

AGENDA
INTERCITY TRANSIT AUTHORITY
Wednesday, April 20, 2022
5:30 P.M.

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

You can dial in using your phone. Dial in at 5 p.m. for a sound check.

United States (Toll Free): [1-877-309-2073](tel:1-877-309-2073) / Access Code: 836-718-021

The public may join using Facebook: <https://www.facebook.com/IntercityTransit/>

CALL TO ORDER

1) APPROVAL OF AGENDA 1 min.

2) PUBLIC COMMENT 5 min.
General public comment may be submitted prior to each Intercity Transit Authority meeting.

- By Email to pmessmer@intercitytransit.com by 12 noon on April 20, 2022.
- By Phone – Contact the Clerk of the Board at 360-705-5860 by 12 noon April 20, 2022.
- By USPS - mail public comment to “Public Comments” P. O. Box 659, Olympia, WA 98507.

3) PUBLIC HEARING 15 min.
A. 2023-2026 TIP (*Jessica Gould*)

The public can provide testimony on the public hearing by Email or Phone.

Submit testimony **by email** to pmessmer@intercitytransit.com. **Emailed testimony must be submitted by 12:00 p.m. on April 20, 2022.**

By Phone: Please register with the Clerk of the Board if you wish to testify by phone. **Call 360-705-5860 by 12:00 p.m. on April 20, 2022, to register.**

For questions, please contact the Clerk of the Board at 360-705-5860.

4) AWARD PRESENTATION 15 min.
A. WSTIP's Above and Beyond Award – *Leata Roberts (Tracey Christianson)*

5) INTRODUCTIONS 15 min.
A. Operator Class 22-02 (*Cameron Crass*)
B. Gavin Kramer and Susan Janeway, Operations Supervisors (*Cameron Crass*)
C. Kiera Maryott, Finance Supervisor (*Suzanne Coit*)

6) APPROVAL OF CONSENT AGENDA ITEMS 1 min.
A. Approval of Minutes: March 2, 2022, and March 16, 2022, Regular Meetings.
B. Payroll for March: \$2,923,393.29
C. Accounts Payable March: Warrant numbers 34032-34071 dated March 4 in the amount of \$248,746.98; numbers 34072-34131 dated March 3 in the amount of \$5,308.94; numbers 34132-

34184 dated March 8 in the amount of **\$676,902.30**; numbers 34185-34191 dated March 10 in the amount of **\$79,975.58**; numbers 34192-34194 dated March 12 in the amount of **\$87,253.29**; numbers 34195-34244 dated March 15 in the amount of **\$3,077,315.49**; numbers 34245-34292 dated March 17 in the amount of **\$5,146.06**; numbers 34294-34330 dated March 22 in the amount of **\$85,746.60**; numbers 34331-34363 dated March 21 in the amount of **\$3,479.69** for a total amount of **\$4,269,874.93**; and Automated Clearing House Transfers in the amount of **\$5,630.30** for a monthly total of **\$4,275,505.23**.

D. Surplus Property: Declare 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)*

- 7) **NEW BUSINESS**
 - A. **2021 Walk N Roll/Youth Education Update** *(Kerri Wilson)* **20 min.**
 - B. **Stantec Design Fee for South Parcel** *(Steve Krueger)* **30 min.**

- 8) **COMMITTEE REPORTS**
 - A. **Thurston Regional Planning Council (Apr. 1)** *(Debbie Sullivan)* **5 min.**
 - B. **Transportation Policy Board (Apr. 13)** *(Don Melnick)* **5 min.**
 - C. **Community Advisory Committee (Mar. 21)** *(Walter Smit)* **5 min.**

- 9) **GENERAL MANAGER'S REPORT** **5 min.**

- 10) **AUTHORITY ISSUES** **10 min.**

ADJOURNMENT

Intercity Transit ensures no person is excluded from participation in or denied the benefits of its services on the basis of race, color, or national origin consistent with requirements of Title VI of the Civil Rights Act of 1964 and Federal Transit Administration guidance in Circular 4702.1B.

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) 705-5860 at least three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 711 or 1-800-833-6384 and ask the operator to dial (360) 705-5860.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 3-A
MEETING DATE: April 20, 2022

FOR: Intercity Transit Authority
FROM: Jessica Gould, Grants Program Administrator, 360.705.5808
SUBJECT: 2023-2026 Transportation Improvement Program Public Hearing

1) **The Issue:** Take public testimony on the draft 2023-2026 Transportation Improvement Program (TIP) for anticipated federally funded projects identified for programming into the local, regional, and state planning documents prior to proposed ITA adoption on May 18, 2022.

2) **Recommended Action:** Consider public testimony.

3) **Policy Analysis:** Federal regulations require Intercity Transit to offer the opportunity for public participation in the process of programming federal funds used for future capital projects.

4) **Background:** On March 16, 2022, the ITA scheduled a public hearing on the draft 2023-2026 Transportation Improvement Program (TIP) for Federal Transit Administration funding. The TIP is consistent with projects that are identified in Intercity Transit's long-range capital and budget planning documents including the **2021- 2026 Transit Development Plan**, and the **2022-2027 Strategic Plan**. Both of these documents are published and available on the agency website. 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 2023-2026 TIP include:

- Preventive maintenance of vehicles in IT's fleet during the years 2023-2026.
- Acquisition of heavy-duty coaches to replace ones 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.
- Purchase of replacement vanpool vans.
- Continuing Youth Education Program(s) that foster skills and provides education on using transit, bicycling, and walking as transportation choices.

- Planning, design, and construction of facilities and capital improvements to support local and commuter services consistent with the adopted Long-Range Plan.
- Planning, design, and capital improvements to provide High Capacity or “BRT Light” corridor service consistent with the adopted Long-Range Plan.
- Funding for operating services, capital projects and capital replacement of vehicles utilizing “earned share” formula funds for approved projects via PSRC/Seattle-Tacoma-Everett metropolitan area.
- Planning, design, and construction of Alternative Fuel Infrastructure systems.

Projects are identified in the draft TIP for public review, comment, and consideration for ITA adoption on May 18, 2022. 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 funds), for inclusion in the respective regional TIP (RTIP). Federally funded projects must be included in the STIP prior to actual funding being available.

2023-2026 TIP projects total more than \$102 million with more than \$82 million of federal funding.

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

6) **Budget Notes:** The TIP reflects projects and funding targets that may be considered when developing the 2023 through 2026 annual Intercity Transit budgets.

7) **Goal Reference:** The TIP process project elements support agency goals: **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.”*

8) **References:** Exhibit 1 – Draft 2023 - 2026 TIP
 Exhibit 2 – Published TIP News Release
 Exhibit 3 – April Rider News article

INTERCITY TRANSIT
draft 2023 - 2026 Transportation Improvement Program
March 16, 2022

IT #	Project	2023	2024	2025	2026	TOTAL 2023 - 2026	Federal	Type	Local	Total	Funding Source
1	IT 1601 Capital Preventive Maintenance (PSRC Earned Share)	\$400,000	\$400,000	\$0	\$0	\$800,000	\$640,000	PSRC Earned Share Sec. 5307 and Sec. 5339	\$160,000.00	\$800,000.00	Planned & Secured (includes PSRC 5307 & 5339 Earned Share)
2	IT 1603 Vanpool Vans - Replacement (PSRC Earned Share)	\$1,125,000	\$1,125,000	\$1,000,000	\$1,000,000	\$4,250,000	\$3,400,000	PSRC Earned Share Sec. 5307 and Sec. 5339	\$850,000.00	\$4,250,000.00	Planned & Secured (includes PSRC 5307 & 5339 Earned Share)
3	IT 1604 Bus Stop Enhancements & Accessibility - TRPC - FHWA Transfers (TA)	\$392,275	\$2,269,486	\$260,000	\$260,000	\$3,181,761	\$2,545,409	Local and Federal/Regional	\$636,352.20	\$3,181,761.00	TRPC Contingency project via Regional competition
4	IT 1605 Walk N Roll Youth Education Programs - TRPC - FHWA Transfers (TAP)	\$129,000	\$129,000	\$129,000	\$129,000	\$516,000	\$446,340	Federal/ Regional	\$69,660.00	\$516,000.00	TRPC Secured Federal Funds
5	IT 1701 Replacement, heavy duty coaches - \$1.2M planning for alt fuels (PSRC earned share and Direct Apportionment)	\$1,006,231	\$6,822,481	\$12,517,538	\$7,253,750	\$27,600,000	\$22,080,000	Sec. 5307, 5339 & PSRC Earned Share	\$5,520,000.00	\$27,600,000.00	Planned & Secured (includes PSRC 5307 and 5339 Earned Share)
6	IT 1901 Replacement Dial A Lift vehicles - \$179K	\$1,075,008	\$1,209,908	\$0	\$0	\$2,284,916	\$1,827,933	TRPC Regional Funds and State/WSDOT Consolidated Grant	\$456,983.20	\$2,284,916.00	Secured regional federal funds and anticipated State funds
7	IT1903 High Capacity Corridor Service or BRT "light"	\$5,428,000	\$12,500,000	\$6,000,000.00	\$6,072,000	\$30,000,000	\$24,000,000	State RMG & Federal 5339 & 5307 or competitive	\$6,000,000.00	\$30,000,000.00	Partial funding, RMG project supports implementation plan
8	IT2001 Alternative Fuel Infrastructure Project	\$5,136,818	\$8,000,000	\$8,000,000	\$3,000,000	\$24,136,818	\$19,309,454	State RMG & Federal 5339 & 5307 or competitive	\$4,827,363.60	\$24,136,818.00	Unsecured, potential RMG funding
9	IT 1801 Pattison Maintenance, Operations & Admin. Facility Expansion & Rehabilitation - Construction	\$5,816,250	\$0	\$0	\$0	\$5,816,250	\$4,653,000	Federal Sec. 5307 and Sec. 5339	\$1,163,250.00	\$5,816,250.00	Federal 5339 & 5307
10	IT 2201 Northeast Lacey Operational Support Terminal Facility	\$400,000.00	\$800,000	\$800,000	\$2,000,000	\$4,000,000	\$3,200,000	Unsecured	\$800,000.00	\$4,000,000.00	Unsecured
Total Federal Funded Projects		\$20,908,582	\$33,255,875	\$28,706,538	\$19,714,750	\$102,585,745	\$82,102,136		\$20,483,609	\$102,585,745	Secured and Estimated Federal Funding Sources

Notes
Grant type: Sec. 5307/ 5339 & PSRC* 5307/ 5339 Earned Share--Urban area formula program administered by the Federal Transit Administration.
Amount is determined by urban area population, population density, and NTD stats for revenue miles traveled.
Federal funding match requirements are typically 80/20.
Projects with different matching requirements are noted.

*Puget Sound Regional Council



NEWS RELEASE

For Immediate Release:

March 17, 2022

***Intercity Transit Seeks Public Comment on
Annual Transportation Improvement Program***

Olympia, WA – Intercity Transit invites public comments on transit projects identified in the annual update of the Transportation Improvement Program (TIP) for the period 2023-2026. Identifying projects in the local agency TIP is a requirement for the agency to utilize Federal funding.

The public comment period begins March 18, 2022 and runs thru April 20, 2022. A public hearing is scheduled for April 20, 2022 and will be held remotely in accordance with Intercity Transit Authority meeting procedures. Opportunities to comment by telephone or other remote means are also available. Further details concerning how to provide comment at the public hearing, by telephonic, or remote means will be posted on the Intercity Transit website: www.intercitytransit.com.

The draft TIP details Intercity Transit's complete program of potentially federally funded projects for 2023-2026. It includes projects also programmed through the Thurston Regional Planning Council (TRPC) and the Puget Sound Regional Council (PSRC).

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

The draft 2023-2026 TIP is available online at www.intercitytransit.com/sites/default/files/2022-03/Dr2023-2026-Transportation-Improvement-Program.pdf or by contacting the Grants Program Administrator at 360-705-5808 or jgould@intercitytransit.com.

The public can also provide comments by email (send emails to jgould@intercitytransit.com) or by mailing written comments to the Grants Program Administrator, Intercity Transit, P.O. Box 659, Olympia, WA, 98507-0659. Intercity Transit must receive written comments by 5 p.m. Tuesday, April 19, 2022, to be considered. Email questions or comments to jgould@intercitytransit.com or call 360-705-5808.

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For More Information:

Jessica Gould, Grants Program Administrator
jgould@intercitytransit.com

RIDER NEWS

For information, contact Customer Service at **360.786.1881** or visit intercitytransit.com

April 2022

Federal Mask Mandate Extended through April 18, 2022



The Transportation Security Administration (TSA) has extended the Federal Mask Mandate at least through Monday, April 18, 2022. Wearing a mask while

on transit vehicles and inside transit buildings is required.

We will continue to monitor updates to the Federal masking requirements. For the most up-to-date information, visit intercitytransit.com or sign up for our email/text service at intercitytransit.com/subscribe. We appreciate your continued cooperation!

Public Comment Invited on Annual Transportation Improvement Program (TIP)



Intercity Transit seeks comments from riders and the community on the proposed 2023-2026 Transportation Improvement Program (TIP), which is a summary of planned projects that may include use

of federal funding during the four-year period.

The public comment period begins March 18, 2022 and ends April 20, 2022. A public hearing is scheduled for April 20, 2022 and will be held remotely in accordance with Intercity Transit Authority meeting procedures.

Further details concerning how to provide comment at the public hearing, by telephonic, or remote means will be posted on the Intercity Transit website at intercitytransit.com.

If you need special accommodations to participate in the public hearing, call 360-705-5808 at least three days prior to the meeting.

Review a draft copy of the 2023-2026 TIP online at intercitytransit.com/sites/default/files/2022-03/Dr2023-2026-Transportation-Improvement-Program.pdf.

Other ways to comment

If you do not want to participate in the public hearing, but wish to provide comments you may do so by:

Email: jgould@intercitytransit.com

Phone: 360-705-5808

Mail: Grants Program Administrator – TIP comments
Intercity Transit
P.O. Box 659
Olympia, WA 98507-0659

All written comments must be received by 5 p.m. on Tuesday, April 19, 2022, to be considered.

Rider Alert: State Ave. at Franklin St. Intersection Closed

The City of Olympia will be closing the State Ave. at Franklin St. intersection for their Franklin Street Construction Project beginning Monday, April 18 for approximately four weeks (weather dependent).

While no bus stops will be closed, the intersection closure will affect almost every route that goes to/from the Olympia Transit Center.

As a result, many routes will be on detour. Please be aware that some bay assignments will also need to change as a result of the project.

Please visit intercitytransit.com/rider-alerts for more details and route specific detour information. We appreciate your patience during the disruption.

Bike Lockers Opening at the Olympia Transit Center



Intercity Transit will be opening day use bicycle lockers at the Olympia Transit Center this May. We hope passengers will use them as they're making active transportation choices to get around the community. Here are a few things to keep in mind when using them:

1. Lockers will be available from 5 a.m. to 11 p.m., daily for storing bikes and bicycle equipment only.
2. The lockers are located south of the main covered bus terminal.
3. All items will be removed and discarded nightly after 11 p.m.
4. The lockers are under 24-hour live and recorded video surveillance.

Intercity Transit assumes no responsibility for articles lost, stolen, damaged or discarded. Please do not leave valuables in the lockers.

2022 Earth Day Market Ride



Join Intercity Transit's Bicycle Community Challenge for the Earth Day Market Ride on Saturday, April 23. Meet your neighbors and enjoy a Saturday bike ride to town! Group rides, including a family-friendly route, start in several neighborhood locations. Riders converge at Heritage Park Fountain, then ride together to the Olympia Farmers Market, where you can catch live music, and enjoy food and shopping! All riders must wear a helmet and sign a liability waiver. Visit the event page at bcc.intercitytransit.com/events/2022-4-23 for details and group ride locations.

Celebrate the 35th Annual BCC becoming the Bicycle COMMUNITY Challenge this May



Bicycling for any reason is good for individual and community health, and can lead to fewer car trips. Intercity Transit's Bicycle Community Challenge (BCC) is making the "All Rides Count" philosophy of the past two years permanent!

We are excited to announce that our events are coming back! The Earth Day Market Ride is on Saturday, April 23 from 10 a.m. to 12 p.m. and Bike to Work Day, with bicycle "energizer stations," is on Thursday, May 19 from 7 to 9 a.m.

Thurston County residents, Take Your Vitamin B(ike) and log your bike rides at bcc.intercitytransit.com May 1 through May 31 and you'll be entered to win prizes. All bike rides count, whether it is around the block, a trip to the grocery store, or a solo metric century to the border of the county and back. Learn more about the event at bcc.intercitytransit.com/events/2022-5.

Join our Walk N Roll Team



Intercity Transit's Walk N Roll program is hiring an AmeriCorps Volunteer to serve as an Education and Outreach Assistant.

The AmeriCorps Member will teach youth and families about environmentally friendly transportation options through a variety of hands-on education and outreach activities. They will teach participants skills in bike and pedestrian safety, bike mechanics, and how to ride public transit. The Member will help youth learn life-long skills to prepare them for the possibility of choosing a car free future.

Visit <https://my.americorps.gov/mp/listing/viewListing.do?fromSearch=true&id=102970> for application information and a complete position description.

Intercity Transit ensures no person is excluded from participation in, or denied the benefits of its services on the basis of race, color, or national origin consistent with requirements of Title VI of the Civil Rights Act of 1964 and Federal Transit Administration guidance in Circular 4702.1B.

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

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
Held Remotely
March 2, 2022

CALL TO ORDER

Chair Gilman called the March 2, 2022, meeting of the Intercity Transit Authority to order at 5:30 p.m. This meeting was held remotely in accordance with Governor Inslee's Proclamation 20-28.15 Safe Start/Roadmap to Recovery.

Members Present: Chair and City of Olympia Mayor Pro-Tem Clark Gilman; Vice Chair and Citizen Representative Justin Belk; City of Tumwater Mayor Debbie Sullivan; Thurston County Commissioner Carolina Mejia; City of Lacey Councilmember Robin Vazquez; City of Yelm Councilmember Brian Hess; Citizen Representative Don Melnick; Citizen Representative Sue Pierce; Labor Representative Paul Tischer.

Staff Present: Ann Freeman-Manzanares; Emily Bergkamp; Katie Cunningham; Tammy Ferris; Jessica Gould; Steve Krueger; Ally McPherson; Pat Messmer; Jeff Peterson; Eric Phillips; Heather Stafford-Smith; Nicky Upson; Daniel Van Horn; Cindy Waterhouse; Jonathon Yee; Brian Nagel; Alex Auty; Izi Lemay; Zach Heinemeyer; Riley White; Kyle McPherson; Magic Aguinaga; Rob LaFontaine; Thera Black.

Others Present: Legal Counsel, Jeff Myers; Marilyn Scott from the Community Advisory Committee; Jennifer Emerson-Martin, Iteris; Mark Yand, Parametrix; and Patrick Holm, SCJ.

APPROVAL OF AGENDA

It was M/S/A by Melnick and Mejia to adopt the agenda as presented.

WELCOME NEW BOARD MEMBERS

- Chair Gilman welcomed new Board members **Councilmember Brian Hess from the City of Yelm** and **Paul Tischer, Labor Representative for the ATU 1765**.

INTRODUCTIONS

- A. **Izi LeMay, Village Vans Supervisor** (*Emily Bergkamp*)
- B. **Zach Heinemeyer, Vanpool Coordinator** (*Cindy Waterhouse*)

PUBLIC COMMENT: No public comments were received.

APPROVAL OF CONSENT AGENDA

It was M/S/A by Sullivan and Mejia to approve the consent agenda.

