

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
December 5, 2018

CALL TO ORDER

Chair Sullivan called the December 5, 2018, meeting of the Intercity Transit Authority to order at 5:30 p.m., at the administrative offices of Intercity Transit.

Members Present: Chair and City of Tumwater Councilmember Debbie Sullivan; Vice Chair and Citizen Representative Ryan Warner; City of Lacey Councilmember Carolyn Cox; City of Olympia Councilmember Clark Gilman; City of Yelm Councilmember Molly Carmody; Thurston County Commissioner Bud Blake; Citizen Representative Karen Messmer; Citizen Representative Don Melnick; and Labor Relations Representative Art Delancy.

Staff Present: Ann Freeman-Manzanares; Emily Bergkamp; Jessica Gould; Steve Krueger; Rob LaFontaine; Pat Messmer; Eric Phillips; Rena Shawver; Heather Stafford-Smith; Carolyn Newsome; Jeff Peterson; Katie Cunningham; Paul Koleber.

Others Present: Community Advisory Committee Member, Michael Van Gelder; Legal Counsel, Julie Carignan and Jeff Myers; Michael Burnham and Karen Parkhurst, TRPC.

Chair Sullivan announced Commissioner Blake had not yet arrived and proposed amending the agenda to move Introductions and Recognitions to after the Consent Agenda and/or upon Blake's arrival.

APPROVAL OF AGENDA

It was M/S/A by Citizen Representative Melnick and Vice Chair Warner to approve the agenda as amended.

PUBLIC COMMENT

Krista Milhofer, Olympia – Ms. Milhofer is a People First Advisor for Thurston/Mason County and she also runs a small business called Community Guide and Engagement working with individuals with developmental disabilities. People First recently held an event in which Ann Freeman-Manzanares spent her evening with them to speak about Intercity Transit Services and Proposition 1. Ms. Milhofer is excited about the passing of Prop 1, and to show her appreciation to Freeman-Manzanares, she presented her with a hand-signed painting.

APPROVAL OF CONSENT AGENDA ITEMS

It was M/S/A by Vice Chair Warner and Councilmember Carmody to approve the consent agenda as presented.

A. Approval of Minutes: October 17, 2018, and November 7, 2018, Regular Meeting.

B. Payroll – November 2018: \$3,479,810.29.

C. Accounts Payable: Warrants dated November 2, 2018, numbers 26215-26242 in the amount of \$47,933.82; Warrants dated November 9, 2018, numbers 26243-26286, in the amount of \$263,769.54; Warrants dated November 16, 2018, numbers 26287-26339, in the amount of \$436,726.12; Warrants dated November 23, 2018, numbers 26340-26358, in the amount of \$23,554.48; Warrants dated November 30, 2018, number 26361-26408 in the amount of \$593,238.19; Automated Clearing House Transfers for November 2018 in the amount of \$10,068.05 for a monthly total of \$1,375,290.20.

D. Canceled December 19, 2018, Intercity Transit Authority Meeting Regular Meeting. (*Ann Freeman-Manzanares*)

Commissioner Blake arrived.

INTRODUCTIONS AND RECOGNITIONS

A. Proclamation Thurston County Commissioner Bud Blake.

Chair Sullivan read a Proclamation to Commissioner Blake and recessed the meeting at 5:42 p.m. for refreshments.

Chair Sullivan reconvened the meeting at 5:52 p.m.

PUBLIC HEARING – None.

Legal Counsel, Julie Carignan, introduced her colleague Jeff Myers from Law, Lyman, Daniel, Kamerrer, Bogdanovich. Carignan is leaving the firm and Myers will replace her as Intercity Transit's legal counsel.

NEW BUSINESS

A. TRPC Recap Climate Adaptation Plan. Mike Burnham, Senior Planner from Thurston Regional Planning Council provided information on the Thurston Climate Adaptation Plan that was adopted in January 2018, and information about the Mitigation Plan which began last spring in hopes of helping the Authority gain a

better understanding of the work TRPC has been pursuing on behalf of the local jurisdictions.

Thurston Regional Planning Council received grant funding to develop a plan to help the region prepare and cope with climate impacts. The plan includes 91 actions within six themes and identifies 25 priority actions based on risk.

Burnham said the real genesis of the climate change planning work is the sustainable Thurston plan which TRPC adopted five years ago. One of the first action steps of Sustainable Thurston was finding resources to work on climate change regionally. In 2015 they applied for and received a \$250,000 grant from the USEPA and the purpose of that money was to develop a plan with actions to help the region prepare for and adjust to climate change impacts.

