

AGENDA
INTERCITY TRANSIT AUTHORITY
WORK SESSION
December 18, 2013
5:30 P.M.

CALL TO ORDER

- | | | |
|-----------|--|----------------|
| 1) | APPROVAL OF AGENDA | 1 min. |
| 2) | INTRODUCTIONS - None | 0 min. |
| 3) | PUBLIC COMMENT
<i>Public Comment Note: This is the place on the agenda where the public is invited to address the Authority on any issue. The person speaking is requested to sign-in on the General Public Comment Form for submittal to the Clerk of the Board. When your name is called, step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you will be provided a microphone at your seat. Citizens testifying are asked to limit testimony to three minutes.</i> | 10 min. |
| 4) | CITIZEN ADVISORY COMMITTEE REPORT (Jill Geyen) | 3 min. |
| 5) | FIRST MILE, LAST MILE (Carolyn Newsome) | 20 min. |
| 6) | HYBRID VS. CONVENTIONAL DIESEL BUS TECHNOLOGY (Karl Shenkel) | 60 min. |
| 7) | AUTHORITY ISSUES | 10 min. |

ADJOURNMENT

**INTERCITY TRANSIT AUTHORITY
WORK SESSION
AGENDA ITEM NO. 5
MEETING DATE: December 18, 2013**

FOR: Intercity Transit Authority
FROM: Carolyn Newsome, Vanpool Manager, 705-5829
SUBJECT: First Mile, Last Mile Pilot

1) **The Issue:** Information about a new pilot program assisting Department of Social and Health Services (DSHS) staff with transportation for new employees of Affiliated Computer Services (ACS) and Xerox.

2) **Recommended Action:** For information and comment.

3) **Policy Analysis:** Assisting employees with a “first mile, last mile” transportation program supports the Transit Development Plan’s goal of strengthening partnerships with local agencies and groups by assisting them in meeting their need for group transportation.

4) **Background:** On November 26, 2013, Vanpool Manager Carolyn Newsome and Village Van Supervisor Ann Bridges met with DSHS staff to try to develop an option for transportation for a new program. DSHS is partnering with ACS/Xerox to assist the long-term unemployed in getting back to work. Participants riding the bus need assistance with the “last mile” to work.

ACS/Xerox agreed to hire 35 people to participate in the program. First program orientation will be at South Puget Sound Community College (SPSCC) on January 17, 2014. Successful completion means employment starts on January 21, 2014. Employees must work seven weeks without an absence to complete probation. DSHS staff will be onsite at ACS/Xerox to assist in removing barriers for employment.

Staff would like to pilot a program, patterned after King County Metro’s VanShare, to make four surplus vans available at Tutor Time Child Care on Marvin Road for completing the trip to work. Intercity Transit staff will approve and train volunteer drivers who will use the van to complete the trip to ACS.

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- 5) **Alternatives:**
A. Pursue this pilot project.
B. Direct staff to not pursue this pilot project.

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- 6) **Budget Notes:** Intercity Transit would forego the sale of surplus vans which is estimated at \$4,500 per vehicle or a total of \$18,000 for four vehicles. DSHS has program funds to help remove barriers to employment. Staff is discussing payment options with DSHS.

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- 7) **Goal Reference:** Goal #4, *"Provide responsive transportation options."*

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- 8) **References:** N/A.

**INTERCITY TRANSIT AUTHORITY
WORK SESSION
AGENDA ITEM NO. 6
MEETING DATE: December 18, 2013**

FOR: Intercity Transit Authority
FROM: Karl Shenkel, 705-5884
SUBJECT: Hybrid vs. Conventional Diesel Bus Technology

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- 1) **The Issue:** Explore hybrid and convention diesel technology in relation to future bus purchases.
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- 2) **Recommended Action:** This item is for information and discussion.
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- 3) **Policy Analysis:** The purchase and maintenance of buses is a major expense significantly impacting our budget. The technology type purchased is at the Authority's discretion.
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- 4) **Background:** Intercity Transit currently has a mixed fleet of hybrid and conventional diesel powered buses. There are ten hybrids on order scheduled for 2014 delivery. These are funded through both federal and state grants specifying the purchase of hybrid technology. Historically, 80% of the purchase price of our buses has been funded by federal grants. The current federal transportation legislation eliminated these funds.

Our next bus replacement is scheduled for 2018. Bus manufacturer order timeframes of 16 to 24 months dictate we begin our procurement efforts in 2016. We are scheduled to replace 25 buses between 2018 and 2020. Of the remaining fleet, 23 are scheduled for replacement in 2022 and 2023, and 13 are scheduled for replacement in 2025 and 2027. Our current financial forecast does not support the purchase of replacement vehicles to support current service levels.

There are many factors which influence the choice an agency may take in terms of bus technology. Initial capital cost, continuing maintenance, fuel economy, emissions and other environmental impacts, training requirements, the availability of grants, state and federal requirements, as well as fuel sources and required support infrastructure.

Staff will provide information on our current fleet as well as discuss future technology.

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

6) **Budget Notes:** This discussion impacts our long range financial projections.

7) **Goal Reference:** This item addresses Goal #2: *“Provide outstanding customer service;”* and Goal #5: *“Align best practices and support agency sustainable technology and activities.”*

8) **References:** N/A.