- A. **Approval of Minutes:** February 16, 2022, Regular Meeting

Intercity Transit Authority Regular Meeting

March 2, 2022

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- B. Payroll for February: \$2,956,428.61**
- C. Accounts Payable February:** Warrant numbers 33850-33882 dated February 2 in the amount of **\$208,960.62**; numbers 33884-33939 dated February 9 in the amount of **\$1,068,222.63**; numbers 33940-33941 dated February 11 in the amount of **\$41,317.09**; numbers 33942-33993 dated February 16 in the amount of **\$2,174,780.61**; numbers 33996-34031 dated February 23 in the amount of **\$133,779.60**; for a total amount of **\$3,627,060.55**; and Automated Clearing House Transfers in the amount of **\$5,684.77** for a monthly total of **\$3,632,745.32**.

NEW BUSINESS

- A. Legal Services Extension.** Procurement Coordinator, Jeff Peterson, presented an amendment to the legal contract. Intercity Transit entered into a one-year term contract with Law, Lyman, Daniel, Kamerrer & Bogdanovich on April 1, 2018, for as-needed legal services. The current contract allows for four annual extensions in one-year intervals subject to annual approval. This extension represents the final one-year extension option and once approved, would extend the term to March 31, 2023.

Under the current contract Intercity Transit's primary Counsel is attorney Jeff Myers. Jeff is a Principal at the Firm and has municipal experience providing counsel to several local agencies in our area including the Olympic Region Clean Air Authority, TCOMM 911 and LOTT Clean Water Alliance and City of Olympia.

A rate increase for Jeff is not being proposed this term for his work. The firm has implemented a general wage increase of 4%, and the other Partners noted within our agreement are seeking this increase. Historically, Intercity Transit utilizes Jeff's services exclusively, and the impact of the wage increase incurred by the other Partners is minimal.

Staff values the services Law, Lyman, Daniel, Kamerrer & Bogdanovich have provided Intercity Transit and supports the proposed contract extension.

It was M/S/A by Mejia and Sullivan to authorize the General Manager to execute an amendment of our legal services contract with Law, Lyman, Daniel, Kamerrer & Bogdanovich extending the term of the agreement through March 31, 2023.

- B. Marketing & Communications Services Contract.** Procurement Coordinator, Katie Cunningham, presented a contract for Marketing & Communications services.

Intercity Transit released a Request for Qualifications and Proposals (RFQP) for Marketing and Communication Services on December 9, 2021. A total of six (6) proposals were received by the submittal deadline of January 19, 2022.

Proposals were evaluated by the General Manager, Marketing and Communications staff, the Vanpool Manager, a Human Resources Analyst, and procurement staff in accordance with criteria established in the RFQP. Based on the evaluation of non-cost proposal factors, cost proposal factors, and proposer interviews, Intercity Transit determined that MFA is the responsible proposer who best meets all RFQP requirements and is the most advantageous to Transit to perform Marketing and Communication Services.

MFA has extensive experience working with public and transportation agencies and has completed multiple successful marketing and communication campaigns with Pierce County, Sound Transit, Seattle Department of Transportation, the Port of Seattle, and the Washington State Department of Transportation. Staff believes MFA will provide significant and valuable marketing and communications support services at fair and reasonable rates. Accordingly, Staff recommends approval of the contract award to MFA.

It was M/S/A by Vazquez and Melnick to authorize the General Manager to execute a one-year contract, with four one-year renewal options, with MFA to provide Marketing and Communication Services in the amount of \$300,000.

- C. Smart Corridor and TSP Project Update.** Development Director, Eric Phillip, said the Smart Corridors and Transit Signal Priority are two very different but related projects. Both projects are moving forward to support implementation. The Smart Corridor /Transit Signal Prioritization project goes back more than 15 years starting around 2007 with some of the background study work that identified existing conditions, gaps and system engineering documentation. This led to \$3.4 million being awarded to the partner agencies to update traffic signal equipment at the intersection level –these updates were required to allow forward functionality to provide for the option of adding Transit Signal Priority as an operating strategy later. The equipment upgrades were done between 2012 and 2016. In 2018 Olympia was awarded some additional funds to upgrade the rest of the City signal systems. Between 2018 and 2020 Lacey, Thurston County and Tumwater were awarded additional funds to upgrade detection software and hardware. The current project was developed as a regional implementation effort and was awarded in 2018 and 2020 with Intercity Transit taking the lead and covering the match for the implementation phase.

The Smart Corridors high intensity transit supported corridors generally fall along the primary arterials - the Martin Way Corridor through downtown and Fourth Avenue and State up through the west Side, and also Capital Boulevard off the Pacific Avenue triangle from College Street.

The goal with this technology investment will convert those regionally designated strategy quarters into smart corridors using the specific IPS components, and we've made hardware, software, detection, technology investments, and now we're

working on that focus, where those major arterials come together that we put those investments to work. Regionally we've invested over \$5 million in those projects.

Presentation Highlights:

PROJECT STRUCTURE

- Smart Corridors is a regional implementation project.
- Intercity Transit is the project lead, grant recipient and sole funding partner
- TRPC is contracted by IT to provide coordination support
- Technical Workgroup (TWG) including all jurisdictional partners is in place
 - Coordinated by TRPC, IT and Consulting Team
 - Consists of staff from IT, Lacey, Olympia, Tumwater, Thurston County and WSDOT
 - TWG may be expanded to include other stakeholders for specific meetings
 - Role is to work through technical issues relating to the project; be liaison to their organizations; help collect data; provide input to project team
- IT has ILA's with each agency to support TSP and Smart Corridor coordination and implementation work.
- IT is responsible for hiring and managing the Traffic Engineering Consultant and coordinate work.

CONSULTANT TEAM

- Iteris (Jennifer Martin) - Has extensive experience with similar project deployments, testing capacity and familiarity with technology and agency operations.
- Parametrix (Mark Yand) - Has local Project Manager experience and trusted traffic engineer has worked with many of the partner jurisdictions.

DATA COLLECTION

- Coordination with jurisdictional partners
- Testing and field verification
- Project Roadmap - deliverable will address the implementation phase of and remaining work under Smart Corridors

Phillips said when we reference data collection, we are looking at a wide range of data, its intersection level data as well as transit data and signal timing plans. One of the long-term considerations you will hear more about in the next update is if we are able to automate data collection and use it for the project. Typical data collection for three types of implementation projects can be very labor intensive and tend to be very specific to the time that the data was collected. In developing an implementation strategy it's important to develop a maintainable data collection tool that can be utilized to continue the evolution, use and management of our Smart Corridors moving forward.

CONCEPT DEVELOPMENT

- Fit existing conditions and constraints
- Evaluate existing conditions
- Test controller TSP functionality and software
- Develop signal timing strategies (side streets, left turns, EV, coordination, cycle length, TSP strategies)

TESTING PILOT PROJECT

- Select test intersections
- Test priority system
- Test controller TSP response and functionality
- Validate performance and benefits
- Identify impacts
- Adjust concept and strategies as needed

PROJECT CHALLENGES

- Changed conditions due to COVID
 - Traffic volumes and travel patterns
 - Transit ridership
 - Working in the field and in the shop environment
- Data Collection
 - Traditional methods provide limited static data set for design
 - New technologies provide more diverse and rich real time data
- Forward Looking
 - Management of the TSP system
 - Foundation to build future smart corridor improvements

IMPLEMENTATION SCHEDULE

Thurston Smart Corridors and TSP Implementation Schedule												
Project Activity & Milestones	2022											
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec
Agency Working Group Mtgs	★		★	★	★	★	★	★	★	★	★	★
Task Order No. 1												
Data Collection Request	★											
Data Collection		■										
Evaluate TSP Strategies			■									
Select Test Intersection(s)				★								
Bench Test Controllers and System Equip			■	■								
Field Demo					■							
Develop Project Roadmap						■						
Additional Task Orders												
Avail CAD/AVL Integration			■	■	■							
Corridor Implementation							■	■	■	■	■	■

Phillips answered questions.

D. Martin Way Park-and-Ride Direct Access Project Update. Development Director, Eric Phillips said this project is a Capital Program and is a multi-faceted project designed to improve operations, reduce trip times for riders and enhance operator comfort and security.

It's also a multi-agency coordination effort with time spent working with the WSDOT Olympia Region staff as well as headquarters staff and includes an internal IT team to support facility design and operations. It's a Regional Mobility Grant funded program with a deadline of June 2023.

Project support from the IT Project Team includes Phillips, Thera Black - Project Coordinator and Tammy Ferris - Procurement Coordinator. The IT Project Development Team includes Facilities, Operations, IS, Planning and Procurement staff. On the engineering side, there is Patrick Holm, Project Lead with SCJ, Scott Sawyer, Principal with SCJ and Garner Miller, Architect with MSG Architects. There has also been significant support from WSDOT divisions - Traffic, Access, Environmental, Operations, Planning OR and HQ staff.

This project primarily targets the Olympia Express Service that runs in and out of our region and over the last 20 years we've seen significant ridership. Over the last 20 years, we've tracked 3.5 million trips between Pierce and Thurston Counties. Ridership peaked in 2012 when there was a boom in ridership that occurred with the bust in the economy, following the economic downturn in those high prices of fuel. At that time IT was getting about 228,000 rides on the Olympics Bus service, and following that, we saw some significant decreases.

In 2018 there was discussion about cancelling express service, but it was decided to restructure that service rather than eliminate it, and then ridership went back up. In the fall of 2019, IT was almost back up to peak ridership levels. There is significant history with this project and the direct access component of the park-and-ride was always part of the bigger Martin Way picture. The project we're moving forward with today is a component of that previous planned project that was approved.

This has been a well-documented project that's in the Regional Transportation Plan as a regionally significant project and it's part of our long-range plan and our local agency transportation improvement program. It's still included in the Martin Way Corridor Study that's ongoing as a key location on the corridor. It's been part of our strategic plan update both in context of our TDM strategies and our Park-and-Ride Utilization, as well as our strategic planning about increasing services and it's included in our Transit Development Plan.

Phillips reviewed the problems being addressed with the project:

- Unprotected left turn into Martin Way Park-and-Ride across three lanes of traffic can be a safety issue and is difficult when congested due to signal

queues & challenging when traffic is free-flowing due to variable traffic speeds on Martin Way.

- Delays create running time unpredictability affecting route schedules, adding 5-7 minutes to the one-way Olympia Express trip during peak periods and costing IT an estimated \$350,000 - \$400,000 a year due to recurring congestion & delays built into the public schedule.
- Delays getting into and out of the P&R add to inconvenience and unreliability for customers, accounting for 15% of travel time on average between Olympia and Lakewood and discouraging potential growth and retention in ridership

Phillips reviewed the project benefits for riders:

- **Shorter and More Direct Trip:** The addition of a new “flyer stop” on the I-5 NB on-ramp will reduce the time it takes for the bus to continue NB to Lakewood. A significant savings for the NB trip compared to current operations.
- **Schedule Reliability:** The direct access improvements and new flyer stop will result in revised routing into the Park and Ride that uses traffic signals during peak times. We anticipate around a 15% potential savings for each trip leg.
- **Additional Parking, lighting, security cameras,** updates. Riders will see a general “refresh” of the facility and be able to benefit from the new flyer stop and updated rider facilities at the Park-and-Ride.

Phillips reviewed the project benefits for IT:

- **Protected Movements:** “Transit Only” Direct access from the I-5 NB on-ramp will allow IT to use the intersection and ramp traffic signals providing protected turn movements into the Park and Ride and create one-way flow for buses.
- **Schedule Predictability:** once operational we will begin a process to revise running times to capture the schedule savings providing the opportunity to add more frequent service and improve the public schedule. These savings are estimated at around \$350,000 a year and would be reinvested into service.
- **Enhanced site amenities** including operator restrooms, new lighting, security cameras, layover area and updated waiting areas for riders.

Phillips reviewed the Park-and-Ride Project Elements:

Three distinct operational efficiency and safety improvements

1. **Add a flyer stop to the I-5 northbound on-ramp** - NB Olympia Express skips the Park-and-Ride completely
2. **Add a transit-only direct access lane from the northbound on-ramp** - EB buses turn left at the signal and pull right into the Park-and-Ride
3. **Modify the site layout** of the Park-and-Ride to

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- reconfigure bus bays and travel ways,
- add pedestrian access to the flyer stop,
- add operator comfort facilities and on-site storage
- Reconfigure and add new parking

Phillips reviewed the concept plan that includes an employee restroom and storage building – basic conditioned space with some central storage and mechanical or IS space.

Phillips reviewed project costs, revenues and schedule:

\$ 350,000	Engineering/Design
\$3,341,000	Construction
\$3,691,000	Estimated Cost
\$3,700,000	2022 Project Budget
\$2,152,800	WSDOT RM Grant (2020)
\$1,547,200	Local Funds

Per grant rules, grant-funded portion of the project must be complete by June 30, 2023.

Phillips answered questions.

COMMITTEE REPORTS - None.

GENERAL MANAGER'S REPORT

Freeman-Manzanares said staff is preparing for another Operator class to begin on March 21, however, IT is not seeing a gain in Operators as staff leave employment or retire. IT is attempting to work through those issues and looking forward to continuing the campaign to hire additional employees. Because of this, service for the March service change will remain consistent with the current offering.

Two conceptual applications were submitted for the Washington State Regional Mobility Grant Program for projects that will be awarded in the 2023-2025 biennium. Both of these concepts are supported by IT's Strategic Plan. One application would help IT continue on the journey to zero emission, focusing on pilot vehicles and infrastructure. The second application is continuing construction to support rear door entry at bus stops, rehabilitating the Washington and Olympia corner at the Olympia Transit Center and venturing into the installation of electronic wayfinding at multiple locations, such as the transit centers and the Martin Way Park-and-Ride, to further support physical enhancements at those locations and to better support our passengers. These applications are due later this Spring, and we will likely hear about how the Washington State DOT ranks those projects in December of 2022. It goes to the State Legislature in 2023.

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IT continues to follow all things COVID. The federal mask mandate remains in place through March 18, and we haven't heard officially if the Transportation Security Administration plans to end or extend the mask mandate. Transit is on the Governor's "continue to mask" list. We believe the intent is to continue that requirement until expiration of the federal mandate. IT continues to watch this unfold and will communicate with our passengers and staff accordingly.

Tonight, Eric Phillips introduced two very important projects IT is pursuing and there are so many more in support of the Strategic Plan. Staff will continue to update on the progress, and seek Authority approval where appropriate

Freeman-Manzanares provided a brief update of the Transportation Package at the State Legislature. There have been a number of amendments, and the Senate and House leadership are committed to moving the proposal forward attempting to get agreement by March 10. IT will stay tuned and keep everyone updated. IT does have a little over \$5M in that budget for completion of the Pattison Street Project and the Maintenance Facility.

AUTHORITY ISSUES

Sullivan said she participated in APTA's Transit Board's Talk Live Trends topic on transit fares. There were 23 participants from all over the country. She said it was very interesting because the consultant was talking about all of the different issues like COVID, fares, etc. and he talked about the areas participating in zero fare, and Intercity Transit wasn't on that list. When the consultant asked for comments and questions, Sullivan said she went into great detail outlining and providing the history of how IT got to zero fare and shared the pros of going zero fare. Sullivan said there appeared to be a lot of interest and she hopes the consultant who did the presentation updates his materials to include Intercity Transit. Sullivan said she will share a link to the presentation when she receives one.

ADJOURNMENT

With no further business to come before the Authority, Chair Gilman adjourned the meeting at 7:02 p.m.

INTERCITY TRANSIT AUTHORITY

ATTEST

Clark Gilman, Chair

**Pat Messmer
Clerk to the Authority**

Date Approved: April 20, 2022

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

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
Held Remotely
March 16, 2022

CALL TO ORDER

Vice Chair Belk called the March 16, 2022, meeting of the Intercity Transit Authority to order at 5:30 p.m. This meeting was held remotely in accordance with Governor Inslee's Proclamation 20-28.15 Safe Start/Roadmap to Recovery.

Members Present: Vice Chair and Citizen Representative Justin Belk; City of Tumwater Mayor Debbie Sullivan; Thurston County Commissioner Carolina Mejia; City of Lacey Councilmember Robin Vazquez; City of Yelm Councilmember Brian Hess; Citizen Representative Don Melnick; Citizen Representative Sue Pierce; Labor Representative Paul Tischer.

Members Absent: Chair and City of Olympia Mayor Pro-Tem Clark Gilman.

Staff Present: Ann Freeman-Manzanares; Emily Bergkamp; Jessica Gould; Steve Krueger; Ally McPherson; Pat Messmer; Eric Phillips; Nicky Upson; Daniel Van Horn; Jonathon Yee; Alex Auty; Jeremy Eaton; Jackson Madison; Grant Stevens; Kevin Karkoski; Cindy Waterhouse; Duncan Green; Zach Heinemeyer; Kyle McPherson; Magic Aguinaga; Riley White

Others Present: Legal Counsel, Jeff Myers; City of Olympia Councilmember Dani Madrone (Alternate).

APPROVAL OF AGENDA

It was M/S/A by Sullivan and Mejia to adopt the agenda as presented.

INTRODUCTIONS

- A. **Jeremy Eaton and Jackson Madison, Service Workers** (*Jonathon Yee*)
- B. **Grant Stevens, DAL Dispatch Specialist** (*Kevin Karkoski*)

PUBLIC COMMENT: No public comments were received.

NEW BUSINESS

- A. **Schedule 2023-2026 TIP Public Hearing.** Grants Administrator, Jessica Gould, presented the Transportation Improvement Program (TIP). The TIP is Intercity Transit's complete program of anticipated federally funded projects over the coming four years. All transit systems are required to have a TIP and it's used as a guide for future projects and programs.

The TIP helps identify and prioritize projects based on funding changes and priorities. An example is the Alternative Fuels Infrastructure project, which doesn't have federal funding yet but we're anticipating and working hard to get funding. Once we are successful, we'll be able to move much more quickly because the project is already in the TIP. Also, the review all potentially federally funded projects publicly is required by the FTA.

Gould reviewed the Program elements in the draft 2023-2026 TIP:

- Preventive maintenance of vehicles in IT's fleet during the years 2023- 2026.

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- Acquisition of heavy-duty coaches to replace ones 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.
- Purchase of replacement vanpool vans.
- Continuing Youth Education Program(s) that foster skills and provides education on using transit, bicycling, and walking as transportation choices.
- Planning, design, and construction of facilities and capital improvements to support local and commuter services consistent with the adopted Long-Range Plan.
- Planning, design, and capital improvements to provide High Capacity or "BRT Light" corridor service consistent with the adopted Long-Range Plan.
- Funding for operating services, capital projects and capital replacement of vehicles utilizing "earned share" formula funds for approved projects via PSRC/Seattle-Tacoma-Everett metropolitan area.
- Planning, design, and construction of Alternative Fuel Infrastructure systems.

Over the next four years of this TIP cycle, IT needs to replace 23 coaches, 12 DAL's and 25 Vanpool's. Staff is planning for that and how to best leverage grant funding. Capital Projects include Capital Preventive Maintenance, Bus stops, the completion of Pattison, and the potential construction of Alternative Fuel Infrastructure. As projects are completed, they drop off the TIP. Other projects included in the TIP are Walk N Roll and High-Capacity Corridor Service. IT secured regional federal funding for Walk N Roll spread over the next four years for about 40% of the Operating expenses required. Additionally, IT will continue to seek federal funding for the continuation of the effort started with The One to have High-Capacity Corridor Service.