The plan organization is a sum of many parts developed over a two-year period. The stakeholder advisory committee which included people from public and private sector, started with developing a vision of goals and guiding principles. They incorporated academic and government resources including information from the University of Washington Climate Impacts Group and the Intergovernmental Panel on Climate Change.

The plan has 91 actions within 6 themes: General, drought & water quality, flood & erosion, plants & animals, transportation & energy, and wildfire & extreme heat. Burnham continued to explain the climate impacts and plan actions. The plan design can be reviewed online at www.trpc.org/climate. You can also find a Resilience Toolkit with links to TRPC's Hazards Vulnerability Map, climate data, and emergency preparedness resources.

Burnham moved on to the Regional Climate Mitigation Plan overview. Phase 1 includes Thurston County, Olympia, Lacey, Tumwater and TRPC agreed in April to complete Phase 1 of a plan to reduce regional emissions that contribute to global climate change. Phase 1 entailed assessing each jurisdictions climate goal or target; adopting a common emissions baseline and targets; assessing actions each jurisdiction adopted or implemented; approved an interlocal agreement and scope of work for Phase 2.

The purpose of the Mitigation Plan is to develop an approach to reduce regional emissions that contribute to global climate change. In April 2018, Thurston County, Olympia, Lacey and Tumwater agreed to work with TRPC on Phase 1 of the project, and that entailed assessing each jurisdiction's existing climate change goal or project. All jurisdictions have climate policies but they all have different ranges, so the goal is to get on the same page. TRPC adopted common emission baselines and targets, assessed actions each jurisdiction has adopted or implemented.

Messmer asked the Authority how they should be involved in this process, and suggested having discussions at future meetings about the transit authority's participation in the stakeholder group. She said the Authority should be involved and discuss how to interact with the planning process.

Gilman asked how Intercity Transit presently tracks the whole calculus of efficiency of IT vehicles, the number of vanpools taking single occupancy vehicles off the road. To have a goal of increasing alternatives isn't very interesting to him. Does IT "count heads" and buses, and vanpools, etc.?

Freeman-Manzanares said IT does report into the National Transit Database which calculates that type of information and staff is having conversations with Nelson Nygaard about implementation of this work about how to better track that information. Vanpool is talking about ways to enhance their reporting requirement as well.

Melnick agrees having some role in this process would be helpful.

Sullivan asked if it's possible for IT to have a seat at the table. Burnham said staff from each jurisdiction is on the stakeholder advisory committee. It might be an appropriate place for IT to be represented. Karen Parkhurst said the steering committee is made up of the jurisdictions and there are provisions if someone wants to come in to that process that they have made arrangements for that to happen. The advisory group is a good place for IT and TRPC will recommend to the elected officials in February 2019 that IT be included in the transportation conversation.

Messmer wants the IT Authority to have a conversation about IT's policy position and participation as a stakeholder. There are members on the IT Board who are participating as individual jurisdictions, but there are citizen representatives as well. IT needs to formulate a conversation about IT's position and what could IT offer, and where do we go with this because it's a serious commitment.

Gilman said he's looking at the 45% carbon emissions reduction between 2015 and 2030 and he's thinking if IT wants to be part of this conversation there are two choices: (1) to increase the efficiency or lower emission of the vehicles we use and continue with the same sort of ridership; (2) or dramatically increase ridership and increase passenger miles per gallon. But if IT is going to stay the course with updating our diesel fleet and keeping the long range vision we have right now about being a social service agency, then we don't have any business trying to join this table. Are we going to cut the emissions in half generated by transit or are we going to double the number of people carried and avert those emissions from other vehicles.

Messmer, responding to Gilman's statement said the authority should have more conversations about this topic.

Carmody suggested waiting for a formal invitation to join this process before the Authority decides they want join.

Warner said it's important for the Authority to have an initial conversation to get the wheels going to start thinking about the Authority's feeling on this topic.

- B. Vanpool Vehicle Purchase.** Katie Cunningham, Procurement Coordinator, presented for approval to purchase 20 new seven-passenger Toyota Sienna minivans.

Intercity Transit seeks to replace twelve-passenger vans that have reached their useful life, with the purchase of twenty (20) new seven-passenger Toyota Sienna minivans using Washington State Department of Enterprise Services (DES) Contract 05916. DES competitively bid this vehicle contract awarding to the lowest, responsive and responsible bidder for each vehicle class, and Toyota of Yakima was selected for this vehicle class. As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase off this contract.

