

Agenda
INTERJURISDICTIONAL CONFERENCE

**For the Purpose of Reviewing the Composition of the
Thurston County Public Transportation Benefit Area Authority
(Intercity Transit Authority)**

May 18, 2022

4:30 p.m.

Remote Microsoft Teams Meeting

Join by Phone

[+1 929-229-5501,430782535#](tel:+19292295501430782535#)

Phone Conference ID: 430 782 535#

CALL TO ORDER (*Ann Freeman-Manzanares, General Manager, Intercity Transit*)

I. INTRODUCTIONS (*Ann Freeman-Manzanares, General Manager*)

II. SELECTION OF CHAIR

A. Designation of a Recording Secretary

III. BACKGROUND REPORTS (*Ann Freeman-Manzanares*)

A. Requirements of the Interjurisdictional Conference

B. Historical Perspective

IV. DETERMINATION OF AUTHORITY COMPOSITION

ADJOURN

RCW 36.57A.055

Governing body—Periodic review of composition.

After a public transportation benefit area has been in existence for four years, members of the county legislative authority and the elected representative of each city within the boundaries of the public transportation benefit area shall review the composition of the governing body of the benefit area and change the composition of the governing body if the change is deemed appropriate. When determining if a change to the composition of the governing body is appropriate, the proportional representation requirements of RCW 36.57A.050 must be taken into consideration if the population of the county in which the public transportation benefit area is located is more than four hundred thousand and the county does not also contain a city with a population of seventy-five thousand or more operating a transit system pursuant to chapter 35.95 RCW, and the composition of the governing body must be changed if necessary to meet this requirement. The review shall be at a meeting of the designated representatives of the component county and cities, and the majority of those present shall constitute a quorum at such meeting. Twenty days notice of the meeting shall be given by the chief administrative officer of the public transportation benefit area authority. After the initial review, a review shall be held every four years.

If an area having a population greater than fifteen percent, or areas with a combined population of greater than twenty-five percent of the population of the existing public transportation benefit area as constituted at the last review meeting, annex to the public transportation benefit area, or if an area is added under RCW 36.57A.140(2), the representatives of the component county and cities shall meet within ninety days to review and change the composition of the governing body, if the change is deemed appropriate. This meeting is in addition to the regular four-year review meeting and shall be conducted pursuant to the same notice requirement and quorum provisions of the regular review.

[2018 c 154 § 2; 1991 c 318 § 16; 1983 c 65 § 4.]

NOTES:

Effective date—2018 c 154: See note following RCW 36.57A.050.

Intent—1991 c 318: See note following RCW 36.57A.040.



THE GOVERNANCE OF PUBLIC TRANSPORTATION IN THURSTON COUNTY April 28, 2022

The following is a historical perspective on the governance of public transportation in Thurston County, as background for the May 18, 2022, Interjurisdictional Conference.

Public transportation existed in Thurston County since the late 1800's, when streetcars connected downtown Olympia with Tumwater, West Olympia and the eastside. Transit service was provided by the Olympia Traction Company, and later, after buses replaced streetcars, by the Olympia Transit Company. In the late 1960's, the private operator announced its intention to discontinue service unless local government was willing to help subsidize the operation.

In 1969, the leaders of the cities of Olympia, Lacey, and Tumwater decided local bus service was of sufficient value to warrant public assistance. The three cities joined together under the Interlocal Cooperation Act and formed the Intercity Transit Commission to oversee the taxpayer subsidized bus service.

The Intercity Transit Commission was comprised of seven members – one elected official and one citizen representative from each of the three cities, plus one citizen representative chosen at-large by the Commission. The Intercity Transit Commission governed public transit for twelve years, first overseeing the private operator, and after 1972, actually operating the bus service itself.

In the mid 1970's, the state legislature passed legislation allowing the formation of Public Transportation Benefit Area (PTBA) Authorities to provide transit services to areas of the state. Under this legislation, the PTBAs were given access to Motor Vehicle Excise Tax (MVET) as a funding source that would match a local sales tax. The cities and Thurston County decided in 1980 to form the Thurston County Public Transportation Benefit Area Authority. Voters approved the sales tax of 0.3% in the fall of 1980. On January 1, 1981, Intercity Transit began operation as a PTBA.

The PTBA governing board was originally comprised of four members – one elected official from each of the three cities and one County Commissioner. The original PTBA legislation allowed only elected officials to serve. The Intercity Transit Authority proposed legislation allowing those PTBAs that had formerly had citizen board members to continue having them. This legislation passed in 1983. The Intercity Transit Authority appointed three members selected at-large from the public to serve three year staggered terms. In 1987, this composition and the selection process were codified in the Authority bylaws.

In May 1992, through a vote of the citizens of Thurston County not included in the original PTBA, service was expanded county-wide. On August 3, 1993, an interjurisdictional

conference was held to establish the new board composition which expanded the board to nine members (six elected officials and three citizen representatives). Membership was expanded to give south county jurisdictions a shared seat on the board.

Thurston County Commissioner	(1)
City of Olympia Councilmember	(1)
City of Lacey Councilmember	(1)
City of Tumwater Councilmember	(1)
City of Yelm Councilmember	(1)
Cities of Tenino, Bucoda & Rainier	(1)
Citizen Representatives	(3)
TOTAL	9

In November 1999, the voters of the State of Washington passed Initiative 695 which eliminated Motor Vehicle Sales Tax, which comprised 42% of the operating revenues for Intercity Transit. Intercity Transit asked the County Commissioners to consider calling a Transportation Improvement Conference to consider the boundaries of the PTBA. A public hearing was scheduled for March 28, 2002. A continuation of the conference was held April 4, 2002, at which time the members of the Public Transportation Improvement Conference approved a reduction in the boundaries of the Public Transportation Benefit Area.

An interjurisdictional meeting was held April 30, 2002, to review the nine member board composition of the governing body. The jurisdictional representatives approved a new eight member composition for the governing body of Intercity Transit. At the April 5, 2010, Interjurisdictional Meeting, the jurisdictions approved the same structure as in 2002.

In 2010, the state Legislature amended RCW 36.57A.050 to add a nonvoting labor representative to the governing bodies of public transportation areas and certain other entities. The current composition includes the addition of a Labor Representative position:

Thurston County Commissioner	(1)
City of Olympia Councilmember	(1)
City of Lacey Councilmember	(1)
City of Tumwater Councilmember	(1)
City of Yelm Councilmember	(1)
Citizen Representatives	(3)
Labor Representative	(1)
TOTAL	9