The proposed TIP Timeline is:

- **March 16, 2022** – Brief ITA on schedule and request Public Hearing Date
- **March 18, 2022 – April 20, 2022** – Publish Draft TIP & Public Comments period
- **April 20, 2022** – Public Hearing on Draft TIP
- **May 18, 2022** – Consideration of 2023-2026 TIP for adoption by the Authority
- **June 1, 2022** – Submit Approved TIP to MPO and State. Update Projects in STIP

It was M/S/A by Mejia and Melnick to schedule a public hearing for April 20, 2022, at 5:30 p.m. to receive public comment on the draft Intercity Transit 2023-2026 Transportation Improvement Program (TIP).

- B. 2022 Winter Bicycle Challenge and BCC Update.** BCC Specialist, Duncan Green provided an update on the Winter BCC and upcoming BCC scheduled in May.

Green said the Winter Bicycle Challenge is designed to encourage and celebrate the stalwart year-round riders in the community. It runs for the month of February, with weekly random prize drawings for all participants. This year's Winter Bicycle Challenge was highly successful – IT had the highest numbers ever of riders, and miles and days ridden in the Winter Bicycle Challenge's eight-year history! All of those metrics were up nearly 30% from last year.

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Green reviewed upcoming spring events, including a proposal to make the “All Rides Count” philosophy permanent, and update the name of our flagship event to the Bicycle COMMUNITY Challenge.

Green said the BCC had to adapt and evolve in the past couple of years, and bicycles are very adaptable and all-encompassing in their benefits. With the adaptations that were made, participation in the events remained strong through the pandemic and continues now as we enter the next phase. Even prior to the pandemic, the prevailing wisdom in the bicycle advocacy world was shifting towards encouraging people to try bicycling for any reason, not just for transportation. Biking for recreation and health is very beneficial and opens peoples’ minds to the possibility of using their bikes for transportation, too. He expects participation in the May BCC and other spring events to grow as people find out the BCC is not just for commuters, but for everyone!

With COVID restrictions relaxing, and the outdoor nature of BCC events, Green is bringing back some traditional spring events, including the Earth Day Market Ride and Bike to Work Day! The next event is the Earth Day Market Ride in April.

This year’s theme for the BCC is “Take Your Vitamin Bike!” We’re also celebrating 35 years of the BCC, the longest running bicycle challenge in Washington state. As always, there will be many prizes to encourage people to ride, and to celebrate our accomplishments. Green has practical bike gear from Portland Design Works, prizes and discount coupons from many local businesses.

In 2020, the sponsor program was put on hold, but in 2021 sponsors started coming back, and this year the trend continues. Some of the local sponsors are really going the extra mile to help promote the BCC this year. Ralph’s Thriftway, Olympia Food Co-op, Batdorf and Bronson, Three Magnets, and the Farmer’s Market have agreed to cross promote on social media along with their own events.

The Authority advised staff to continue the “All Rides Count” philosophy and adjust the name to “Bicycle Community Challenge.”

- C. Vanpool Five-Year Demo Project Update.** Vanpool Manager, Cindy Waterhouse, provided an update on the Vanpool Five-Year Demonstration Project that the Authority adopted in September of 2021, and was implemented on January 1, 2022.

The new fare structure resulted in moving over 2,000 price points down to eight. The simplification of the fare structure allowed staff to better promote the program to form new vanpool groups and better serve the community, and the change has been very well received by current vanpool customers and is leading to productive recruitment discussions promoting vanpool with both potential customers and employers. The success IT is experiencing in Vanpool is in direct response to the support of the Authority and the CAC. These changes are allowing IT to address the complexity associated with changing commute behavior and engage with individuals and employers with a far simpler message. Along with the change in fare structure, newly purchased vanpool management software is currently being implemented with completion anticipated in September 2022.

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Waterhouse introduced and recognized Kyle McPherson, Vanpool Coordinator for receiving the 40 Under 40 Award from The Association for Commuter Transportation (ACT). ACT is a premier organization and leading advocate for commuter transportation and transportation demand management professionals (TDM). Their mission is to create an efficient multimodal transportation system by empowering the people, places, and organizations working to advance TDM in order to improve the quality of life of commuters, enhance the livability of communities and stimulate economic activity.

ACT celebrates a group of young TDM professionals with this award – the award is given to ambitious leaders working to find creative solutions to improve the quality of life of commuters and the livability of communities and developing TDM programs that shift behavior. McPherson was nominated by Veronica Jarvis from Thurston Regional Planning Council. They have been working closely together to promote vanpool, biking and bus riding. Jarvis wrote about McPherson:

“Kyle is a vanpool Rockstar! I am constantly impressed by his positive attitude in encouraging employees in our region to try vanpooling. We all know changing commute habits can take some hard work, and Kyle is here to put it in. Kyle was able to start 25 new vanpools in his first 9 months on the job...in the middle of a global pandemic! With the motivation and work ethic Kyle has, the sky is the limit in his next several years. Kyle has been recognized for his creative vanpool marketing and I know he will continue to innovate and bring new energy to the TDM industry. I look forward to watching Kyle take on more challenges and succeed in the TDM industry-we need more people like him!”

Waterhouse reviewed some of the employers who are new to the vanpool program like Amazon, Children’s Hands-On Museum, Pace Edwards, and the Lacey, Tumwater and Olympia Fire Departments. Since the start of the flat rate fare program, IT is seeing great results - there have been 15 new vanpool groups totaling 68 new vanpoolers – all essential workers. Waterhouse shared customer comments from those groups.

COMMITTEE REPORTS

- A. Thurston Regional Planning Council met March 4, 2022.** Sullivan said Executive Director Marc Daily requested the Council approve forwarding the National Highway Freight Program application to WSDOT that was submitted by Thurston County for replacement of the Tilley Road Bridge. The presentation can be found here:
https://www.trpc.org/DocumentCenter/View/9526/A5_NatHwyFreight030422.

TRPC Deputy Director Veena Tabbutt, and Eric Phillips from Intercity Transit, provided an update on the progress of the Smart Corridors & Transit Signal Priority Project. The project is intended to provide signal priority (extended yellow lights) for IT buses and optimize traffic signal timing. The presentation can be found here:
https://www.trpc.org/DocumentCenter/View/9527/A6_Smart-Cor-TSP-TRPC-update-3-4-2022-final.

There was an update on Housing Attainability and Action Plans. Executive Director Marc Daily, Leonard Bauer, City of Olympia, Rick Walk, City of Lacey, and Mike Matlock, City of Tumwater, updated the Council on the housing action planning occurring in Thurston

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County. The presentation can be found here:

https://www.trpc.org/DocumentCenter/View/9528/A7_RegHousing030322.

Staff provided an update on the draft Federal Funding Call for Projects – Equity – and asked for Council input. TRPC is updating the call for projects process and equity will be one of the project selection criteria. The presentation can be found here:

https://www.trpc.org/DocumentCenter/View/9525/A9_Call-for-Projects-Equity-2022

- B. Transportation Policy Board met March 9, 2022.** Melnick said the TPB is looking for new Business and Community Representatives to serve as voting members. They have a number of applications for the community representative but there are three vacancies for business representatives, and only received one application so far. If anyone knows business people who would be interested, have them contact TRPC. It's really a good connection with the elected officials and others that are on the TPB, and he encourages anyone to apply.

TPB received a Household Travel Survey Update. TRPC contracted with Resource Systems Group to complete a travel survey which will provide data to update the regional transportation model. RSG provided an overview of the project. Melnick said interestingly enough, in order to achieve equity, the consultant selected a representative group from the community, and they made a point of providing incentives for under-represented segments of the community.

Melnick said starting in May, TPB will conduct hybrid meetings, and attendees will be able to attend in person or participate via Zoom.

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.

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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.

AUTHORITY ISSUES

Melnick volunteered to represent IT on the High-Capacity Transportation Project Steering Committee, and he attended the first and only meeting. Because it wasn't determined the exact role of this steering committee, it was determined the committee be disassembled and go back to the standard way of running things. Melnick said the project is about public transit, between Thurston County and Tacoma in various forms. He encourages IT staff to continue to help TRPC understand how transit business works. The project belongs with TRPC, and they have the funding.

Belk said the solicitation from the WSDOT Active Transportation Program for their safe routes to school and the bike/pedestrian grants are about to be published. He encourages all local jurisdictions to take advantage of improving their bike and pedestrian connections, using the WSDOT grant money.

ADJOURNMENT

With no further business to come before the Authority, Vice Chair Belk adjourned the meeting at 6:35 p.m.

INTERCITY TRANSIT AUTHORITY

Clark Gilman, Chair

ATTEST

**Pat Messmer
Clerk to the Authority**

Date Approved: April 20, 2022

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

PERIOD DATES: 2/13/2022-2/26/2022				PAYDATE 3/4/2022		PERIOD DATES: 2/27/2022-3/12/2022				PAYDATE 3/18/2022	
CODES		PAY PERIOD CHECK NO.	1ST CHECK AMOUNT	1ST TRANSFER AMOUNT		CODES		PAY PERIOD CHECK NO.	2ND CHECK AMOUNT	2ND TRANSFER AMOUNT	
IRS	FIT	EFT	88,823.60		IRS	FIT	EFT		89,601.68		
	MT	EFT	30,423.88	119,247.48		MT	EFT		30,195.52	119,797.20	
				0.00					0.00		
INS	A2	Met Life	0.00		INS	A2	Met Life		12,153.69		
	AS	Allstate LTC	-96.60			AS	Allstate LTC		7,356.35		
HEALTH	D3/DI	Disability Ins	4,381.59	0.00	HEALTH	D3/DI	Disability Ins		4,279.48	0.00	
	HE/HS/SP/TB	Health In1stN2ND	218,778.44	0.00		HE/HS/SP/TB	Health In1stN2ND		216,806.50	0.00	
GARNISHMENT	GN	Garnish	CHECK last	427.81	GARNISHMENT	GN	Garnish	CHECK last	427.81		
CHILD SUPPORT	CS	DSHS	EFT	2,061.35	0.00	CHILD SUPPORT	CS	Child Support	EFT	2,061.35	2,061.35
				0.00					0.00		
DIRECT DEPOSIT	D1	D.Dep. #1	ACH WIRE every	9,965.00	9,965.00	DIRECT DEPOSIT	D1	D.Dep. #1	ACH WIRE every	9,965.00	9,965.00
DIRECT DEPOSIT	D2	D.Dep. #2 & #3	ACH WIRE every	8,682.11	8,682.11	DIRECT DEPOSIT	D2	D.Dep. #2 & #3	ACH WIRE every	8,682.11	8,682.11
NEW YORK TAX	NT	New York Taxes		0.00	NEW YORK TAX	NT	New York Taxes		147.26		
NY PFML&D	NY	New York PFML&D EE + ER		0.00	NY PFML&D	NY	New York PFML&D EE + ER		18.43		
HEALTH SAVING	HS	Health Svgs	ACH Wire every	444.59	444.59	HEALTH SAVING	HS	Health Svgs	ACH Wire every	557.59	557.59
401K	DC	Vgrd EE	Wire	59,687.01		401K	DC	Vgrd EE	Wire	58,401.94	
VANGUARD	DC	Vgrd ER	Wire	41,797.24	101,484.25	VANGUARD	DC	Vgrd ER	Wire	41,002.05	99,403.99
LOAN	L2	401k Ln#2	Wire	2,903.33		LOAN	L2	401k Ln#2	Wire	2,787.19	
LOAN	LN	401k Ln #1	Wire	5,294.42	8,197.75	LOAN	LN	401k Ln #1	Wire	5,272.92	8,060.11
				109,682.00					107,464.10		
LABOR INS	LI&LA	L&I	EFT Quarterly	29,707.65		LABOR INS	LI&LA	L&I -LA +LI +ER	EFT Quarterly	29,058.87	
ESD	CF&CL	WPFML	EFT Quarterly	6,447.93		ESD	CF&CL	WPFML	EFT Quarterly	6,401.16	
MACHINISTS	MD/M2	Mch.UnDues	Check last	1,527.38		MACHINISTS	MD	Mch.UnDues- 164 PEREE	Check last	1,485.74	
UNION DUES	MI	Mac.Intltn	Check last	0.00		UNION DUES	MI	Mac.Intltn	Check last	0.00	
	MS	Payroll Corr check		0.00			MS	Payroll Corr check		0.00	
				110.00	0.00					0.00	0.00
PROJECT ASSIST	PA	Proj.Asslst	Check last	341.00		PROJECT ASSIST	PA	Proj.Asslst	Check last	341.00	
PENSION	PN/P3	PERS EE	EFT	66,547.43	0.00	PENSION	PN	PERS EE	EFT	65,743.50	0.00
STATE	PN/P3	PERS ER	EFT	106,611.33	173,158.76	STATE	PN	PERS ER	EFT	105,383.37	171,126.87
PERS	TTL PERS			173,158.76		PERS	TTL PERS			171,126.87	
ICMA LOAN	R3	ICMA Ln#2	WIRE	419.58	0.00	ICMA LOAN	R3	ICMA Ln#2	WIRE	419.58	0.00
ICMA	RC	ICMA EE	WIRE	5,997.50		ICMA	RC	ICMA EE	WIRE	5,903.82	
ICMA ROTH	RI	ICMA Roth	WIRE	350.00	350.00	ICMA ROTH	RI	ICMA Roth	WIRE	400.00	400.00
ICMA LON	RL	ICMA Ln#1	WIRE	651.15	1,070.73	ICMA LON	RL	ICMA Ln#1	WIRE	651.15	1,070.73
ICMA	RR	ICMA ER	WIRE	3,546.28	9,543.78	ICMA	RR	ICMA ER	WIRE	3,501.51	9,405.33
				10,614.51	10,964.51					10,476.06	10,876.06
457 STATE	SD	457 ST EE	EFT	16,861.19		457 STATE	SD	457 ST EE	EFT	17,018.34	
DEFERRED	SR	457 ST ER	EFT	9,736.41	26,597.60	DEFERRED	SR	457 ST ER	EFT	9,768.42	26,786.76
AFLAC	ST&SS	AFLAC POST/PRE	EFT	5,974.86	5,974.86	AFLAC	ST&SS	ShTrmDisab-AFLAC	EFT	5,947.94	5,947.94
ATU	UC	Un COPE	Check 1st	122.00		ATU	UC	Un COPE	Check 1st	-	
UNION DUES	UA	Un Assess	Check last	0.00		UNION DUES	UA	Un Assess -2ND PP	Check last	1,379.00	
	UD	Un Dues	Check last	6,553.46			UD	Un Dues-BOTH PP	Check last	6,761.39	
	UI	Un Initlatn	Check last	0.00			UI	Un Initlatn- 100.00 PEREE	Check last	60.00	
	UT	Un Tax	Check last	3,180.15			UT	Un Tax IST PP	Check last	0.00	
UNITED WAY	UW	United Way	Check last	253.00		UNITED WAY	UW	United Way	Check last	253.00	
WELLNESS	WF	Wellness	Check last	295.50		WELLNESS	WF	Wellness	Check last	295.50	
DIRECT DEP.	NP	NET PAY (dir. Depos ACH Wire every		729,139.91	729,139.91	DIRECT DEP.	NP	ACH Wire every	704,051.57	704,051.57	
LIVE CHECKS	Paychecks			0.00		LIVE CHECKS	Paychecks - LIVE CHECKS		904.08		
TOTAL TRANSFER (tie to Treasurer Notifications)					1,193,856.82	TOTAL TRANSFER (tie to Treasurer Notifications)					1,167,316.55
TOTAL PAYROLL*:				1,467,947.48		TOTAL PAYROLL*:				1,455,445.81	
GROSS WAGE	GROSS EARNINGS:			1,077,684.78		GROSS WAGE	GROSS EARNINGS:			1,069,854.29	
ER AMOUNT	EMPR MISC DED:			375,050.76		ER AMOUNT	EMPR MISC DED:			370,493.76	
MEDICARE TAX	EMPR MEDICARE TAX:			15,211.94		MEDICARE TAX	EMPR MEDICARE TAX:			15,097.76	
										0.00	
PPO5 Total					1,467,947.48	PPO6 Total					1,455,445.81
						Total Payroll for March 2022					2,923,393.29
DIRECT DEP.	ACH WIRE TOTAL			748,231.61		DIRECT DEP.	ACH WIRE TOTAL			723,256.27	

\$0.00

\$0.00

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
01471 AGUERO JASON										
00	02/10 IS AMTK REIMB.	DI	3/4/2022			601.67	601.67	601.67		601.67
03804 BRADLEY SARA										
00	02/22 RECOG CSH OU	DI	3/4/2022			95.00	95.00	95.00		696.67
18049 SHARWARK DAVID										
00	02/22 RECOG CSH OU	DI	3/4/2022			15.00	15.00	15.00		711.67

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
11785 INTERNATIONAL ASSOCIATION OF MACHINIS										
00	2022 MARCH	DI	3/11/2022			3,109.38	3,109.38	3,109.38		3,109.38
21925 TIPPEN JR. DENZIL										
00	02/18/22 TOLL REIMB.	DI	3/11/2022			6.25	6.25	6.25		3,115.63

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
13482 LEMAY IZABEL										
00	03/07 RECOG CSH OU	DI	3/18/2022			105.00	105.00	105.00		105.00
17715 RIKER KATHLEEN LOIS										
00	03/09 RECOG CSH OU	DI	3/18/2022			200.00	200.00	200.00		305.00

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
11348 HOOD ROBERT										
00	03/16 RECOG CSH OU	DI	3/25/2022			65.00	65.00	65.00		65.00
11770 IT PROJECT ASSISTANCE										
00	2022 MARCH	DI	3/25/2022			682.00	682.00	682.00		747.00
11775 IT WELLNESS										
00	2022 MARCH	DI	3/25/2022			591.00	591.00	591.00		1,338.00
14156 MCMANUS MICHAEL										
00	03/17 RECOG CSH OU	DI	3/25/2022			125.00	125.00	125.00		1,463.00
16656 PARDUE NORMA JEAN										
00	03/14 RECOG CSH OU	DI	3/25/2022			35.00	35.00	35.00		1,498.00