Intercity Transit staff concurs with DES's assessment regarding fair and reasonable pricing and Toyota of Yakima's ability to perform. Based on our past experience with Toyota Sienna minivans, staff is confident these vehicles are mechanically sound and will serve our vanpool customers well. Additional research has also indicated that the Toyota Sienna's meet all FTA requirements for purchase and can be acquired through DES Contract 05916 utilizing federal funds.

It was M/S/A by Councilmember Carmody and Citizen Representative Messmer to authorize the General Manager, pursuant to Washington State Contract 05916, to issue a purchase order to Toyota of Yakima in the amount of \$629,780 to purchase twenty (20) new seven-passenger Toyota Sienna minivans.

- C. Security Services Contract Amendment.** Procurement Coordinator, Katie Cunningham, presented for consideration a contract amendment with Pierce County Security to increase security services at the Olympia Transit Center (OTC) for the remainder of the current contract term.

Pierce County Security has provided contracted security services at Intercity Transit's Lacey and Olympia Transit Centers since May 2015. Historically, one (1) security officer provides services at each location during designated timeframes Sunday through Saturday, and on operating holidays.

After declaring homelessness a public health emergency in July of 2018, followed by the City of Olympia's decision to open a designated camp site adjacent to the OTC, the volume of pedestrian traffic and interactions with OTC security officers has increased to the point that additional security personnel is needed. In addition Pierce County Security personnel currently under contract, and the full-time Operations Supervisor dedicated to the OTC, Pierce County Security will provide one (1) additional security officer during the same days and hours.

Rates under this amendment would remain the same as the current rates, which market research indicates are fair and reasonable. Based on the Contractor's record of performance, staff remains confident that Pierce County Security will continue to enhance and maintain a professional security presence and customer service at the Olympia Transit Centers, and therefore recommends the amendment be approved.

It was M/S/A by Citizen Representatives Messmer and Melnick to authorize the General Manager to execute a contract amendment with Pierce County Security to increase security services at the Olympia Transit Center for the remainder of the current contract term through May 31, 2019 in the amount of \$56,389.

- D. Dial-A-Lift Vehicle Purchase.** Procurement Coordinator, Katie Cunningham presented for consideration the purchase of seven expansion Dial-a-Lift vehicles from Schetky Northwest.

In order to support increasing service demands, Intercity Transit seeks to expand its Dial-A-Lift fleet with the purchase of seven (7) new Propane Aerotech Light Duty Ford (E-450) Cutaway Dial-A-Lift Vehicles utilizing the Washington State Department of Enterprise Services (DES) Contract 04115. DES competitively bid this vehicle contract awarding to the lowest responsive and responsible bidder for each vehicle class, and Schetky Northwest (Schetky) was selected for this vehicle class. As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase from this contract.

Intercity Transit concurs with DES's assessment regarding fair and reasonable pricing, and Schetky's ability to perform. Based on our past experience with Schetky and their provided cutaway vehicles, staff is confident these vehicles are mechanically sound and will serve our customers and Intercity Transit well.

It was M/S/A by Citizen Representative Melnick and Councilmember Carmody to authorize the General Manager, pursuant to Washington State Contract 04115, to purchase seven (7) expansion Dial-A-Lift vehicles from Schetky Northwest in an amount not-to-exceed \$1,005,063. There is no sales tax on Dial-A-Lift Vehicles.

- E. Replacement Coach Purchase.** Procurement Coordinator, Katie Cunningham, presented for consideration whether to purchase eleven replacement and up to fifteen expansion 35-foot and 40-foot diesel low floor buses.

The replacement cycle for heavy-duty buses, as determined by the Federal Transit Administration, is 12 years. Due to lack of funds, the organization has focused on keeping older vehicles in service longer than optimal. The passage of IT Proposition 1, and the fulfillment of our proposed long range plan, promises more intense use of these vehicles by increasing our span of service delivery in 2019. Proposition 1 also included increasing frequency and adding service to NE Lacey in 2020 which requires additional buses. The bus manufacturer is currently scheduling build and delivery dates for 2020 and 2021. To ensure our ability to keep vehicles on the road, and deliver the new service our community is expecting in a timely fashion, we need to refresh and expand our fleet as quickly as possible. Getting on the manufacturers production schedule as soon as possible is imperative.

