakewood will offer a time savings compared to the current 620 because it won't deviate into Lacey Transit Center, making it more direct. The JBLM connection route, however, will take more time due to its deviation into Hawks Prairie. Draft timetables are available for more precise comparisons. The total number of departures from the Olympia Transit Center will remain equivalent to the current 620 service.

How does Intercity Transit grapple with differing levels of investment and policy among cities when trying to align its bus rapid transit (BRT) vision with local comprehensive plans?

LaFontaine acknowledged that implementing BRT is a gradual process that takes time, as it involves transforming elements like signals and intersections over time to collectively form a BRT corridor. He noted the definition of BRT requires 50% or more dedicated right-of-way, which is a significant undertaking across multiple jurisdictions. Intercity Transit is fortunate to operate in a supportive community with cooperative jurisdictional partners. Stackpole added they are working with all jurisdictions in the PTBA on a Smart Corridors project to improve speed and reliability through technologies like Transit Signal Priority (TSP) and future queue jumps, working at the pace of available funding from jurisdictions. LaFontaine mentioned that historically, federal funding has been available through programs like "Small Starts" or "New Starts" for transit agencies implementing BRT for the first time, and Intercity Transit's ongoing work is progressing towards eligibility for such funding.

- F. Cancel August 20, 2025, ITA Meeting.** Bergkamp presented whether to cancel the ITA meeting on August 20, 2025. The meeting falls on the same day as the WSTA/49th Annual Washington Public Transportation Conference, State Roadeo and Wall of Fame. Many staff will be in attendance, and currently there are no agenda items scheduled for this meeting

It was M/S/A by Cox and Belk to cancel the ITA meeting on Wednesday, August 20, 2025.

COMMITTEE REPORTS - None.

GENERAL MANAGER'S REPORT

On June 1, DAL Operator Dan Savage competed against 60 other competitors in the body-on-chassis category at the National Community Transportation Roadeo hosted by Community Transportation Association of America (CTAA). Savage did an amazing job, once again, representing Intercity Transit and finishing in 9th place, ensuring

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 11 of 13

Intercity Transit made the CTAA top 10 list! He was in good company with other Washington State Transit's including Whatcom Transit Jonathan Taylor who took 4th place, and Spokane Transit's Mikkel Piper who took 6th place. Valerie Quill from Kitsap Transit took 1st place in the 35-foot coach category. Washington State transits continue to be tough competition on the National Roadeo stage.

The Marketing & Communications team successfully kicked off the outreach season and continues to build community partnerships, while Procurement advances several critical infrastructure and fleet projects. The Bubble Bus made its seasonal debut at the Lacey Spring Fun Fair last month and we're looking forward to sharing it with the community even more, including the Yelm Prairie Days Parade on Saturday, June 14 at 9 a.m. If you decide to ride in the parade, please be at the staging area at the Yelm Cinemas by 8:30 a.m. Save the date for riding the Bubble Bus in the Pride Parade on Sunday, June 29.

Several staff from Finance, Grants Management and Procurement have been coordinating and assisting with the 2024 State Single Audit with the Office of the Washington State Auditor. ITA Chair Cox and Bergkamp attended an initial Risk Assessment. The Risk Assessment involved a review of Intercity Transit's control environment, considering factors such as previous audit findings, the complexity of federal programs we participate in, and administrative oversight. The entrance conference for the audit took place this week, so staff and Board members interested in attending can learn about the planned audit scope, which covers January 1, 2024, through December 31, 2024, timeframe. The scope covers:

- Management, use and safeguarding of public resources
- Reviewing financial statements to ensure they are presented fairly, in accordance with the applicable reporting framework
- Compliance with federal requirements, specifically funding related to Enhanced Mobility of Seniors and Individuals with Disabilities

Board members will be invited to the exit conference when the audit is completed, and the Clerk will share that information when it has been scheduled.

Save the date for volunteer opportunities to support Intercity Transit's participation in Capital Pridefest! We will have an information table at their Health & Wellness Fair on Saturday, June 28, and you can ride the Bubble Bus in the Pride Parade Sunday, June 29.

June is Ride Transit Month - a time to showcase the benefits of riding transit and encourage people who don't normally ride to give it a try. This helps shed light on the vital role transit plays in our community. You can sign up to "Pledge to Ride" transit at least five times this month by going to <https://transportationchoices.org/ride-transit-month/>. You can share your ride by tagging us (IntercityTransit) and using #RideTransitMonth.

Intercity Transit Authority Regular Meeting

June 4, 2025

Page 12 of 13

AUTHORITY ISSUES

Hess expressed gratitude for the Bubble Bus being brought out for Yelm Prairie Days, noting his anticipation of riding it. He also suggested that during the bus display at Prairie Days, Intercity Transit should advertise that it is a fare-free system. He emphasized many people in the community are still unaware of the fare-free policy and believe they need to pay to ride. Hess concluded by thanking the team for the information shared and questions answered during the meeting.

Pierce said attendees going to the Yelm Prairie Days parade can use Route 94 to get there, with a bus stop located about a block from the Yelm Cinemas, the parade's staging area. The Regional Rodeo is being held July 12 and 13 in Tumwater. This event will showcase Operators navigating tight spaces with both Dial-A-Lift and standard coaches. More information, including a QR code for potential sign-ups, is available on a poster. The winning Operators from this regional event will advance to the statewide competition in King County later in the summer. Finally, the entrance conference for the upcoming audit was a brief 15-minute meeting, primarily consisting of introductions among the ten online participants, with details distributed via email by the Clerk.

Cox announced she will not attend the ITA meeting on June 18.

Legal Counsel, Jeff Myers reported Intercity Transit successfully secured a preliminary injunction in its lawsuit concerning federal grant funds. This injunction, issued by Judge Barbara Rothstein, prohibits the Department of Transportation (DOT) from imposing or enforcing conditions related to federal immigration and DEI (Diversity, Equity, and Inclusion) executive orders on grant funds. Specifically, the DOT is now barred from rescinding, withholding, canceling, or not processing grant applications and awards based on these conditions, and cannot require certifications related to their compliance. Furthermore, the DOT cannot refuse to process grant agreements due to an agency's participation in the lawsuit.

Myers said this ruling grants essentially all the relief Intercity Transit sought in its motion for preliminary injunction, allowing the agency to proceed in seeking the grant funds it is due. A preliminary injunction remains in effect until the case reaches a final judgment, such as a trial or summary judgment. While there is a possibility of an appeal by the DOT, Intercity Transit will continue to monitor the situation. The legal team, particularly lead counsel Paul Lawrence from Pacifica Law Firm, was commended for their successful argument before Judge Rothstein, which led to a 49-page opinion.

ADJOURNMENT

With no further business to come before the Authority, Chair Cox adjourned the meeting at 7:30 p.m.

INTERCITY TRANSIT AUTHORITY

ATTEST

Intercity Transit Authority Regular Meeting
June 4, 2025
Page 13 of 13

Carolyn Cox

Carolyn Cox, Chair

Patricia Messmer

Pat Messmer
Clerk of the Board

Date Approved: July 16, 2025

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