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/4/2022

Thru Date: 3/4/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34032	3/4/2022	02380	ARAMARK UNIFORM & CAREER APPAREL GR	\$1,244.91	
34033	3/4/2022	02580	ASSOCIATED PETROLEUM PRODUCTS INC.	\$8,621.59	
34034	3/4/2022	02828	AVAIL TECHNOLOGIES INC	\$28,923.17	
34035	3/4/2022	06781	COMPUNET INC.	\$96,750.52	
34036	3/4/2022	07220	CUMMINS INC.	\$2,449.13	
34037	3/4/2022	07520	DAILY JOURNAL OF COMMERCE	\$79.50	
34038	3/4/2022	07640	DAY MANAGEMENT CORP	\$12,819.48	
34039	3/4/2022	07780	DELL MARKETING LP	\$1,904.54	
34040	3/4/2022	09030	EVERGREEN COLLISON CENTERS INC	\$5,663.69	
34041	3/4/2022	09205	ERF COMPANY INC.	\$275.00	
34042	3/4/2022	09662	FERRELLGAS LP	\$4,011.62	
34043	3/4/2022	10477	GALLS PARENT HOLDINGS LLC	\$0.00	<input checked="" type="checkbox"/>
34044	3/4/2022	10477	GALLS PARENT HOLDINGS LLC	\$10,265.27	
34045	3/4/2022	10607	GENUINE AUTO GLASS OF LACEY	\$320.96	
34046	3/4/2022	10660	GILLIG LLC	\$0.00	<input checked="" type="checkbox"/>
34047	3/4/2022	10660	GILLIG LLC	\$14,650.49	
34048	3/4/2022	10765	GOTO TECHNOLOGIES USA INC	\$2,363.04	
34049	3/4/2022	11498	IBI GROUP	\$5,043.40	
34050	3/4/2022	11865	O/A ISLAND SUPERIOR AIR FILTER	\$646.00	
34051	3/4/2022	11971	JOHNSON CONTROLS INC.	\$2,835.60	
34052	3/4/2022	14520	MISSION GLASS LLC	\$1,841.20	
34053	3/4/2022	14590	MOHAWK MFG & SUPPLY CO.	\$1,520.72	
34054	3/4/2022	14750	MULLINAX FORD OF OLYMPIA LLC	\$1,527.31	
34055	3/4/2022	16252	ONSPOT OF NORTH AMERICA INC.	\$15,856.83	
34056	3/4/2022	16262	OPENSQUARE HOLDINGS	\$2,500.00	
34057	3/4/2022	17505	RAINIER DODGE INC.	\$86.11	
34058	3/4/2022	17580	RECARO NORTH AMERICA INC.	\$949.08	
34059	3/4/2022	17900	SCHETKY NORTHWEST SALES INC.	\$749.34	
34060	3/4/2022	17965	SEATTLE AUTOMOTIVE DISTRIBUTING INC.	\$854.44	
34061	3/4/2022	18066	SHI INTERNATIONAL CORP.	\$1,417.56	
34062	3/4/2022	18530	STANDARD PARTS CORP.	\$577.65	
34063	3/4/2022	18705	SUNBELT RENTALS INC.	\$1,452.80	
34064	3/4/2022	21661	THORNBURG COMPUTER SERVICES LLC	\$656.29	
34065	3/4/2022	21760	THURSTON 9-1-1 COMMUNICATIONS	\$9,147.30	
34066	3/4/2022	21850	THURSTON COUNTY TREASURER	\$1,976.19	
34067	3/4/2022	21950	TITUS-WILL CHEVROLET	\$1,499.67	
34068	3/4/2022	22235	TREW ENTERPRISE LLC	\$3,885.89	
34069	3/4/2022	22465	UBER TECHNOLOGIES INC.	\$1,575.00	
34070	3/4/2022	23770	VANNER INC.	\$230.05	
34071	3/4/2022	24040	WA ST CONSOLIDATED TECHNOLOGY SERVI	\$1,575.64	
Total:				\$248,746.98	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/3/2022

Thru Date: 3/3/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34072	3/3/2022	01549	ALBERTSON STORRS	\$24.00	
34073	3/3/2022	02125	AMURAO-TABILE MARILEI	\$99.00	
34074	3/3/2022	03050	BANE BROOKE	\$60.00	
34075	3/3/2022	03126	BARNES SCOTT	\$161.00	
34076	3/3/2022	03347	BELL STEVEN	\$116.00	
34077	3/3/2022	03922	BROUGHER MARK	\$90.00	
34078	3/3/2022	05371	CARAWAY CYNTHIA	\$25.00	
34079	3/3/2022	06233	CLARK BRENTON	\$62.17	
34080	3/3/2022	06502	COLLINS LINDA	\$181.00	
34081	3/3/2022	07018	COUNARD DAVID	\$129.00	
34082	3/3/2022	07623	DAVIS KELLE	\$124.00	
34083	3/3/2022	08049	DOPITA JOY	\$72.00	
34084	3/3/2022	08055	DOVE CONSTANCE	\$62.00	
34085	3/3/2022	08451	DUTCH MARGARET	\$24.00	
34086	3/3/2022	08461	DYCUS DIONNE	\$128.00	
34087	3/3/2022	09661	FERNANDEZ CATHERINE	\$24.00	
34088	3/3/2022	09761	FITZGERALD MARY	\$99.00	
34089	3/3/2022	09764	FITZGERALD SUZANNE	\$99.00	
34090	3/3/2022	10560	GAULTNEY CARLA	\$42.00	
34091	3/3/2022	10637	GESCHE TIFFANY	\$24.00	
34092	3/3/2022	10752	GONZALEZ CARLOS	\$158.00	
34093	3/3/2022	10872	GREENE TINA	\$110.00	
34094	3/3/2022	10903	GUEST STEPHEN	\$108.00	
34095	3/3/2022	10953	HAERLING DON	\$62.00	
34096	3/3/2022	11043	HARDING DAVID	\$61.00	
34097	3/3/2022	11155	HAYES CHANI	\$89.00	
34098	3/3/2022	11321	HOLMGREN MEGAN	\$78.00	
34099	3/3/2022	11380	HOWARD LETITIA	\$122.00	
34100	3/3/2022	13342	LAFONTAINE ANGELA	\$124.00	
34101	3/3/2022	13368	LANDON ROBIN	\$104.00	
34102	3/3/2022	13592	LOBDELL MARY	\$29.00	
34103	3/3/2022	13892	MATHIS KIMBERLY	\$92.00	
34104	3/3/2022	14078	MCDANIEL KEVIN	\$96.00	
34105	3/3/2022	14915	NATEN RICHARD	\$60.00	
34106	3/3/2022	15126	NG STELLA	\$135.00	
34107	3/3/2022	15450	O'HARE MARY	\$99.00	
34108	3/3/2022	16698	PAUL TRACY	\$60.00	
34109	3/3/2022	16725	PENNOYER PAMELA	\$129.00	
34110	3/3/2022	16751	PETERS ROBIN	\$24.00	
34111	3/3/2022	16762	PETERSON SHELLEY	\$28.00	
34112	3/3/2022	16783	PHILLIPS CHRISTOPHER	\$29.00	
34113	3/3/2022	17401	QUINN RACHEL	\$158.00	
34114	3/3/2022	17590	REDDICK LYDIA	\$81.00	
34115	3/3/2022	17649	REIMANN LORI	\$62.17	
34116	3/3/2022	17799	ROWE ELISE	\$115.00	
34117	3/3/2022	17803	ROYCROFT HEIDI	\$125.00	
34118	3/3/2022	17863	SANCHEZ MICHAEL	\$100.00	
34119	3/3/2022	17874	SASAKURA MIYOKO	\$123.00	
34120	3/3/2022	17904	SCHMITT LARRY	\$127.00	
34121	3/3/2022	18545	STANTON-AMES JULIE	\$77.00	
34122	3/3/2022	18612	STERNER MATTHEW	\$115.00	
34123	3/3/2022	18746	SWEENEY TRACIE	\$124.00	
34124	3/3/2022	18812	TAK DENYS	\$66.00	
34125	3/3/2022	21666	THOMPSON RHODA	\$93.00	

Intercity Transit
Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/3/2022

Thru Date: 3/3/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34126	3/3/2022	22312	TRUONG KIM	\$90.00	
34127	3/3/2022	23551	UMOUYO HENRY	\$93.00	
34128	3/3/2022	23749	VAITHYAM NAGESHBABU	\$172.60	
34129	3/3/2022	23763	VANDERHOFF MYRA	\$21.00	
34130	3/3/2022	23970	VREELAND NICOLE	\$1.00	
34131	3/3/2022	25745	WEISMAN MICHAEL	\$123.00	
Total:				\$5,308.94	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/8/2022

Thru Date: 3/8/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34132	3/8/2022	01298	ACCESS INFORMATION INTERMEDIATE HOLD	\$728.95	
34133	3/8/2022	01405	ADVANCE GLASS INC.	\$1,411.26	
34134	3/8/2022	01567	CANON FINANCIAL SERVICES INC.	\$1,362.75	
34135	3/8/2022	01780	AMALGAMATED TRANSIT UNION 1765	\$122.00	
34136	3/8/2022	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$508.05	
34137	3/8/2022	03240	BATTERIES PLUS	\$75.84	
34138	3/8/2022	06120	CITY OF OLYMPIA UTILITIES	\$7,362.34	
34139	3/8/2022	07220	CUMMINS INC.	\$881.98	
34140	3/8/2022	07350	CW JANITORIAL SERVICE LLC	\$22,464.82	
34141	3/8/2022	07619	DAVID S FOSTER	\$2,000.00	
34142	3/8/2022	07640	DAY MANAGEMENT CORP	\$7,491.53	
34143	3/8/2022	09180	EXPRESS SERVICES INC	\$2,625.28	
34144	3/8/2022	09235	ERGOFIT CONSULTING INC.	\$2,630.00	
34145	3/8/2022	09662	FERRELLGAS LP	\$2,855.52	
34146	3/8/2022	10475	GALLAGHER BENEFIT SERVICES INC.	\$3,961.25	
34147	3/8/2022	10477	GALLS PARENT HOLDINGS LLC	\$9,794.55	
34148	3/8/2022	10607	GENUINE AUTO GLASS OF LACEY	\$1,639.32	
34149	3/8/2022	10660	GILLIG LLC	\$0.00	<input checked="" type="checkbox"/>
34150	3/8/2022	10660	GILLIG LLC	\$16,093.75	
34151	3/8/2022	11048	HARGIS ENGINEERS INC.	\$580.00	
34152	3/8/2022	11615	INDUSTRIAL HYDRAULICS INC.	\$278.48	
34153	3/8/2022	11943	JOANNA GRIST	\$2,000.00	
34154	3/8/2022	12655	KIATTIPAT CHAKRIS	\$20.00	
34155	3/8/2022	13440	LAW LYMAN DANIEL KAMERRER BOGDANOVI	\$430.00	
34156	3/8/2022	14405	MICHAEL G. MALAIER TRUSTEE	\$392.31	
34157	3/8/2022	14457	MIDWEST BUS CORPORATION	\$225.00	
34158	3/8/2022	14682	MSGs ARCHITECTS INC.	\$3,800.00	
34159	3/8/2022	14750	MULLINAX FORD OF OLYMPIA LLC	\$712.93	
34160	3/8/2022	15140	NISQUALLY AUTOMOTIVE SERVICES INC	\$405.00	
34161	3/8/2022	16252	ONSPOT OF NORTH AMERICA INC.	\$3,208.48	
34162	3/8/2022	16873	PITNEY BOWES GLOBAL FINANCIAL SVCS LL	\$879.51	
34163	3/8/2022	16874	PITNEY BOWES RESERVE ACCOUNT	\$1,000.00	
34164	3/8/2022	17505	RAINIER DODGE INC.	\$234.39	
34165	3/8/2022	17580	RECARO NORTH AMERICA INC.	\$709.78	
34166	3/8/2022	17760	ROSS AND WHITE COMPANY	\$152.33	
34167	3/8/2022	17861	SAMBA HOLDINGS INC.	\$575.27	
34168	3/8/2022	17900	SCHETKY NORTHWEST SALES INC.	\$1,082.55	
34169	3/8/2022	17965	SEATTLE AUTOMOTIVE DISTRIBUTING INC.	\$408.70	
34170	3/8/2022	18046	SHARP ELECTRONICS CORPORATION	\$501.01	
34171	3/8/2022	18210	SME SOLUTIONS LLC	\$389.20	
34172	3/8/2022	18470	SPORTWORKS NORTHWEST INC.	\$461.66	
34173	3/8/2022	18530	STANDARD PARTS CORP.	\$141.10	
34174	3/8/2022	18540	STANTEC CONSULTING SERVICES INC	\$75,425.10	
34175	3/8/2022	21650	THE GOODYEAR TIRE & RUBBER COMPANY	\$4,771.05	
34176	3/8/2022	21950	TITUS-WILL CHEVROLET	\$819.88	
34177	3/8/2022	22235	TREW ENTERPRISE LLC	\$9,230.84	
34178	3/8/2022	23406	U.S. BANK NATIONAL ASSOCIATION	\$104.98	
34179	3/8/2022	23410	U.S. BANK NA	\$25,281.25	
34180	3/8/2022	23641	UNITED STATES TREASURY	\$35.50	
34181	3/8/2022	24000	W. W. GRAINGER INC.	\$78.04	
34182	3/8/2022	24640	WA ST DEPT OF TRANSPORTATION	\$4,896.06	
34183	3/8/2022	24755	WA ST HEALTH CARE AUTHORITY	\$453,089.84	
34184	3/8/2022	25909	WEX BANK	\$572.87	

Intercity Transit
Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/8/2022

Thru Date: 3/8/2022

Check #	Check Date	Ref #	Name	Amount	Voided
				Total:	\$676,902.30

Intercity Transit
Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/10/2022

Thru Date: 3/10/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34185	3/10/2022	03023	BACKUPIFY INC.	\$994.50	
34186	3/10/2022	17893	SCHEDULE MASTERS INC.	\$9,066.53	
34187	3/10/2022	18066	SHI INTERNATIONAL CORP.	\$19,389.70	
34188	3/10/2022	21880	THURSTON REGIONAL PLANNING COUNCIL	\$41,379.00	
34189	3/10/2022	22465	UBER TECHNOLOGIES INC.	\$7,138.30	
34190	3/10/2022	24040	WA ST CONSOLIDATED TECHNOLOGY SERVI	\$1,575.64	
34191	3/10/2022	26405	XIOLOGIX LLC	\$431.91	
Total:				\$79,975.58	

Intercity Transit
Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/12/2022

Thru Date: 3/12/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34192	3/12/2022	23400	U.S. BANK or CORPORATE PAYMENT SYSTE	\$0.00	<input checked="" type="checkbox"/>
34193	3/12/2022	23400	U.S. BANK or CORPORATE PAYMENT SYSTE	\$83,505.11	
34194	3/12/2022	23405	U.S. BANK or CORPORATE PAYMENT SYSTE	\$3,748.18	
Total:				\$87,253.29	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/15/2022

Thru Date: 3/15/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34195	3/15/2022	01298	ACCESS INFORMATION INTERMEDIATE HOLD	\$834.15	
34196	3/15/2022	01309	ACCURATE EMPLOYMENT SCREENING LLC	\$554.86	
34197	3/15/2022	01567	CANON FINANCIAL SERVICES INC.	\$1,362.75	
34198	3/15/2022	01895	ECOLUBE RECOVERY LLC	\$917.90	
34199	3/15/2022	02060	AMERISAFE INC.	\$1,230.75	
34200	3/15/2022	02380	ARAMARK UNIFORM & CAREER APPAREL GR	\$1,211.39	
34201	3/15/2022	02580	ASSOCIATED PETROLEUM PRODUCTS INC.	\$122,973.25	
34202	3/15/2022	05951	CH MURPHY CLARK-ULLMAN INC	\$10,922.93	
34203	3/15/2022	06040	CITY OF LACEY	\$1,018.32	
34204	3/15/2022	06120	CITY OF OLYMPIA UTILITIES	\$1,306.38	
34205	3/15/2022	08010	DM VENTURES PACIFIC LLC	\$4,400.00	
34206	3/15/2022	09235	ERGOFIT CONSULTING INC.	\$3,130.00	
34207	3/15/2022	09662	FERRELLGAS LP	\$3,509.71	
34208	3/15/2022	09721	FIRST TRANSIT INC.	\$2,603.92	
34209	3/15/2022	09961	FORMA CONSTRUCTION COMPANY	\$2,660,846.80	
34210	3/15/2022	10607	GENUINE AUTO GLASS OF LACEY	\$820.41	
34211	3/15/2022	10660	GILLIG LLC	\$4,267.35	
34212	3/15/2022	10990	HANDI-HUT INC.	\$4,438.00	
34213	3/15/2022	12845	KNIGHT FIRE PROTECTION INC.	\$3,150.72	
34214	3/15/2022	13740	MAGELLAN HEALTHCARE	\$2,381.40	
34215	3/15/2022	13793	MARTIN WAY COLLISION INC.	\$5,193.08	
34216	3/15/2022	13886	MATERIALS TESTING & CONSULTING INC.	\$41,458.13	
34217	3/15/2022	14160	MCMASTER-CARR SUPPLY CO.	\$120.48	
34218	3/15/2022	14381	METROPOLITAN LIFE INSURANCE COMPANY	\$24,489.06	
34219	3/15/2022	14750	MULLINAX FORD OF OLYMPIA LLC	\$872.13	
34220	3/15/2022	15045	NATIONAL TESTING NETWORK INC.	\$405.00	
34221	3/15/2022	15140	NISQUALLY AUTOMOTIVE SERVICES INC	\$207.20	
34222	3/15/2022	15203	NORTHWEST CASCADE INC	\$5,723.28	
34223	3/15/2022	15255	NORTHWEST PUMP & EQUIPMENT CO.	\$115.48	
34224	3/15/2022	16252	ONSPOT OF NORTH AMERICA INC.	\$12,306.38	
34225	3/15/2022	16490	HAROLD LEMAY ENTERPRISES	\$709.01	
34226	3/15/2022	16654	PARKER CORPORATE SERVICES INC.	\$50,738.38	
34227	3/15/2022	16888	REXEL USA INC.	\$269.94	
34228	3/15/2022	16969	POINT GRAPHICS LLC	\$196.38	
34229	3/15/2022	17255	PUBLIC UTILITY DIST #1 OF THURSTON COU	\$191.74	
34230	3/15/2022	17290	PUGET SOUND ENERGY	\$15,253.54	
34231	3/15/2022	17560	ROMAINE ELECTRIC CORP.	\$137.91	
34232	3/15/2022	17965	SEATTLE AUTOMOTIVE DISTRIBUTING INC.	\$241.59	
34233	3/15/2022	18047	SHARP ELECTRONICS CORPORATION	\$179.58	
34234	3/15/2022	18052	SHEA CARR & JEWELL INC.	\$4,300.50	
34235	3/15/2022	18530	STANDARD PARTS CORP.	\$667.76	
34236	3/15/2022	18940	TENNANT SALES AND SERVICE COMPANY	\$57.05	
34237	3/15/2022	21650	THE GOODYEAR TIRE & RUBBER COMPANY	\$6,854.51	
34238	3/15/2022	21653	THE TRAVELERS INDEMNITY COMPANY	\$340.00	
34239	3/15/2022	21659	THERMO KING NORTHWEST INC.	\$5,000.00	
34240	3/15/2022	21660	THERMO KING NORTHWEST INC.	\$117.28	
34241	3/15/2022	21880	THURSTON REGIONAL PLANNING COUNCIL	\$1,080.94	
34242	3/15/2022	21950	TITUS-WILL CHEVROLET	\$2,094.32	
34243	3/15/2022	24000	W. W. GRAINGER INC.	\$71.31	
34244	3/15/2022	25661	WAUNCH CONSTRUCTION & TRUCKING INC	\$66,042.54	
Total:				\$3,077,315.49	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/17/2022