This purchase request includes replacing eleven (11) 2005 series coaches which will be in their 15th year upon delivery. The request also includes the purchase of up to fifteen (15) expansion buses. The purchase of four of these expansion buses is contingent upon grant funding for a pilot Bus Rapid Transit project. Intercity Transit intends to utilize Washington State Department of Enterprise Services (DES) Contract 09214 for heavy-duty mass transit vehicles. The total purchase price of each bus, including sales tax, is estimated at \$586,399 for a 35-foot coach and \$591,598 for a 40-foot coach. These prices include an estimated 3% contingency to allow for any pricing changes under DES Contract 09214.

DES competitively awarded its heavy-duty mass transit vehicle contract awarding to the lowest, responsive and responsible bidders by vehicle category, and Gillig, LLC was selected for this replacement purchase. As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase from the DES contract.

Intercity Transit staff concurs with DES's assessment regarding fair and reasonable pricing and Gillig, LLC's ability to perform. Based on our past experience with Gillig buses, staff is confident these vehicles are mechanically sound and will serve our staff and customers well for many years to come.

Gilman talked about how he wished the current technology for alternative fuel and diesel electric was more advanced and rock-solid than it is, and it pains him to order diesel buses. Messmer wished IT could find a different path.

It was M/S/A by Councilmember Cox and Citizen Representative Melnick to authorize the General Manager, pursuant to Washington State Contract 09214, to

issue purchase orders to Gillig, LLC in an amount not-to-exceed \$15,381,530 to purchase eleven (11) replacement and up to fifteen (15) expansion 35-foot and 40-foot diesel low-floor buses.

- F. **RouteMatch Mobile Tablets.** Procurement Coordinator, Jeff Peterson, presented for approval a three-year contract with RouteMatch to lease mobile tables for the Dial-A-Lift fleet.

In 2015, our Dial-A-Lift fleet incorporated a mobile tablet interface with our RouteMatch software program. The tablets yielded significant time savings for staff through an improved driver interface.

However, the current tablets have reached the end of their useful life and are having structural failures. The replacement tablets will include a no questions asked return warranty to minimize impact on operations. The enhanced solution also offers an improved data plan that will support online navigation with real time traffic and Mobile Device Management.

Intercity Transit has an existing contract with RouteMatch, which supports the mobile tablet lease program and technical support services. RouteMatch references who utilize this program were contacted and provided positive feedback. The monthly lease is \$5,697.65. The recommendation is to enter into a three-year agreement with RouteMatch for the vehicle hardware, software, and technical support for tablets.

It was M/S/A by Citizen Representative Melnick and Councilmember Gilman to authorize the General Manager to enter into a three-year contract with RouteMatch to lease mobile tablets for the Dial-A-Lift fleet. The value of the contract is \$205,115.40, including tax.

- A. **Surplus Van Grant Program.** Vanpool Manager, Carolyn Newsome, provided an update to the Surplus Van Grant Program.

A review team consisting of the General Manager Ann Freeman-Manzanares, Vanpool Manager Carolyn Newsome, Vanpool Coordinator David Kolar, former CAC member and Path Program Manager at Capital Recovery Center, Meta Hogan, and Food Bank Executive Director, Robert Coit evaluated 16 applications received by the November 16 deadline. Utilizing selection criteria including; community benefit, passenger trips provided, coordination of services and ability to maintain vehicle and service, the team recommends award of vehicles to the Behavioral Health Services, Catholic Community Services, Community Youth Services, and Senior Services for South Sound. The review team also recommends three additional groups if the ITA is interested in granting additional vans (Family

Education and Support, Kokua and Nature Nurtures). All have worthy programs and demonstrate community benefits.

It was M/S/A by Citizen Representative Messmer and Councilmember Carmody to authorize the General Manager to grant surplus vanpool vehicles to Behavioral Health Services, Catholic Community Services, Community Youth Services, Senior Services for South Sound, Family Education & Support, Kokua, and Nature Nurtures.

G. Updating Intercity Transit's Rules of Conduct. Director of Operations, Emily Bergkamp presented an updated Rules of Conduct, Transit Exclusion Policy and Regulation of Communication Activities. She reviewed the highlights and updated changes as well as the exclusion policy.