Thru Date: 3/17/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34245	3/17/2022	02164	ANDRUS SUZI	\$33.00	
34246	3/17/2022	02171	AOYAGI HANNAH	\$42.00	
34247	3/17/2022	02832	AUMILLER DARLA	\$110.00	
34248	3/17/2022	03031	BAHRENBURG KIMBERELY	\$92.00	
34249	3/17/2022	03521	BISCHOFF WALTER	\$91.00	
34250	3/17/2022	03609	BLAKE LADONNA	\$83.66	
34251	3/17/2022	03668	BLOSSER CHRISTINE	\$32.25	
34252	3/17/2022	03719	BOARDMAN ANGELA	\$106.00	
34253	3/17/2022	03750	BOND JAIME	\$135.00	
34254	3/17/2022	03781	BOYD LUCINDA	\$78.00	
34255	3/17/2022	03825	BREISH MICHAEL	\$158.00	
34256	3/17/2022	03923	BROUILLARD ADORA	\$71.00	
34257	3/17/2022	04102	BUI TRINH	\$99.00	
34258	3/17/2022	04165	BURKEL AMY	\$158.00	
34259	3/17/2022	04185	BUSCH KRISTI	\$91.00	
34260	3/17/2022	04187	BUSCHMAN MICHAEL	\$123.00	
34261	3/17/2022	05041	CABA DINAH	\$110.00	
34262	3/17/2022	05042	CABA MONCITO	\$255.00	
34263	3/17/2022	05371	CARAWAY CYNTHIA	\$97.00	
34264	3/17/2022	05555	CASTILLO ATHENA	\$146.00	
34265	3/17/2022	07102	COURTNEY KEN	\$161.00	
34266	3/17/2022	07200	CUMMINGS-GRILLO CRYSTAL	\$90.00	
34267	3/17/2022	07721	DEHART PA	\$135.00	
34268	3/17/2022	07931	DIAZ ELMER	\$93.00	
34269	3/17/2022	07964	DILLON RENA	\$110.00	
34270	3/17/2022	08048	DOUGLASS DAISY	\$230.00	
34271	3/17/2022	08063	DONAHUE KAITLYN	\$29.00	
34272	3/17/2022	08070	DRESCHER TRAVI	\$470.00	
34273	3/17/2022	08600	EDELMAN DANIELLE	\$137.00	
34274	3/17/2022	09551	FAIN CHRISTINA	\$24.00	
34275	3/17/2022	09561	FARR WILLET	\$104.00	
34276	3/17/2022	09564	FARSON JOELL	\$72.00	
34277	3/17/2022	09614	FELDMAN JASON	\$93.00	
34278	3/17/2022	09663	FERRELL ALISSA	\$149.33	
34279	3/17/2022	09745	FISHER BRIDGETT	\$30.75	
34280	3/17/2022	09985	FORSTER MELANIE	\$42.00	
34281	3/17/2022	10656	GILCHRIST MORGAN	\$67.00	
34282	3/17/2022	10821	GRAHAM JOHN	\$138.00	
34283	3/17/2022	10835	GRAY MICHELLE	\$78.00	
34284	3/17/2022	10871	GREEN KENDRE	\$91.00	
34285	3/17/2022	10879	GREENWOOD ELIZABETH	\$110.00	
34286	3/17/2022	11003	HANSEN SERENA	\$42.17	
34287	3/17/2022	11272	HILL KEVIN	\$218.00	
34288	3/17/2022	11315	HOLBROOK KELSEY	\$96.00	
34289	3/17/2022	11319	HOLLENBECK JULIE	\$11.90	
34290	3/17/2022	11329	HOLT GARY	\$29.00	
34291	3/17/2022	11367	HORWITH MICAH	\$59.00	
34292	3/17/2022	11440	HUYNH TIEN	\$125.00	
Total:				\$5,146.06	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/22/2022

Thru Date: 3/22/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34294	3/22/2022	01780	AMALGAMATED TRANSIT UNION 1765	\$17,924.00	
34295	3/22/2022	01885	A-L-S AMERICAN LANDSCAPE SERVICES LLC	\$4,138.60	
34296	3/22/2022	01895	ECOLUBE RECOVERY LLC	\$269.50	
34297	3/22/2022	02580	ASSOCIATED PETROLEUM PRODUCTS INC.	\$1,987.69	
34298	3/22/2022	03250	BATTERY SYSTEMS INC.	\$70.38	
34299	3/22/2022	03890	BRIDGESTONE AMERICAS INC	\$1,472.24	
34300	3/22/2022	04120	BUILDERS' HARDWARE & SUPPLY CO INC.	\$192.17	
34301	3/22/2022	04131	BUREAU VERITAS COMMODITIES & TRADE IN	\$2,845.15	
34302	3/22/2022	06610	COMMERCIAL BRAKE & CLUTCH INC.	\$29.91	
34303	3/22/2022	07220	CUMMINS INC.	\$0.00	<input checked="" type="checkbox"/>
34304	3/22/2022	07220	CUMMINS INC.	\$162.97	
34305	3/22/2022	09662	FERRELLGAS LP	\$3,674.84	
34306	3/22/2022	10660	GILLIG LLC	\$2,012.19	
34307	3/22/2022	10758	GORDON THOMAS HONEYWELL LLP	\$7,000.00	
34308	3/22/2022	11231	HERC RENTALS INC.	\$2,418.72	
34309	3/22/2022	11805	ITERIS INC	\$11,405.36	
34310	3/22/2022	11810	RDAK LLC	\$69.90	
34311	3/22/2022	14405	MICHAEL G. MALAIER TRUSTEE	\$392.31	
34312	3/22/2022	14590	MOHAWK MFG & SUPPLY CO.	\$300.96	
34313	3/22/2022	14750	MULLINAX FORD OF OLYMPIA LLC	\$1,466.61	
34314	3/22/2022	15140	NISQUALLY AUTOMOTIVE SERVICES INC	\$320.76	
34315	3/22/2022	16252	ONSPOT OF NORTH AMERICA INC.	\$586.67	
34316	3/22/2022	16595	YACULTA COMPANIES INC.	\$1,145.39	
34317	3/22/2022	17900	SCHETKY NORTHWEST SALES INC.	\$1,090.71	
34318	3/22/2022	17965	SEATTLE AUTOMOTIVE DISTRIBUTING INC.	\$691.67	
34319	3/22/2022	18052	SHEA CARR & JEWELL INC.	\$3,353.60	
34320	3/22/2022	18530	STANDARD PARTS CORP.	\$491.56	
34321	3/22/2022	18705	SUNBELT RENTALS INC.	\$2,731.76	
34322	3/22/2022	18743	SWANN BILLY	\$12.00	
34323	3/22/2022	21650	THE GOODYEAR TIRE & RUBBER COMPANY	\$5,679.52	
34324	3/22/2022	21950	TITUS-WILL CHEVROLET	\$750.12	
34325	3/22/2022	22010	ROTTERS INC.	\$200.08	
34326	3/22/2022	22235	TREW ENTERPRISE LLC	\$7,224.56	
34327	3/22/2022	23576	UNG CHAE	\$2,800.00	
34328	3/22/2022	23621	TFORCE FREIGHT INC.	\$293.20	
34329	3/22/2022	23641	UNITED STATES TREASURY	\$35.50	
34330	3/22/2022	23660	UNITED WAY OF THURSTON COUNTY	\$506.00	
Total:				\$85,746.60	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 3/21/2022

Thru Date: 3/21/2022

Check #	Check Date	Ref #	Name	Amount	Voided
34331	3/21/2022	11907	JAQUA JASMINE	\$22.40	
34332	3/21/2022	12515	KELLY KATHERINE	\$136.00	
34333	3/21/2022	12650	KHAN ALLISON	\$141.00	
34334	3/21/2022	12680	KINDER-PYLE IAN	\$158.00	
34335	3/21/2022	12682	KINDSCHY VALERIE	\$165.00	
34336	3/21/2022	12835	KITCHELL HOLLAND	\$62.17	
34337	3/21/2022	12840	KNIGHT JENNINE	\$150.00	
34338	3/21/2022	12867	KOLOWINSKI ANNA	\$24.00	
34339	3/21/2022	13373	LANG CAITLIN	\$246.00	
34340	3/21/2022	13552	LI SHENG	\$128.00	
34341	3/21/2022	13563	LIGOSKY JOSHUA	\$8.00	
34342	3/21/2022	13577	LINVILLE LYNDON	\$104.00	
34343	3/21/2022	13745	MAIDEN BECKY	\$122.00	
34344	3/21/2022	14110	MCGILL PAM	\$11.20	
34345	3/21/2022	14125	MCKEE KEVIN	\$104.00	
34346	3/21/2022	14465	MIGILORE PATRICIA	\$40.00	
34347	3/21/2022	14468	MIKLAS THOMAS	\$150.00	
34348	3/21/2022	14469	MILAM CRAIG	\$130.00	
34349	3/21/2022	14600	MOLLOY DOUGLAS	\$83.66	
34350	3/21/2022	14619	MORMAN JOSHUA	\$42.00	
34351	3/21/2022	14623	MORRIS CHELSEA	\$75.00	
34352	3/21/2022	14780	MURUGAN KIRITHIKA	\$172.60	
34353	3/21/2022	16624	PALMATEER KYLE	\$83.66	
34354	3/21/2022	16771	PHELPS MICHAEL	\$96.00	
34355	3/21/2022	16973	POLIQUIT RUEL	\$104.00	
34356	3/21/2022	17393	QUICK TRISHA	\$110.00	
34357	3/21/2022	17527	RAMSEY CECIL	\$130.00	
34358	3/21/2022	17529	RUDOLPH KAREN	\$129.00	
34359	3/21/2022	17664	REINS TIFNEY	\$105.00	
34360	3/21/2022	17684	REMFREY LINDSAY	\$230.00	
34361	3/21/2022	17757	ROSS LARRY	\$81.00	
34362	3/21/2022	17801	ROWLAND LISA	\$124.00	
34363	3/21/2022	17808	RUBLE DAVID	\$12.00	
Total:				\$3,479.69	

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 6-D
MEETING DATE: April 20, 2022

FOR: Intercity Transit Authority
FROM: Katie Cunningham, 705-5837
SUBJECT: Surplus Property

-
- 1) **The Issue:** Whether or not to declare the property on Exhibit A as surplus.
-
- 2) **Recommended Action:** Declare the property listed in Exhibit A as surplus.
-
- 3) **Policy Analysis:** Resolution No. 04-2020 states the Authority must declare property valued over \$5,000 as surplus to our needs prior to disposition. Several items listed in Appendix A are valued at over \$5,000 and all other items have been listed for reference.
-
- 4) **Background:** Staff is requesting the Authority declare the Inventory items listed in Exhibit A as surplus. This list of items includes parts used on coaches which have been replaced and recently surplused, and Conduent communication equipment which is no longer needed. In accordance with Intercity Transit's process, once declared surplus, these items will first be offered for direct purchase by other public agencies. Items not sold in this manner will then be sold competitively through public auction to achieve the highest rate of return. The total value of the items listed in Exhibit A is estimated at \$75,174.
-
- 5) **Alternatives:**
A. Declare the items surplus. Staff determined there is no longer a need to retain these items.
B. Declare a portion of the items as surplus.
C. Defer action. Storage availability on-site and off-site storage costs are an issue.
D. Retain all items. Storage availability and off-site storage costs are an issue.
-
- 6) **Budget Notes:** Funds generated by the sale of surplus property are deposited in the Intercity Transit cash account.
-
- 7) **Goal Reference:** **Goal No. 3:** *"Maintain a safe and secure operating system."*
-
- 8) **References:** Exhibit A - Surplus Property - April 2022.

EXHIBIT A
SURPLUS PROPERTY - APRIL 2022

INVENTORY DEPARTMENT					
ITEM	DESCRIPTION	SERIAL / PART #	QT Y	UNIT VALUE	TOTAL VALUE
1	HEADLIGHT, BULB - GILLIG LOWFLOOR	9007N	2	\$2.13	\$4.26
2	LIGHT, AMBER SIDE MARKER - GILLIG LOWFLOOR	18300Y	1	\$0.74	\$0.74
3	LENS ASSY, DRIVERS MAP LIGHT - GILLIG LOWFLOOR	51-51166-006	1	\$1.73	\$1.73
4	LIGHT ASSY, DRIVERS MAP LIGHT - GILLIG LOWFLOOR	51-51519V000	1	\$5.74	\$5.74
5	LAMP ASM, STEPWELL & CURB - GILLIG LOWFLOOR	51-45116	3	\$4.04	\$12.13
6	LAMP ASM, ENGINE COMPARTMENT - GILLIG LOWFLOOR	51-45116-1	1	\$4.17	\$4.17
7	LAMP ASM, STEPWELL & DOOR - GILLIG LOWFLOOR	51-8173	1	\$4.04	\$4.04
8	LENS, STEPWELL LIGHT - GILLIG LOWFLOOR	82-7990	4	\$0.76	\$3.05
9	SCREW, LENS COVER - GILLIG LOWFLOOR	82-01696	8	\$0.58	\$4.66
10	WASHER, LENS COVER - GILLIG LOWFLOOR	82-01697	6	\$0.14	\$0.86
11	NUT, LENS COVER - GILLIG LOWFLOOR	82-27229-023	2	\$0.14	\$0.29
12	SOCKET, INTERIOR LIGHT - GILLIG LOWFLOOR	82-13446-1	1	\$3.26	\$3.26
13	SOCKET, TELESCOP INTERIOR LAMP - GILLIG LOWFLOOR	82-9145	1	\$3.21	\$3.21
14	SOCKET, FIXED, INTERIOR LIGHT - GILLIG LOWFLOOR	82-9146	1	\$2.90	\$2.90
15	CIRCUIT BREAKER, 25 AMP - GILLIG LOWFLOOR	13-48003-4	1	\$3.03	\$3.03
16	CIRCUIT BREAKER, 10 AMP - GILLIG LOWFLOOR	51-20829-010	2	\$8.40	\$16.80
17	CIRCUIT BREAKER, 30 AMP - GILLIG LOWFLOOR	51-20829-030	1	\$6.99	\$6.99
18	RELAY, 24V, 50 AMP - GILLIG LOWFLOOR	51-11693-003	1	\$4.78	\$4.78
19	RELAY, 24V "REGULATOR POWER"	51-49741-3	1	\$3.27	\$3.27
20	SWITCH, PRESS. N.C. 60 PSI 2T - GILLIG LOWFLOOR	76064	1	\$11.07	\$11.07
21	SWITCH, PRESS. N.O. 4 PSI 2 T - GILLIG LOWFLOOR	76575	1	\$7.11	\$7.11
22	SOCKET, FAN CONTROL SWITCH - GILLIG LOWFLOOR	13-54347-1	2	\$0.45	\$0.90
23	SWITCH, TEMPERATURE - GILLIG LOWFLOOR	51-26163-004	1	\$12.00	\$12.00
24	HARNESS, COMPARTMENT LAMP - GILLIG LOWFLOOR	50-54554	1	\$0.00	\$0.00
25	GAUGE, DUAL AIR PRESSURE - GILLIG LOWFLOOR	82-19410	1	\$18.01	\$18.01
26	SENSOR, COOLANT LEVEL - GILLIG LOWFLOOR	13-66267	1	\$18.71	\$18.71
27	SENDER, OIL PRESSURE - GILLIG LOWFLOOR	51-22968-22	1	\$6.43	\$6.43
28	HARNESS, LINEAR FIRE JUMPER - GILLIG LOWFLOOR	50-41237	1	\$4.81	\$4.81
29	WIRE, FIRE DETECTION, LONG - GILLIG LOWFLOOR	50-54564-3	1	\$23.75	\$23.75
30	COVER, HORN - GILLIG LOWFLOOR	05-63201	2	\$3.07	\$6.14
31	LIGHT BAR - GILLIG LOWFLOOR	13-46637F003	1	\$125.00	\$125.00
32	BALLAST, 24V INTERIOR LAMP - GILLIG LOWFLOOR	207-02-077	1	\$19.33	\$19.33
33	BALLAST, 24V INTERIOR LAMP - GILLIG LOWFLOOR	207-02-083	2	\$41.42	\$82.84
34	BALLAST, 24 V ADB - GILLIG LOWFLOOR	82-39618-000	1	\$27.57	\$27.57
35	FUSE BLOCK, ALTERNATOR CABLE - GILLIG LOWFLOOR	13-40785	2	\$6.31	\$12.62
36	FUSE HOLDER - GILLIG LOWFLOOR	50-22882	1	\$8.75	\$8.75
37	FUSE, 600 AMP - GILLIG LOWFLOOR	51-19332-600	2	\$3.97	\$7.95
38	FUSE HOLDER, ALTERNATOR - GILLIG LOWFLOOR	51-22881-1	1	\$9.51	\$9.51
39	CLIP, FUSE HOLDER, MOUNTING - GILLIG LOWFLOOR	51-22881-3	2	\$2.08	\$4.17
40	MODULE, D1 - GILLIG LOWFLOOR	13-41361-026	1	\$125.00	\$125.00
41	I/O MODULE, D-2 HCNC - GILLIG LOWFLOOR	13-41361-027	1	\$112.50	\$112.50
42	I/O MODULE, T2-DIO-888-K6-GL1 - GILLIG LOWFLOOR	13-41361-028	2	\$112.50	\$225.00
43	I/O MODULE, B4 - GILLIG LOWFLOOR	13-41361-031	1	\$100.00	\$100.00
44	MONITOR, VOLTAGE EM70D - GILLIG LOWFLOOR	51-23251-6	2	\$21.83	\$43.65

45	GASKET, 50DN RETAINER PLATE - GILLIG LOWFLOOR	1956313	9	\$0.48	\$4.32
46	NUT, SHAFT 50 DN - GILLIG LOWFLOOR	1979400	6	\$1.06	\$6.33
47	BEARING, 50DN FRONT INNER - GILLIG LOWFLOOR	209Z-S1	2	\$9.75	\$19.50
48	BOLT, ALTERNATOR CABLE - GILLIG LOWFLOOR	54-13113-092	18	\$0.04	\$0.77
49	O-RING, 50DN - GILLIG LOWFLOOR	82-14583	12	\$0.24	\$2.82
50	O-RING, 50DN - GILLIG LOWFLOOR	82-16181	7	\$0.46	\$3.20
51	O-RING, 50DN - GILLIG LOWFLOOR	82-16209	10	\$0.21	\$2.13
52	BEARING, 50DN FRONT OUTER - GILLIG LOWFLOOR	FC68169	2	\$6.65	\$13.31
53	STUD, 50DN - GILLIG LOWFLOOR	SPA193	3	\$0.62	\$1.87
54	DIODE, 50DN ALTERNATOR - GILLIG LOWFLOOR	1894867	3	\$8.45	\$25.35
55	O-RING, 50DN STATOR - GILLIG LOWFLOOR	1941057	3	\$0.56	\$1.67
56	ALT HOSE & COUPLING - CUMMINS ISL 8.9	5255248	2	\$27.16	\$54.31
57	ALT, CONNECTOR MALE - CUMMINS ISL 8.9	5255251	2	\$3.36	\$6.73
58	ALT, DRAIN - CUMMINS ISL 8.9	5255252	2	\$20.13	\$40.27
59	SPACER, 50DN PULLEY & BEARING - GILLIG LOWFLOOR	10500227	6	\$1.21	\$7.23
60	FITTING, 50 DN ALTERNATOR - GILLIG LOWFLOOR	82-10440	2	\$0.94	\$1.88
61	SCREW, RETAINER PLATE - GILLIG LOWFLOOR	82-16195	11	\$0.54	\$5.97
62	PLATE, BEARING RETAINER - GILLIG LOWFLOOR	82-4228-7	1	\$3.23	\$3.23
63	O-RING, 50DN DIODE END - GILLIG LOWFLOOR	OR423	6	\$0.50	\$3.00
64	COVER, 50DN DIODE END - GILLIG LOWFLOOR	10457148	1	\$4.44	\$4.44
65	STATOR ASSEMBLY, 50DNB - GILLIG LOWFLOOR	10487568N	1	\$68.89	\$68.89
66	PULLEY, ALTERNATOR, 50DNB - GILLIG LOWFLOOR	24-510	1	\$16.22	\$16.22
67	SCREW, STARTER SOLENOID - GILLIG LOWFLOOR	84-9302	10	\$0.04	\$0.35
68	ROTOR, 50DN BELT DRIVE - GILLIG LOWFLOOR	37-2814	1	\$34.99	\$34.99
69	PEDAL ASSY, ELECT. THROTTLE - GILLIG LOWFLOOR	51-19017-016	1	\$67.48	\$67.48
70	PEDAL ASSY, ELECT. THROTTLE - GILLIG LOWFLOOR	51-19017-021	2	\$71.28	\$142.56
71	VALVE, PRESSURE RELIEF - GILLIG LOWFLOOR	53-02282	1	\$30.72	\$30.72
72	VALVE, CHECK, AIR DRYER - GILLIG LOWFLOOR	82-10884-4	2	\$5.03	\$10.06
73	VALVE, PRESSURE RELIEF - GILLIG LOWFLOOR	82-10884-6	1	\$2.11	\$2.11
74	AIR DRYER, EXHAUST KIT - CUMMINS ISL 8.9	5005037	6	\$8.43	\$50.55
75	AIR DRYER, EXHAUST KIT - CUMMINS ISL 8.9	5005037	6	\$8.43	\$50.55
76	CONNECTOR, AIR DRYER - GILLIG LOWFLOOR	82-10884-7	1	\$3.50	\$3.50
77	TREADLE PIN KIT - GILLIG LOWFLOOR	82-15658	1	\$5.57	\$5.57
78	VALVE, MODULATOR - GILLIG LOWFLOOR	82-67740-000	1	\$32.88	\$32.88
79	BASE PLATE, THROTTLE PEDAL - GILLIG LOWFLOOR	82-7506-5	1	\$7.60	\$7.60
80	BOLT, LEVELING LINK END - GILLIG LOWFLOOR	82-10436-2	2	\$0.17	\$0.35
81	TREADLE & PLATE ASSY - GILLIG LOWFLOOR	275732	2	\$37.82	\$75.65
82	TREADLE & VALVE ASSEMBLY - GILLIG LOWFLOOR	04-43094	2	\$52.42	\$104.83
83	SENSOR, THROTTLE POS W/HARN - GILLIG LOWFLOOR	82-07506-4	1	\$23.52	\$23.52
84	SENSOR, THROTTLE POSITION - GILLIG LOWFLOOR	82-44959-000	1	\$14.29	\$14.29
85	THROTTLE CONTROL KIT, REAR - GILLIG LOWFLOOR	82-90874	1	\$77.71	\$77.71
86	DESICCANT, CARTRIDGE KIT - GILLIG LOWFLOOR	107794	5	\$7.49	\$37.44
87	VALVE ASSY, PURGE, 24V AD9 - CUMMINS ISL 8.9	5004338	3	\$43.46	\$130.39
88	VALVE ASSY, PURGE, 24V AD9 - CUMMINS ISL 8.9	5004338	3	\$43.46	\$130.39
89	CORE, FRONT HEATER - GILLIG LOWFLOOR	82-21965	1	\$45.09	\$45.09
90	WHISTLE, FUEL TANK - GILLIG LOWFLOOR	53-02281	2	\$14.64	\$29.29
91	GASKET, SURGE TK PRESS REG - GILLIG LOWFLOOR	53-09904	5	\$0.22	\$1.09
92	GASKET, FUEL LEVEL - GILLIG LOWFLOOR	82-04143	2	\$0.73	\$1.45
93	REGULATOR, SURGE TANK KIT - GILLIG LOWFLOOR	82-90652-001	2	\$10.13	\$20.26
94	O-RING, HEATER CORE (#8 ORING) - GILLIG LOWFLOOR	82-21964-008	46	\$0.08	\$3.57

95	O-RING, HEATER CORE/#10 O-RING - GILLIG LOWFLOOR	82-21964-009	8	\$0.16	\$1.24
96	LOUVER, DRIVERS HEATER - GILLIG LOWFLOOR	82-21967	1	\$4.84	\$4.84
97	BRACKET, END HEATER FILTER - GILLIG LOWFLOOR	82-22003-5	2	\$1.81	\$3.61
98	KNOB, HEATER CONTROL CABLE - GILLIG LOWFLOOR	82-6354	2	\$2.69	\$5.38
99	O-RING, SUMP COVER - GILLIG LOWFLOOR	33-2347	1	\$1.45	\$1.45
100	O-RING, 6 3/4 I.D. SUMP HOUSING - GILLIG LOWFLOOR	33-2349	1	\$2.25	\$2.25
101	O-RING 1 3/4 I.D. ACCESS - GILLIG LOWFLOOR	33-2523	3	\$1.09	\$3.27
102	HOSE ASM, SUCTION #20 - GILLIG LOWFLOOR	46-38363-31	1	\$30.22	\$30.22
103	HOSE ASM, DISCHARGE #16 SSTL - GILLIG LOWFLOOR	46-38363-33	1	\$37.12	\$37.12
104	WASHER, DISCHARGE & SUCTION, SERVICE, CAP BRASS - GILLIG LOWFLOOR	330350	2	\$1.40	\$2.80
105	ORING, SUMP COVER - GILLIG LOWFLOOR	334543	2	\$9.83	\$19.67
106	CAP & WASHER DISCHARGE SERVICE, BRASS - GILLIG LOWFLOOR	663015	1	\$6.42	\$6.42
107	O-RING, 5 1/4 I.D. GEAR COVER - GILLIG LOWFLOOR	33-2360	9	\$1.28	\$11.50
108	CAP, TK CHARGE A/C VALVE - GILLIG LOWFLOOR	66-7182	1	\$1.04	\$1.04
109	MOTOR, BEARING - LIFT U	77-1498	2	\$12.96	\$25.92
110	SENSOR, RETURN AIR TEMP - GILLIG LOWFLOOR	82-20324-000	1	\$15.62	\$15.62
111	ELEMENT, TK - GILLIG LOWFLOOR	66-4212	1	\$37.56	\$37.56
112	VALVE ASSEMBLY, DISCHARGE - GILLIG LOWFLOOR	61-2165	1	\$77.49	\$77.49
113	MODULE, TK DELUXE BASE - GILLIG LOWFLOOR	82-31102-4	1	\$143.75	\$143.75
114	MODULE, DISPLAY (DELUXE) TK - GILLIG LOWFLOOR	82-44947-000	3	\$75.00	\$225.00
115	SCREEN, TK - GILLIG LOWFLOOR	61-438	1	\$12.11	\$12.11
116	WHEEL, BLOWER METAL - GILLIG LOWFLOOR	82-21974-000	2	\$4.15	\$8.30
117	VALVE ONLY, HEATER CONTROL - GILLIG LOWFLOOR	82-48261-000	3	\$3.13	\$9.38
118	RESISTOR, FRONT HEATER BLOWER MOTOR - GILLIG LOWFLOOR	82-49899-000	2	\$5.07	\$10.14
119	WATER VALVE, HEAT CONTROL KIT - GILLIG LOWFLOOR	82-58781-000	3	\$62.72	\$188.15
120	HOSE, 90 DEGREE GREEN 5/8" - GILLIG LOWFLOOR	82-75510-000	2	\$0.00	\$0.00
121	VALVE, FAN DRIVE CONTROL - GILLIG LOWFLOOR	82-76980-000	3	\$337.23	\$1,011.70
122	MOTOR, FAN DRIVE - GILLIG LOWFLOOR	05-52261	1	\$196.36	\$196.36
123	MOTOR, FAN DRIVE - GILLIG LOWFLOOR	05-52261-5	1	\$168.23	\$168.23
124	BREATHER, HYDRAULIC RESERVOIR - GILLIG LOWFLOOR	53-22412-5	1	\$4.02	\$4.02
125	O-RING, SPOOL VALVE - GILLIG LOWFLOOR	82-15970	2	\$0.57	\$1.14
126	VALVE, FAN DRIVE SWITCH - GILLIG LOWFLOOR	82-22912	1	\$193.93	\$193.93
127	PUMP, HYDRAULIC TANDEM - GILLIG LOWFLOOR	05-42481-5	1	\$188.99	\$188.99
128	PUMP, HYDRAULIC - GILLIG LOWFLOOR	42481-009	1	\$236.67	\$236.67
129	HOSE, HYDRAULIC WITH HEAT PROTRCTION, 68" - GILLIG LOWFLOOR	46-12J6365-0680	1	\$19.54	\$19.54
130	BUSHING, WIPER ARM - GILLIG LOWFLOOR	47-25	5	\$0.24	\$1.21
131	CAP, COOLANT RECOVERY TANK - GILLIG LOWFLOOR	2223	3	\$0.18	\$0.55
132	SEAL, PINION - GILLIG LOWFLOOR	82-43297-000	1	\$11.74	\$11.74
133	BEARING, REAR OUTER KIT - GILLIG LOWFLOOR	KIT401	2	\$13.70	\$27.39
134	BEARING KIT, REAR INNER - GILLIG LOWFLOOR	KIT403	2	\$16.08	\$32.16
135	BEARING, FRONT OUTER KIT - GILLIG LOWFLOOR	KIT406	2	\$8.41	\$16.83
136	BEARING, FRONT INNER KIT - GILLIG LOWFLOOR	KIT413	2	\$10.37	\$20.74
137	SEAL, REAR HUB - GILLIG LOWFLOOR	370003A	4	\$7.88	\$31.51
138	SEAL, FRONT HUB - GILLIG LOWFLOOR	380001A	4	\$7.28	\$29.10
139	STUD, WHEEL NUT - GILLIG LOWFLOOR	82-28415-000	21	\$1.26	\$26.51
140	STUD, WHEEL FRONT - GILLIG LOWFLOOR	82-42810-000	10	\$1.14	\$11.38

141	NUT, FRONT & REAR WHEEL STUD - GILLIG LOWFLOOR	82-18807-3	28	\$2.39	\$66.99
142	STUD, WHEEL REAR - GILLIG LOWFLOOR	82-12104-002	10	\$1.20	\$11.95
143	SLACK ADJUSTER, L&R REAR - GILLIG LOWFLOOR	53-35509-0N	2	\$23.74	\$47.48
144	S-CAM, LH FRONT - GILLIG LOWFLOOR	82-31128-004	1	\$11.39	\$11.39
145	S-CAM, RH FRONT - GILLIG LOWFLOOR	82-31128-005	1	\$11.39	\$11.39
146	S-CAM, LH REAR - GILLIG LOWFLOOR	82-48138-000	1	\$9.45	\$9.45
147	S-CAM, RH REAR - GILLIG LOWFLOOR	82-48138-001	1	\$9.45	\$9.45
148	CHAMBER ASM, SPRING BRAKE, REAR - GILLIG LOWFLOOR	04-39465-000	1	\$48.04	\$48.04
149	BEAM, EQUALIZING, ADJUSTABLE - GILLIG LOWFLOOR	82-48172-001	1	\$51.75	\$51.75
150	ECU ASY, ABS - GILLIG LOWFLOOR	53-28246-031	1	\$234.80	\$234.80
151	CABLE, MERITOR SENSOR EXTENTION 1.3M - GILLIG LOWFLOOR	S4497130130	2	\$2.78	\$5.55
152	NUTS, JAM 5/8" - 18 ZINC - GILLIG LOWFLOOR	057-107-2	9	\$0.06	\$0.50
153	TUBE, BREATHER KIT - GILLIG LOWFLOOR	82-10496	3	\$1.53	\$4.59
154	WASHER, SPECIAL, REAR BRAKE - GILLIG LOWFLOOR	82-17649-000	3	\$0.49	\$1.48
155	SPRING, REAR RETURN - GILLIG LOWFLOOR	82-18466	2	\$0.69	\$1.39
156	ROLLER, BRAKE SHOE - GILLIG LOWFLOOR	82-19125	8	\$0.55	\$4.42
157	SPRING, FRONT RETURN - GILLIG LOWFLOOR	82-30541	6	\$0.90	\$5.39
158	WASHER, FRONT LOCKRING - GILLIG LOWFLOOR	82-3353	8	\$0.17	\$1.38
159	PIN, ANCHOR - GILLIG LOWFLOOR	82-3455	8	\$0.94	\$7.54
160	SPRING - GILLIG LOWFLOOR	82-3835	8	\$0.37	\$2.92
161	BEAM, EQUALIZING, FIXED - GILLIG LOWFLOOR	82-48172-002	1	\$37.95	\$37.95
162	AIR CAN, REAR - GILLIG LOWFLOOR	30-30SB	2	\$11.88	\$23.75
163	SPIDER ASSY, RH REAR - GILLIG LOWFLOOR	82-18596-001	1	\$25.15	\$25.15
164	SPIDER ASSY, LH REAR - GILLIG LOWFLOOR	82-48137-000	1	\$20.01	\$20.01
165	AIR CAN, FRONT - GILLIG LOWFLOOR	82-15710	3	\$8.88	\$26.65
166	BUSHING, PIVOT - GILLIG LOWFLOOR	82-48172-011	12	\$25.30	\$303.60
167	BUSHING, REAR TRAVERSE BEAM - GILLIG LOWFLOOR	82-48172-012	4	\$27.60	\$110.40
168	SHIM, PIVOT, NYLON 8" OD - GILLIG LOWFLOOR	82-48173-004	2	\$5.87	\$11.75
169	FLAT WASHER, EQUALIZER BEAM - GILLIG LOWFLOOR	53-17801-007	20	\$0.21	\$4.20
170	ARM ASM, TORQUE, RIGID - GILLIG LOWFLOOR	82-23057-006	1	\$22.54	\$22.54
171	ARM ASM, TORQUE, ADJUSTABLE - GILLIG LOWFLOOR	82-23057-007	1	\$24.68	\$24.68
172	BOLTS, U, REAR TORQUE ARM - GILLIG LOWFLOOR	82-23057-013	4	\$5.97	\$23.88
173	NUT, REAR TORQUE ARM - GILLIG LOWFLOOR	82-23057-017	8	\$0.87	\$6.94
174	BLOCK, ALIGNMENT, BEAM EQUALIZER - GILLIG LOWFLOOR	82-48173-000	4	\$1.53	\$6.13
175	U-JOINT, POWER STEERING - GILLIG LOWFLOOR	5-170X	2	\$4.15	\$8.30
176	NUT, BEAM EQUALIZING - GILLIG LOWFLOOR	53-09611-016	18	\$1.26	\$22.59
177	PAD, WEAR, REAR SUSPENSION - GILLIG LOWFLOOR	82-26286	2	\$2.30	\$4.59
178	WEAR PAD RETAINER, HANGAR - GILLIG LOWFLOOR	82-30205-000	2	\$0.31	\$0.63
179	BOLT, EQUALIZER BAR - GILLIG LOWFLOOR	82-48173-005	8	\$10.04	\$80.30
180	BOLT, 7/8-9 X 5.5 - GILLIG LOWFLOOR	82-23057-008	6	\$1.27	\$7.59
181	ROLLER, RUBBER - GILLIG LOWFLOOR	82-23057-012	2	\$5.07	\$10.14
182	SPIDER, LF BRAKE - GILLIG LOWFLOOR	82-02392-000	1	\$76.61	\$76.61
183	S CAM, BRAKE CHAMBER RF - GILLIG LOWFLOOR	82-28441-000	1	\$21.84	\$21.84
184	TIE ROD END, R.H. - GILLIG LOWFLOOR	82-02376-000	1	\$6.73	\$6.73
185	TIE ROD END, L.H. - GILLIG LOWFLOOR	82-02377-000	1	\$6.41	\$6.41
186	CABLE, E-STROKE SENSOR HARNESS - GILLIG LOWFLOOR	50-50303	1	\$0.00	\$0.00
187	TRANSDUCER, BRAKE PRES 50LB - GILLIG LOWFLOOR	82-46667-000	2	\$42.53	\$85.06

188	CCM E-STROKE - GILLIG LOWFLOOR	82-68092-000	1	\$202.80	\$202.80
189	CHAMBER, E-STROKE LF TYPE 20 - GILLIG LOWFLOOR	82-32835	1	\$24.57	\$24.57
190	CHAMBER, E-STROKE RF TYPE 20 - GILLIG LOWFLOOR	82-32836	1	\$24.57	\$24.57
191	CHAMBER, E-STROKE LF, TYPE 24 - GILLIG LOWFLOOR	82-32823-000	2	\$33.61	\$67.22
192	CHAMBER, E-STROKE RF, TYPE 24 - GILLIG LOWFLOOR	82-32827-000	2	\$34.85	\$69.70
193	CAN, AIR, E-STROKE REAR R&L CHAMBER 30-30 - GILLIG LOWFLOOR	82-44172-000	2	\$37.58	\$75.16
194	AIR BAG, REAR - GILLIG LOWFLOOR	82-15192	1	\$34.51	\$34.51
195	AIR BAG REAR, SPRING - GILLIG LOWFLOOR	82-48172-005	2	\$37.94	\$75.89
196	TORQUE ROD, REAR LOWER LH - GILLIG LOWFLOOR	82-30693	2	\$54.61	\$109.21
197	TORQUE ROD, FRONT LOWER - AMERICAN SEATING GILLIG LOWFLOOR	08-44634-1	2	\$56.93	\$113.85
198	FAN, ENGINE COOLING - GILLIG LOWFLOOR	01-55499N000	1	\$18.26	\$18.26
199	SHOCK, REAR 950'S ONLY - GILLIG LOWFLOOR	11-56191N000	2	\$32.49	\$64.97
200	PLUG, DIFF FILL - GILLIG LOWFLOOR	53-26654	1	\$0.54	\$0.54
201	YOKE, SHAFT, STUB - GILLIG LOWFLOOR	82-13460-001	1	\$100.86	\$100.86
202	KING PIN KIT - GILLIG LOWFLOOR	82-39878-000	1	\$44.38	\$44.38
203	SPEAKER, EXTERIOR - GILLIG LOWFLOOR	51-52445	2	\$13.79	\$27.58
204	ADAPTOR, M10 x 1 0 x 1/8 FPT - GILLIG LOWFLOOR	54-13118-021	2	\$0.64	\$1.28
205	GROMMET, COMP. COOLER	3103015	11	\$0.63	\$6.88
206	BRACE, AIR COMPRESSOR - CUMMINS ISL 8.9	3942911	2	\$7.24	\$14.48
207	PIPE - CAC INLET - GILLIG LOWFLOOR	01-59585	1	\$54.85	\$54.85
208	CLAMP, 4" EXHAUST - GILLIG LOWFLOOR	90366A	6	\$3.12	\$18.72
209	CLAMP, TURBO CLEAN AIR INLET - CUMMINS ISL 8.9	3067979	4	\$9.50	\$38.01
210	CLAMP, HOSE 5 1/4 - LIFT U	705-1540	1	\$1.05	\$1.05
211	CLAMP, 12" BAND - CUMMINS ISL 8.9	4965072	3	\$16.49	\$49.47
212	PIPE, EXHAUST 5" I.D. X 5" O.D. X 18" LONG - GILLIG LOWFLOOR	24712	2	\$0.00	\$0.00
213	PIPE, EXHAUST TURBO OUTLET - GILLIG LOWFLOOR	01-59551-000H	1	\$96.75	\$96.75
214	FLEXPIPE, 4" X 12" EXHAUST - GILLIG LOWFLOOR	89723K	6	\$4.02	\$24.14
215	RACEWAY - GILLIG LOWFLOOR	51-36576-001	2	\$0.10	\$0.20
216	INSERT, HART PVC FOR FENDER FLARE FRONT & REAR - GILLIG LOWFLOOR	20-43075L120.00	1	\$14.67	\$14.67
217	RAIL, LOWER HORIZONTAL - GILLIG LOWFLOOR	14-37417L034.85	2	\$0.00	\$0.00
218	DRAG LINK ASSY - GILLIG LOWFLOOR	05-67990	1	\$90.37	\$90.37
219	BELT, A/C - GILLIG LOWFLOOR	53-02222-35	1	\$20.06	\$20.06
220	BELT, A/C - GILLIG LOWFLOOR	53-02222-39	7	\$14.49	\$101.41
221	BELT, A/C - GILLIG LOWFLOOR	53-02222-78	4	\$18.63	\$74.50
222	EXTRUSION, VERTICAL DOOR POST - GILLIG LOWFLOOR	14-66258-000	1	\$77.32	\$77.32
223	FILTER KIT, TRANSMISSION - ALLISON B400R	29558328	10	\$12.56	\$125.55
224	GASKET, HYD RESERVOIR COVER - GILLIG LOWFLOOR	53-15480-4	5	\$0.59	\$2.96
225	FILTER, HYDRAULIC - CUMMINS ISL 8.9	84220A	7	\$2.08	\$14.58
226	PIGTAIL, FS1022 FILTER - CUMMINS ISL 8.9	3823256	1	\$2.25	\$2.25
227	FILTER, PURAGUARD - CUMMINS ISL 8.9	5006788	2	\$11.29	\$22.58
228	FILTER KIT, PURAGUARD - CUMMINS ISL 8.9	5006789	1	\$37.75	\$37.75
229	SENSOR, TURBO SPEED, PICK UP MAGNETIC - CUMMINS ISL 8.9	4034200	1	\$55.51	\$55.51
230	O-RING, ENGINE OIL DRAIN PLUG - CUMMINS ISL 8.9	3920773	5	\$0.90	\$4.51
231	PLUG, ENGINE OIL DRAIN - CUMMINS ISL 8.9	3924147	4	\$2.39	\$9.57
232	CONNECTOR, BULKHEAD - CUMMINS ISL 8.9	3939917	1	\$8.60	\$8.60
233	PLUG NUT - CUMMINS ISL 8.9	3939918	1	\$6.85	\$6.85
234	SEAL, BULKHEAD O-RING - CUMMINS ISL 8.9	3939919	1	\$0.65	\$0.65
235	O-RING, EGR COOLING - CUMMINS ISL 8.9	3049221	2	\$0.47	\$0.95