The updated document includes the following changes:

- Article IV. Public Communications Activities, Section B. Regulation of Public Communication Activities, (updated language is in italics)
 - Posting, *projecting* or affixing flyers, pamphlets, brochures, leaflets, *displays*, or any other written, printed, or graphic materials of any kind is prohibited.
- (d) Signs, banners, structures, *displays*, or other paraphernalia may not be affixed to, *projected on*, or erected on Transit Agency vehicles or within or upon Transit Agency facilities or properties, except as authorized by Transit Agency or law.
- Under Article III. Regulation of Conduct, Prohibited Conduct; Number 27.
 - Sitting or remaining in an area marked as reserved for senior citizens or paratransit customers ~~without proof of age or current paratransit ID card~~; (this language has been removed to align better with FTA guidelines).

Carmody asked how does the current homelessness case of Martin versus City of Boise impact Article III A-24 (Sitting or lying on floors of Intercity Transit vehicles or floors, sidewalks, asphalt, or other ground covering in or on Intercity Transit facilities and properties); and A-25 (Sleeping, camping, or storing personal property on benches or floors on or within Intercity Transit vehicles, facilities, properties unless otherwise authorized by law). Bergkamp said staff has not yet discussed how that case impacts public transportation. However, she would contact WSTIP for guidance.

It was M/S by Vice Chair Warner and Citizen Representative Messmer to accept and adopt the updated Rules of Conduct, Transit Exclusion and Regulation of Communication Activities Policy.

Cox asked if it would make more sense to hold off adopting the policy until staff received an answer on the ruling of the Martin vs. City of Boise case.

Freeman-Manzanares said the assumption is this issue will be outstanding for years through the appeal process and she's not certain IT should wait for that timeframe. Updating IT's policy now would be useful for Intercity Transit since the existing policy was last approved in 1997.

Warner suggested adopting the updated policy and make a commitment to revisit the policy if need be.

Motion carried unanimously.

H. Adopt 2019-2024 Strategic Plan. Freeman-Manzanares presented for approval the adoption of the 2019-2024 Strategic Plan.

Messmer requested the annual planning session be moved to earlier in 2019 to allow the short/long range plan to sync up more with the strategic plan now that Prop 1 has passed.

It was M/S/A by Citizen Representative Melnick and Councilmember Gilman to adopt the 2019-2024 Strategic Plan.

B. Community Advisory Committee Appointments. Freeman-Manzanares said the CAC recruitment has concluded and she presented the recommendation of the ad-hoc committee for Community Advisory Committee appointments.

At the direction of the Intercity Transit Authority, an ad-hoc committee formed to conduct interviews of applicants for the Community Advisory Committee. The committee consisted of *Carolyn Cox, Karen Messmer, Clark Gilman, Jan Burt, Marilyn Scott and Tim Horton*. Interviews of all applicants took place on November 14, 2018. Upon conclusion of the interviews, the group discussed applicant qualifications, committee attributes and brought their recommendation forward to the Authority for consideration.

The ad-hoc committee recommended reappointing *Joan O'Connell and Jonah Cummings to three-year terms beginning January 1, 2019; Appointing Sreerenjini Namboothiri to the youth position effective January 1, 2019; Appoint David Bonauto to a three-year term beginning January 1, 2019.*

It was M/S/A by Councilmember Gilman and Vice Chair Warner to

reappoint Joan O'Connell and Jonah Cummings to three-year terms beginning January 1, 2019; Appoint Sreerenjini Namboothiri to the youth position effective January 1, 2019; Appoint David Bonauto to a three-year term beginning January 1, 2019.

- I. 2019 Discounted Monthly Bus Pass Program.** Freeman-Manzanares presented the results of the application process for the 2019 Discounted Bus Pass Program. Staff issued the application on October 8, 2018, and received 24 applications totaling \$507,129. In January 2018 the Authority increased the program limit from \$300,000 to \$400,000. The requests received by the current deadline exceed available funding. Freeman-Manzanares presented Resolution 04-2018 to increase the program limit to \$600,000.

It was M/S/A by Citizen Representatives Messmer and Melnick to adopt Resolution 04-2018 increasing the program limit to \$600,000.

COMMITTEE REPORTS

- A. Transportation Policy Board** – Melnick said the TPB met November 14. The TBP approved the Deschutes Valley Trail Funding Transfer Request. This is the City of Tumwater's request to reprogram \$308,601 in federal STP funds from the Tumwater Valley Urban Trail – Phase 1 to the Deschutes Valley Trail; they were briefed on the Human Services Transportation Plan Prioritized Project List; received an I-5 update and the status of work underway for I-5 from Mounts Road through Tumwater and a broader effort from Marysville through Tumwater; members reviewed the 2019 Legislative session packet; and the TPB conducted a debrief on the discussions of the Ruckelshaus Center Workshops – a comprehensive review of the Growth Management Act.
- B. Community Advisory Committee** – Van Gelder said the CAC met November 19. He was unable to attend, however, Gilman represented the Authority at that meeting and he said the bulk of the time was spent having a great conversation following Bergkamp's presentation on the updated Rules of Conduct policy. The members provided a lot of great input surrounding that presentation.

GENERAL MANAGER'S REPORT

- The Olympia Transit Center project is on schedule, and we are receiving good support from the contractor. The coordination with Operations and Customer Service staff has been running smoothly.
- Staff is working on the new Walk N Roll facility located across the street from the Olympia Transit Center. Staff will host an internal open house on January 17,

2019, from 11 a.m. to 2 p.m. They anticipate hosting a public open house in April. The Authority will receive a Youth Education update in January.

- The holiday banquet is Friday, December 14 from 10 a.m. to 4 p.m. The awards program begins at 12 p.m.
- Intercity Transit's Jingle Bus participated in the Downtown for the Holidays Parade; and it was the third year participating in the Lacey Lighted Parade; participated in Lighted Boat Parade. The Jingle Bus will be at the Children Hands On Museum on Friday, and the Tumwater Tree Lighting on Saturday.
- Intercity Transit's Proposition 1 was certified on November 27, 2018, with a 65.64% positive vote. All required paperwork was submitted to the State Department of Revenue so IT can begin collecting on April 1, 2019.
- Staff is interviewing 60 candidates for the next Operator class. The next class of hopefully 20 will begin January 14, 2019, and will be ready to roll prior to the March service change.
- Staff is interviewing 26 candidates for three open Administrative Assistant positions; one in Human Resources, Vanpool and the Development Department.
- In January, staff will bring before the Authority the purchase of 23 replacement buses to get on the production schedule.
- Staff is working with Nelson Nygaard and Jason Robertson on contract amendments to help IT move forward with implementation. We need expertise and resources to help us to set up systems and protocols for a wide variety of things. Staff is recommending jumping right into the alternative fare structure analysis that was included in Prop 1.
- Staff has been working with Stantec to develop plans for the signal and frontage improvements at Pattison and Martin Way. IT has Regional Mobility Grant (RMG) funds for that project and looking at completion by June 30, 2019. Also working on the master plan for the entire site. Our target project to build out the north site, rehab the maintenance building and rehab the envelop of this facility so it doesn't continue to leak was estimated to cost \$28.5M.
- WSDOT released their selected projects for the RMG program and everything IT requested was recommended for funding. This still needs to progress through the legislative process.

AUTHORITY ISSUES

Cox attended the canvassing board meeting on November 27 and witnessed the official ballot signing of Prop. 1.

Carmody said it's difficult to read the "ultimate destination" and the "via the route" notices on the buses and suggested shortening the second line. She also would like to see Intercity Transit use credit/debit cards to purchase monthly bus passes. She said monthly bus passes are not prorated and you can only pay cash.

Gilman said a Surplus Van was approved for Catholic Community Services for their Familiar Faces program which was a grant the city got through the police chiefs and sheriffs association. That van will be outfitted with two peer support counselors who have mental health and substance abuse experience. They will reach out to 27 of the most visible people who struggle moving around downtown including the transit center, and they will keep offering services and assistance to those people who are difficult to serve.

Gilman said the purchase of all of the diesel replacement vehicles is difficult for him but he supported it because he trusts both the values and wisdom of the Operations and Maintenance staff.

Gilman asked staff to provide an update on the racial incident that occurred last year.

Melnick wants to explore the sustainability issue in greater depth. He recognizes the technology challenge, but IT should be talking with other transit agencies about this topic.

Warner read a report from the Transit Cooperative Research Board about transit agency practices interacting with homeless people. It gives a full report on different and best practices used throughout the country led by Sound Transit on how to interact with the homeless.

ADJOURNMENT

With no further business to come before the Authority, Chair Sullivan adjourned the meeting at 7:56 p.m.

INTERCITY TRANSIT AUTHORITY


Debbie Sullivan, Chair

ATTEST


Pat Messmer
Clerk to the Authority

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Date Approved: January 2, 2019.

Prepared by Pat Messmer, Recording Secretary/
Executive Assistant, Intercity Transit