236	O-RING, TURBO LINE SEAL - CUMMINS ISL 8.9	3678786	1	\$0.61	\$0.61
237	STUD, TURBO MOUNTING - CUMMINS ISL 8.9	3818823	4	\$2.68	\$10.70
238	CLAMP, SPRING HOSE - CUMMINS ISL 8.9	3937613	2	\$0.69	\$1.39
239	ISOLATOR, NOISE - CUMMINS ISL 8.9	3974808	42	\$2.37	\$99.33
240	BOLT, STARTER MOUNTING, 12MM X 1.75 X 50MM - GILLIG LOWFLOOR	54-13113-055	2	\$2.89	\$5.79
241	GASKET, TURBO MOUNTING - CUMMINS ISL 8.9	3755843	1	\$1.19	\$1.19
242	SEAL, ELECTRICAL CONNECTOR - CUMMINS ISL 8.9	3824029	11	\$0.28	\$3.11
243	VALVE, FUEL PRESSURE RELIEF - CUMMINS ISL 8.9	3963808	1	\$59.37	\$59.37
244	HEAD, FUEL FILTER - CUMMINS ISL 8.9	3960461-S	1	\$3.61	\$3.61
245	PLUG, DATALINK, J1939 - CUMMINS ISL 8.9	3163051	1	\$1.90	\$1.90
246	HOSE, FLEX TURBO - CUMMINS ISL 8.9	3971051	1	\$0.00	\$0.00
247	PUMP, WATER, ISC/ISL - CUMMINS ISL 8.9	5579024	1	\$35.62	\$35.62
248	BOLTS, CONNECTION ADAPTER - CUMMINS ISL 8.9	3530556	5	\$0.26	\$1.30
249	BEARING, FAN HUB - GILLIG LOWFLOOR	6206	4	\$4.21	\$16.84
250	BEARING, FAN HUB - GILLIG LOWFLOOR	6207	4	\$7.03	\$28.11
251	CONNECTION, ADAPTER - CUMMINS ISL 8.9	3539060	1	\$9.14	\$9.14
252	MONITOR KIT - GILLIG LOWFLOOR	99802K	1	\$438.69	\$438.69
253	HARNESS, DELTA PRES & TEMP - CUMMINS ISL 8.9	4969631	1	\$63.85	\$63.85
254	SEAL, INJECTOR HARNESS - CUMMINS ISL 8.9	3165118	6	\$0.33	\$1.95
255	INJECTOR, FUEL - CUMMINS ISL 8.9	2872127PX	6	\$161.52	\$969.09
256	TUBE, FUEL SUPPLY - CUMMINS ISL 8.9	3979403	1	\$8.20	\$8.20
257	LINE, INJECTOR SUPPLY LINE - CUMMINS ISL 8.9	4980581	1	\$16.99	\$16.99
258	ADAPTER, FUEL PUMP - CUMMINS ISL 8.9	3677005NX	2	\$126.79	\$253.58
259	TUBE, EGR PRESSURE SENSING - CUMMINS ISL 8.9	4943767	1	\$9.00	\$9.00
260	CONNECTION, OIL FILLER - CUMMINS ISL 8.9	3924595	2	\$4.33	\$8.66
261	TUBE, LUBE OIL DRAIN - CUMMINS ISL 8.9	5265107	1	\$10.00	\$10.00
262	TURBO ASSY, ISL 8.9L - CUMMINS ISL 8.9	4352524RX	1	\$795.76	\$795.76
263	HOSE, FLEXIBLE OIL - CUMMINS ISL 8.9	3977830	2	\$11.61	\$23.22
264	HARNESS, ENGINE WIRING - CUMMINS ISL 8.9	5256656	1	\$153.20	\$153.20
265	TUBE, COMPRESSOR AIR INLET - CUMMINS ISL 8.9	4929251	1	\$8.34	\$8.34
266	TUBE INJECTOR, FUEL SUPPLY # 4 - CUMMINS ISL 8.9	4937934	1	\$11.84	\$11.84
267	TUBE INJECTOR, FUEL SUPPLY # 4 - CUMMINS ISL 8.9	4937935	1	\$11.89	\$11.89
268	CLAMP, HOSE - GILLIG LOWFLOOR	43828-A	4	\$0.58	\$2.33
269	TUBE, VENT - CUMMINS ISL 8.9	5315014	1	\$10.76	\$10.76
270	COOLER, EGR COOLER KIT - CUMMINS ISL 8.9	4352253RX	1	\$238.16	\$238.16
271	TURBOCHARGER ASY - CUMMINS ISL 8.9	4089825RX	1	\$330.74	\$330.74
272	COVER, DESTINATION REAR SIGN - LUMINATOR	82-81881-000	1	\$103.75	\$103.75
273	STANDOFF, DEST SIGN LOUVER - GILLIG LOWFLOOR	82-51256	38	\$0.31	\$11.88
274	HOSE, LOWER RADIATOR - GILLIG LOWFLOOR	56-9125-1	1	\$3.79	\$3.79
275	ELBOW, STRAIGHT THREAD - GILLIG LOWFLOOR	20-C50X-S	1	\$7.82	\$7.82
276	CONNECTOR, STRAIGHT THREAD - GILLIG LOWFLOOR	20-F50X-S	1	\$2.98	\$2.98
277	PIPE, ENGINE, OIL FILL - GILLIG LOWFLOOR	01-62653-1	1	\$77.11	\$77.11
278	DIPSTICK, ALLISON TRANS. - GILLIG LOWFLOOR	02-44651-003	2	\$3.92	\$7.84
279	DIPSTICK, TRANSMISSION - GILLIG LOWFLOOR	55-27372-3	1	\$7.04	\$7.04
280	BOLTS, FLYWHEEL, 10 X 1.5 X 30 - GILLIG LOWFLOOR	11515393	6	\$0.73	\$4.38
281	PIN, PIG TAIL - GILLIG LOWFLOOR	12103881	6	\$0.27	\$1.61
282	PLUG, PIG TAIL (VALV ASM SOLE) - GILLIG LOWFLOOR	12162197	2	\$1.65	\$3.30
283	SHIFTER, TRANSMISSION - ALLISON B400R	29538373	1	\$138.42	\$138.42
284	TRIM, W/C RAMP FLOOR PERIMETER - LIFT U	728-0159	1	\$27.59	\$27.59
285	MOTOR, W/C DRIVE - LIFT U	D15-9584	2	\$107.30	\$214.61
286	CABLE, INTERLOCK ADAPTER - GILLIG LOWFLOOR	331-0846	1	\$23.55	\$23.55
287	CONTROLLER, W/C RAMP - LIFT U	361-0054	2	\$50.00	\$100.00

288	BOLT, W/C BARREL - LIFT U	425-0024	8	\$0.25	\$2.02
289	CHAIN TENSION ASSY - LIFT U	728-0117	2	\$43.07	\$86.14
290	DRIVE SPROCKET, RETAINER - LIFT U	D21-8071	2	\$1.43	\$2.87
291	IDLER ASM - LIFT U	D29-5904	2	\$7.79	\$15.59
292	CLOSEOUT, C/S FWD WELDMENT - LIFT U	D29-9938	1	\$17.32	\$17.32
293	CHAIN STRAND, SST - LIFT U	D44-9484	2	\$5.90	\$11.79
294	CHAIN CONN LINK, SST - LIFT U	D44-9488	1	\$0.83	\$0.83
295	BEARING, W/C RAMP - LIFT U	D45-1776	2	\$5.81	\$11.63
296	CABLE ASSY, RAMP FUNCTIONS - LIFT U	D96-7299	2	\$31.20	\$62.41
297	SPRING, W/C RAMP EXTENSION - LIFT U	162-2027	5	\$2.53	\$12.63
298	SCREW, HEX SOC FLAT HD TAP SST - LIFT U	413-9203	7	\$0.10	\$0.67
299	SCREW, W/C - LIFT U	415-9070	11	\$0.06	\$0.66
300	PIN, SPRING, W/C MAIN PIVOT - GILLIG LOWFLOOR	434-0804	6	\$0.46	\$2.76
301	LATCH, STOW ASSY. - LIFT U	728-0103	3	\$37.12	\$111.35
302	LATCH ASSY, LIFT U - LIFT U	728-0147	2	\$12.93	\$25.87
303	LATCH LINK ASSY, LIFT U - LIFT U	728-0161	1	\$34.14	\$34.14
304	PIN, LATCH - LIFT U	730-0662	1	\$7.14	\$7.14
305	SHAFT, FORWARD TUBE - LIFT U	730-0676	1	\$52.55	\$52.55
306	SET COLLER - LIFT U	D12-6031	2	\$0.67	\$1.34
307	SWITCH, W/C PROXIMITY SWITCH ASY. - LIFT U	D15-1556	2	\$28.63	\$57.26
308	ROLLER ASSY - LIFT U	D21-2233	2	\$3.47	\$6.94
309	ROLLER, RISING FLOOR, RAMP - LIFT U	D21-8097	1	\$4.57	\$4.57
310	RETAINER, SPROCKET, W/C LIFT - LIFT U	D21-8136	2	\$0.68	\$1.35
311	SLEEVE, BEARING, WHEELCHAIR LIFT - LIFT U	D45-1730	4	\$2.34	\$9.34
312	SLEEVE BEARING - LIFT U	D45-1768	2	\$0.62	\$1.24
313	SEAT BELT, MALE PASSENGER W/C - GILLIG LOWFLOOR	82-35393-000	2	\$17.99	\$35.99
314	TRIM, NOSING, STEP TREAD - GILLIG LOWFLOOR	15-46192-002	3	\$16.80	\$50.39
315	TRIM, W/C TREAD CLAMP, REAR - GILLIG LOWFLOOR	82-45433-000	2	\$11.28	\$22.56
316	TRIM, W/C TREAD CLAMP, FORWARD - GILLIG LOWFLOOR	82-45434-000	1	\$11.28	\$11.28
317	MIRROR ASSEMBLY, C.S. OUTER L.H. - GILLIG LOWFLOOR	20-A101115CSGF	2	\$197.47	\$394.94
318	MIRROR ASSEMBLY, S.S. OUTER - GILLIG LOWFLOOR	20-C101190BSGF	1	\$187.21	\$187.21
319	MIRROR GLASS, FLAT 1/4" - GILLIG LOWFLOOR	870PSQB/1	12	\$4.05	\$48.54
320	BRACE, MODESTY PANEL - GILLIG LOWFLOOR	15-39574F010	1	\$77.42	\$77.42
321	RIVNUT, MONOBOLT 1/4" - GILLIG LOWFLOOR	54-13104-027	16	\$1.12	\$17.92
322	GASKET, GLAZING, WINDOW - GILLIG LOWFLOOR	82-31131-006	8	\$0.94	\$7.50
323	SPLASH SHIELD - GILLIG LOWFLOOR	56-00032-036	1	\$10.71	\$10.71
324	EXTRUSION RUBBER, (SOLD BY THE FOOT) - GILLIG LOWFLOOR	01-43664L000	12	\$0.31	\$3.75
325	SEAL, CENTER W/S GLAZING - GILLIG LOWFLOOR	26-52579L000	10	\$0.44	\$4.40
326	CONTROLLER, DOOR - GILLIG LOWFLOOR	18-55881N000	2	\$29.00	\$58.00
327	LOCKS, ALLEN BRADLEE, REAR - GILLIG LOWFLOOR	53-15741-009	2	\$2.78	\$5.56
328	RAIL DOOR EXTRUSION, UPPER - GILLIG LOWFLOOR	20-45669-000L	1	\$11.61	\$11.61
329	SCREW, 1/4-20X2 FIL - GILLIG LOWFLOOR	54-13111-034	12	\$0.07	\$0.84
330	PROP LEG ASSY - GILLIG LOWFLOOR	82-53968-2	2	\$11.64	\$23.28
331	MALE ROD HEIM JOINT, 7/16 (((SEE COMMENTS))) - GILLIG LOWFLOOR	20-43569N000	2	\$2.05	\$4.10
332	CAP, LH END - GILLIG LOWFLOOR	43-22829	3	\$1.38	\$4.15
333	CAP, RH END - GILLIG LOWFLOOR	43-22829-R	4	\$1.41	\$5.63
334	SWITCH, DOOR PROXIMITY - GILLIG LOWFLOOR	82-19314	2	\$20.57	\$41.15

335	SOCKET, SPR. PLUNGER RETAINR - GILLIG LOWFLOOR	82-7631	4	\$0.41	\$1.63
336	BRACKET, PIVOT L LOWER - GILLIG LOWFLOOR	20-45098-000L	1	\$36.29	\$36.29
337	BRACKET, PIVOT R LOWER - GILLIG LOWFLOOR	20-45098-000R	2	\$36.29	\$72.58
338	O-RING, DOOR CONT - GILLIG LOWFLOOR	82-11968-000	1	\$1.12	\$1.12
339	SEAL, DOOR CONT - GILLIG LOWFLOOR	82-11969-000	2	\$1.74	\$3.49
340	GASKET, DOOR CONT - GILLIG LOWFLOOR	82-11971-000	1	\$0.57	\$0.57
341	SEAL, DOOR - GILLIG LOWFLOOR	011870012	4	\$1.74	\$6.95
342	SEAL, ENTRANCE DOOR - GILLIG LOWFLOOR	82-22036	4	\$7.42	\$29.66
343	PANEL, CONSOLE SWITCH - GILLIG LOWFLOOR	30-41198M042	1	\$21.88	\$21.88
344	GASKET, GLAZING, WINDOW - GILLIG LOWFLOOR	82-37124-002	16	\$0.57	\$9.04
345	HANDLE, EMER WINDOW RELEASE - GILLIG LOWFLOOR	82-31132-016	1	\$8.44	\$8.44
346	LATCH ASM, DRIVERS WINDOW - GILLIG LOWFLOOR	82-37384-007	1	\$3.45	\$3.45
347	LATCH, ASM, REAR SLIDE - GILLIG LOWFLOOR	82-37384-010	2	\$14.12	\$28.24
348	SLIDE ASM, BATTERY - GILLIG LOWFLOOR	53-26028-3	4	\$21.37	\$85.48
349	HANDLE, BATTERY ACCESS DOOR - GILLIG LOWFLOOR	53-9457-1	1	\$0.83	\$0.83
350	LATCH, EMERGENCY HATCH - GILLIG LOWFLOOR	82-9155-2	1	\$3.60	\$3.60
351	DECAL, EXIT ONLY - GILLIG LOWFLOOR	IT93	12	\$2.27	\$27.24
352	PIN, SHIFT LEVER - GILLIG LOWFLOOR	FODZ7W441A	1	\$0.72	\$0.72
353	ARM, R.H. INSTA CHAIN - GILLIG LOWFLOOR	45-3150-A	1	\$37.54	\$37.54
354	ARM, L.H. INSTA CHAIN - GILLIG LOWFLOOR	45-3150-B	1	\$39.62	\$39.62
355	BOLT, BATTERY - LIFT U	730-2385	3	\$0.72	\$2.15
356	SLIDE, BATTERY TRAY, 250LB - GILLIG LOWFLOOR	1910700	2	\$0.00	\$0.00
357	SWITCH, DIMMER INT. LIGHT - GILLIG LOWFLOOR	74601-01	2	\$7.54	\$15.09
358	FLASHER, 12/24V ELECTRONIC - GILLIG LOWFLOOR	1039-7732-30	1	\$21.25	\$21.25
359	CLAMP, HOSE EZ # 8 - GILLIG LOWFLOOR	CLP-008	9	\$0.13	\$1.15
360	HOSE, AC # 8 EZ CLIP, LOW SIDE. BY THE FOOT - GILLIG LOWFLOOR	HSE008EZ	10	\$0.77	\$7.65
361	COMPRESSOR, A/C REAR AFTERMARKET - GILLIG LOWFLOOR	24592	1	\$80.44	\$80.44
362	O-RING, OIL PRESS RELIEF PLUG - FORD	W302722	1	\$0.25	\$0.25
363	O-RING, SEAL, BREATHER - CUMMINS ISL 8.9	3073966	1	\$1.72	\$1.72
364	O-RING, OIL COOLER - CUMMINS ISL 8.9	3201562	1	\$1.00	\$1.00
365	O-RING, ACCUMULATOR - CUMMINS ISL 8.9	3867640	1	\$0.73	\$0.73
366	HOSE, ALTERNATOR DRAIN 1 1/2" - CUMMINS ISL 8.9	3925332	2	\$6.71	\$13.42
367	THERMOSTAT, LUBRICATING OIL - CUMMINS ISL 8.9	3934410	1	\$10.37	\$10.37
368	BEARING, ROD - CUMMINS ISL 8.9	3950661	12	\$2.94	\$35.22
369	BEARING, CONNECTING ROD UPPER - CUMMINS ISL 8.9	3966244	6	\$3.56	\$21.36
370	GASKET, GEAR PUMP OUTER - CUMMINS ISL 8.9	4928538	6	\$2.58	\$15.50
371	TUBE, INSULATION - CUMMINS ISL 8.9	4944755	2	\$1.55	\$3.09
372	HOSE, MOLDED - CUMMINS ISL 8.9	5258625	1	\$7.28	\$7.28
373	BRAKE SHOE, REAR - GILLIG LOWFLOOR	HS4707D	8	\$7.10	\$56.80
374	BRAKE SHOE, FRONT, ST - GILLIG LOWFLOOR	HS4704Q	8	\$7.23	\$57.80
375	NUT, SPINDLE - GILLIG LOWFLOOR	374504S100	4	\$0.51	\$2.02
376	GASKET, TURBOCHARGER - CUMMINS ISL 8.9	3537960	1	\$1.19	\$1.19
377	GASKET, HYDRAULIC PUMP - GILLIG LOWFLOOR	53-24928	4	\$0.87	\$3.46
378	GASKET, HUB CAP - GILLIG LOWFLOOR	330-3024	8	\$0.38	\$3.06
379	GASKET, REAR AXLE - GILLIG LOWFLOOR	82-03690-000	4	\$0.58	\$2.33
380	GASKET, RETARDER VALVE BODY	29512747	10	\$0.91	\$9.05
381	O-RING, AIR INTAKE SIDE - CUMMINS ISL 8.9	3682177	1	\$1.15	\$1.15
382	GASKET, CONNECTION - CUMMINS ISL 8.9	3967891	2	\$1.46	\$2.92
383	GASKET, EGR - CUMMINS ISL 8.9	4938761	3	\$1.14	\$3.41

384	GASKET, INTAKE - CUMMINS ISL 8.9	4944527	1	\$1.99	\$1.99
385	GASKET, OIL PAN - CUMMINS ISL 8.9	3938160	1	\$8.67	\$8.67
386	GASKET, HEAD - CUMMINS ISL 8.9	4981796	1	\$30.08	\$30.08
387	GASKET, PARTICULATE FILTER	2871453	19	\$6.12	\$116.33
388	GASKET, BLOCK STIFFENER - CUMMINS ISL 8.9	3931967	1	\$36.59	\$36.59
389	PANEL, FILTER DOOR, RIGHT REAR, WITH HINGES - GILLIG LOWFLOOR	82-41532-000	1	\$197.96	\$197.96
390	GLASS, DEST. SIGN W/HEATER - GILLIG LOWFLOOR	16-37749-001	1	\$59.09	\$59.09
391	GLASS, FRONT DOOR, TINT - GILLIG LOWFLOOR	20-40212-000	1	\$18.94	\$18.94
392	GLASS, UPPER EXIT DOOR - GILLIG LOWFLOOR	55-15095-047	2	\$9.49	\$18.98
393	GLASS, LOWER EXIT DOOR - GILLIG LOWFLOOR	55-15095-048	1	\$6.72	\$6.72
394	GLASS, UPPER EXIT DOOR, 28% GRAY - GILLIG LOWFLOOR	55-15095-078	1	\$11.15	\$11.15
395	GLASS, DOOR REAR LOWER - GILLIG LOWFLOOR	55-15095-079	1	\$7.76	\$7.76
396	GLASS, LH DRIVER WINDOW - GILLIG LOWFLOOR	82-37384-206L	2	\$32.03	\$64.07
397	GLASS, DRIVERS RH SLIDER - GILLIG LOWFLOOR	82-37384-206R	1	\$30.52	\$30.52
398	GLASS, 22" STATIONARY - GILLIG LOWFLOOR	82-20093-203	1	\$67.18	\$67.18
399	GLASS, FIXED, 22" - GILLIG LOWFLOOR	82-42603-330	1	\$19.05	\$19.05
400	GLASS, SIDE DEST, UPPER, 56" - GILLIG LOWFLOOR	82-41110-231	2	\$14.68	\$29.36
401	GLASS, LOWER DEST SIGN, 56" - GILLIG LOWFLOOR	82-41110-330	1	\$33.63	\$33.63
402	GLASS, FIXED, 56" - GILLIG LOWFLOOR	82-37395-330	2	\$30.95	\$61.90
403	GLASS, 58" EGRESS, STATIONARY - GILLIG LOWFLOOR	82-24909-303	1	\$110.42	\$110.42
404	GLASS, EGRESS, 58" - GILLIG LOWFLOOR	82-42604-330	1	\$48.75	\$48.75
405	GLASS, EGRESS, 46" - GILLIG LOWFLOOR	82-37381-330	2	\$23.75	\$47.50
406	FRAME, OUTSIDE WINDOW, 32" MAIN FRAME - GILLIG LOWFLOOR	82-37126-001	1	\$67.41	\$67.41
407	GLASS, EGRESS, 34" - GILLIG LOWFLOOR	82-37129-330	2	\$16.18	\$32.35
408	CUSHION, DRIVERS SEAT BACK - GILLIG LOWFLOOR	82-47864-5	4	\$122.95	\$491.78
409	SEAT BOTTOMS, DRIVERS - GILLIG LOWFLOOR	1100-090030	5	\$50.06	\$250.28
410	CAP, DRIVER SEAT GUIDE LOOP - GILLIG LOWFLOOR	9904-000025	6	\$1.71	\$10.23
411	BELT, LAP 2 PT. - 84" - GILLIG LOWFLOOR	9904-25-31	9	\$39.24	\$353.14
412	ARM REST ASSEMBLY - AMERICAN SEATING GILLIG LOWFLOOR	21012709N0B	1	\$67.50	\$67.50
413	COVER, ARMREST AISLE FACING - AMERICAN SEATING GILLIG LOWFLOOR	21013001N0B	1	\$5.72	\$5.72
414	TRIM PANEL, RH PASS SEAT - AMERICAN SEATING GILLIG LOWFLOOR	092258250	1	\$6.86	\$6.86
415	TRIM PANEL, LH PASS SEAT - AMERICAN SEATING GILLIG LOWFLOOR	092259250	1	\$2.06	\$2.06
416	PANEL, CLOSURE CAP, END FLIP UP SEAT, R.H. - AMERICAN SEATING GILLIG LOWFLOOR	140104250	2	\$9.35	\$18.71
417	PANEL, CLOSURE CAP, END FLIP UP SEAT, L.H. - AMERICAN SEATING GILLIG LOWFLOOR	140105250	4	\$9.15	\$36.61
418	VALVE, DRIVERS SEAT AIR HEIGHT - GILLIG LOWFLOOR	990410000406	1	\$20.27	\$20.27
419	ROLL PIN - GILLIG LOWFLOOR	0090003014ZN	4	\$0.06	\$0.25
420	BUSHING, NYLON, FORWARD FACING FLIP UP A. SEATING - GILLIG LOWFLOOR	30-031339-024	7	\$0.25	\$1.75
421	LOCK, SIDE PLATE - GILLIG LOWFLOOR	30-09400	2	\$0.37	\$0.73
422	PIN, LOCK - GILLIG LOWFLOOR	30-094002-500	1	\$1.88	\$1.88
423	LUMBAR STEEL PAN/HARDWARE ASSY. UPDATED - GILLIG LOWFLOOR	9903-210000-021	2	\$14.54	\$29.07
424	STRAP, TETHERING DRIVER SEAT - GILLIG LOWFLOOR	9904-000024-002	2	\$5.50	\$11.00

425	BEARING, PIVOT - AMERICAN SEATING GILLIG LOWFLOOR	117451000	1	\$0.21	\$0.21
426	LUMBAR/BOLSTER, DRIVER SEAT - GILLIG LOWFLOOR	3-60002-000	3	\$7.73	\$23.18
427	VALVE, DRIVERS SEAT - GILLIG LOWFLOOR	82-18860-000	2	\$7.41	\$14.82
428	FITTING/AIR\1/4" X 1/8" 90 DEG - GILLIG LOWFLOOR	82-30527	3	\$1.60	\$4.81
429	BOLT, SCISSOR BEARING/CENTER - GILLIG LOWFLOOR	82-47865-9	2	\$2.81	\$5.63
430	RIVET, 3/16/BLACK/PLASTIC - GILLIG LOWFLOOR	9904-18-6	21	\$0.45	\$9.35
431	SEAT SLIDE, 6.25" DRIVERS - GILLIG LOWFLOOR	9901-612935	5	\$14.11	\$70.56
432	SWITCH, DRIVERS SEAT AIR BOX - GILLIG LOWFLOOR	9904-100001	2	\$25.91	\$51.82
433	FRAME, DRIVERS SEAT BACK - GILLIG LOWFLOOR	82-40729	1	\$100.09	\$100.09
434	PANEL, L.H. ARMREST OUTER, BLUE - AMERICAN SEATING GILLIG LOWFLOOR	093839250	1	\$17.91	\$17.91
435	PANEL, RH ARM - AMERICAN SEATING GILLIG LOWFLOOR	093838250	5	\$13.27	\$66.35
436	PANEL, L.H. ARMREST INNER, BLUE - AMERICAN SEATING GILLIG LOWFLOOR	093867250	1	\$11.47	\$11.47
437	CUSHION, REAR BENCH SEAT - AMERICAN SEATING GILLIG LOWFLOOR	117297861	3	\$39.39	\$118.17
438	CUSHION, REAR BENCH SEAT - AMERICAN SEATING GILLIG LOWFLOOR	117297861	3	\$39.39	\$118.17
439	CUSHION, SEAT FOAM BOTTOM, VERY REAR - GILLIG LOWFLOOR	82-65401-000	5	\$14.98	\$74.89
440	FRAME & SPRING ASSY, SEAT CUSHION - AMERICAN SEATING GILLIG LOWFLOOR	141004000	3	\$46.14	\$138.42
441	PANEL, L.H. ARMREST OUTER, BLUE - AMERICAN SEATING GILLIG LOWFLOOR	093839250	1	\$17.91	\$17.91
442	PANEL, L.H. ARMREST INNER, BLUE - AMERICAN SEATING GILLIG LOWFLOOR	093867250	1	\$11.47	\$11.47
443	BASE, DR SEAT SUSPENSION ASSY/AIR/3-PT/500 LBS - GILLIG LOWFLOOR	9901-612920-000	2	\$218.24	\$436.47
444	CUSHION, ONSSERT BACK - AMERICAN SEATING GILLIG LOWFLOOR	INSIGHTBACK	13	\$0.00	\$0.00
445	CUSHION, ONSSERT BOTTOM, TR POLY PLUSH - AMERICAN SEATING GILLIG LOWFLOOR	INSIGHTBTMM	6	\$24.40	\$146.40
446	SLIDES, RADIO/BATT TRAY L&R - GILLIG LOWFLOOR	82-22905	2	\$13.21	\$26.43
447	2 DOOR ANALYZER - CONDUENT	IRMA2	5	\$57.75	\$288.74
448	POWER SUPPLY, 12 VOLT, LAMBDA - GILLIG LOWFLOOR	JWS300-12	1	\$113.09	\$113.09
449	STUD MOUNT KIT, GPS ANT - GILLIG LOWFLOOR	Q120	8	\$5.25	\$42.02
450	ANTENNA, RADIO, 450-470MHZ - CONDUENT	120006-10	2	\$38.18	\$76.37
451	RADIO CDM 1250 - CONDUENT	CDM1250	41	\$0.13	\$5.35
452	TERMINAL BLOCK, 4 POSITION, 8 - #6 SCREWS - GILLIG LOWFLOOR	47104	6	\$0.42	\$2.49
453	MICS, PALM HELD W/MTG CLIP - GILLIG LOWFLOOR	81719	2	\$12.43	\$24.85
454	AMBIENT NOISE MICS - CONDUENT	120041-1	2	\$18.84	\$37.69
455	HANDSET SPEAKERS - CONDUENT	120072-1	3	\$11.29	\$33.88
456	POST, DCM MOUNTING - CONDUENT	130937-5	3	\$52.52	\$157.56
457	STAND OFF, AL,.38 IDX 1.0 ID - CONDUENT	131086-1	5	\$3.15	\$15.75
458	KNOBS, HANDSET - CONDUENT	29010A	21	\$4.06	\$85.31
459	KNOBS, NYLON 1/4"-20 - GILLIG LOWFLOOR	7921K219	3	\$0.40	\$1.20
460	LATCH, STORAGE BOX - GILLIG LOWFLOOR	82-29379-000	5	\$3.96	\$19.82
461	MINI UHF CONNECTOR - CONDUENT	TAL RFU600-1	3	\$0.45	\$1.34
462	CABLE ASSY, IVU to DCM, W01 - CONDUENT	140567-168	3	\$58.57	\$175.70
463	CABLE ASSY W/ MIC, EXT W09A - CONDUENT	140579-24	8	\$10.51	\$84.04

464	CABLE ASSY, VUPS-100 INTERFACE - CONDUENT	140646-121	9	\$8.59	\$77.34
465	CABLE ASSY, GPS ANTENNA, W11 - CONDUENT	140584-312	4	\$17.62	\$70.49
466	WIRE ASY, RADIO TRAY 12V - CONDUENT	140598-360	10	\$11.03	\$110.30
467	CABLE ASSY, EXT, INT SPKR - CONDUENT	140604-48	15	\$5.77	\$86.58
468	MECH ALARM - GILLIG LOWFLOOR	140651	4	\$89.13	\$356.50
469	CABLE ASSY, IVU TO PA AMP, 36" - CONDUENT	140568-36	4	\$38.12	\$152.47
470	CABLE ASSY, HANDSET, W09 - CONDUENT	140578-384	9	\$34.14	\$307.24
471	CABLE ASSY, WLCHAIR INTFC,W108 - CONDUENT	140583-360	9	\$16.71	\$150.40
472	WIRE ASY, RADIOTRAY 12V IGNW104 - CONDUENT	140599-360	10	\$10.50	\$105.04
473	CABLE ASSY, IVU to DCM, W01 - CONDUENT	140567-360	7	\$76.15	\$533.07
474	CABLE ASSY, IVU TO RADIO, W04 - CONDUENT	140571-144	6	\$93.58	\$561.45
475	BATTERY, VUPS	SLAA12-1.3F	2	\$3.24	\$6.48
476	BATTERY, VUPS	SLAA12-5F	1	\$4.42	\$4.42
477	VUPS, DC/DC CONVERTER - GILLIG LOWFLOOR	TMS-005887	1	\$241.45	\$241.45
478	P.A. AMP - CONDUENT	120039-1	24	\$16.28	\$390.73
479	PLATE, PA AMP MOUNTING - CONDUENT	130682-1	6	\$12.87	\$77.21
480	DCM HANGARS VANS - CONDUENT	131111-1	3	\$78.46	\$235.39
481	ASSY, RADIO EQUIPMENT TRAY, LOW FLOOR - CONDUENT	110308-3	2	\$1,077.09	\$2,154.18
482	ASSY, RADIO EQUIP TRAY(ELDOR) - CONDUENT	110309-2	2	\$1,616.97	\$3,233.93
483	CABLE ASSY, HANDSET, W09 - CONDUENT	140578-180	9	\$28.89	\$259.97
484	CABLE ASSY, EMERG ALARM, W10C - CONDUENT	140580-144	6	\$24.83	\$148.97
485	ANTENNAS, WLAN - CONDUENT	RN23-2400	2	\$30.15	\$60.30
486	CABLE ASSY, EMERG ALARM, W10C - CONDUENT	140580-360	3	\$26.86	\$80.58
487	CABLE ASSY, RADIO ANT W20 - CONDUENT	140586-180	9	\$18.29	\$164.59
488	WIRE, ANTENNA - CONDUENT	RF-195	3	\$44.82	\$134.45
489	DCM (ORBGUIDE DISPLAY) - CONDUENT	110345-2	1	\$1.27	\$1.27
490	BRACKET, SMARTMDT-DCM MNT - CONDUENT	130310-1	5	\$14.18	\$70.90
491	BRACKET, ANGLED DCM MOUNTING - CONDUENT	130968-1	4	\$19.43	\$77.73
492	BRACKET, ADAPTOR 45 DEG DCM - CONDUENT	131113-1	5	\$30.46	\$152.31
493	PLATE, ADAPTER,RADIO ENCL MNTNG - CONDUENT	131129-1	5	\$52.67	\$263.35
494	DATA LOGGER W/9 PIN CABLE - FLEETWATCH	JX55-1708-DB	1	\$0.00	\$0.00
495	CABLE, FLEETWATCH 6 PIN - FLEETWATCH	JX55-6PIN	2	\$15.00	\$30.00
496	CABLE, FLEETWATCH 9PIN - FLEETWATCH	JX55-9PIN	1	\$0.00	\$0.00
497	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F48	28	\$1.19	\$33.32
498	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F48/HO	5	\$1.01	\$5.05
499	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F60	12	\$1.59	\$19.08
500	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F60/HO	6	\$0.69	\$4.16
501	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F72	19	\$1.26	\$23.89
502	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F72/HO	3	\$1.03	\$3.08
503	MODULE, REAR CENTER BUMPER - GILLIG LOWFLOOR	20-37167-2	2	\$50.00	\$100.00
504	MODULE, LH REAR BUMPER - GILLIG LOWFLOOR	20-41133N00	1	\$64.94	\$64.94
505	MODULE, CENTER FRONT BUMPER - GILLIG LOWFLOOR	82-21211-001	1	\$109.78	\$109.78
506	MODULE, REAR CENTER BUMPER - LUMINATOR	82-8635	1	\$83.38	\$83.38
507	PANEL, SEAT BACK FF FLIP UP SEAT LH - AMERICAN SEATING GILLIG LOWFLOOR	36101245250	3	\$30.97	\$92.92
508	PANEL, RH SEAT BACK - AMERICAN SEATING GILLIG LOWFLOOR	103159-250	1	\$37.50	\$37.50
509	PANEL, LH SEAT BACK - AMERICAN SEATING GILLIG LOWFLOOR	103160-250	2	\$28.46	\$56.93
510	LAMP, INTERIOR LIGHT - GILLIG LOWFLOOR	F36	9	\$1.70	\$15.26

511	DRUM, REAR BRAKE VENTED, VORTEX - GILLIG LOWFLOOR	77807BW	2	\$33.87	\$67.75
512	RADIATOR, E-COATED - GILLIG LOWFLOOR	82-68844-000	1	\$609.39	\$609.39
513	MODULE, LH REAR BUMPER - GILLIG LOWFLOOR	20-37167-3	1	\$95.33	\$95.33
514	MODULE, RH REAR BUMPER - GILLIG LOWFLOOR	20-41131N00	1	\$65.89	\$65.89
515	MODULE, RH FRONT BUMPER - GILLIG LOWFLOOR	82-21211-002	1	\$67.41	\$67.41
516	MODULE, LEFT FRONT BUMPER - GILLIG LOWFLOOR	82-21211-003	1	\$61.87	\$61.87
517	RADIATOR, E COATED - GILLIG LOWFLOOR	82-32944-000	1	\$523.28	\$523.28
518	FILTER, INTERIOR AIR 13-3/4X43X1 - GILLIG LOWFLOOR	1074F	20	\$2.27	\$45.30
519	FILTER, INTERIOR AIR 17" X 38" - GILLIG LOWFLOOR	1085F	26	\$2.40	\$62.47
520	FILTER, INTERIOR AIR 4.5 x 16 x 1 - GILLIG LOWFLOOR	1095F	42	\$0.79	\$33.08
521	OVER CRANK PROTECTION BYPASS KIT - GILLIG LOWFLOOR	053680-8010	3	\$3.00	\$9.01
522	DRUM, FRONT BRAKE - GILLIG LOWFLOOR	82-39872-001	4	\$52.00	\$208.00
523	RADIATOR WITH E-COAT - GILLIG LOWFLOOR	82-47968	1	\$663.81	\$663.81
524	SHROUD, FAN MOTOR - GILLIG LOWFLOOR	01-59685-000	1	\$0.00	\$0.00
525	CHARGE AIR COOLER - GILLIG LOWFLOOR	82-47966	1	\$223.88	\$223.88
526	COOLER, CHARGE AIR ASSY - GILLIG LOWFLOOR	82-17303	1	\$280.00	\$280.00
527	CHARGE AIR COOLER - GILLIG LOWFLOOR	82-39343-1	1	\$287.13	\$287.13
528	PARTICULATE FILTER ASSY. - CUMMINS ISL 8.9	4352923	2	\$623.59	\$1,247.18
529	TRANSMISSION, B400R REMAN - ALLISON B400R	29543264	1	\$1,375.00	\$1,375.00
530	SIDE 14X112 AMBER SMD SIGN - LUMINATOR	16-52825V002	8	\$1,152.00	\$9,216.00
531	FRONT 16X160 GEN 4S SIGN - LUMINATOR	16-52933V002	8	\$1,034.52	\$8,276.18
532	REAR 16X48 AMBER SIGN - LUMINATOR	16-68695V003	8	\$1,045.75	\$8,366.00
533	CATALYST, EXHAUST - CUMMINS ISL 8.9	5287191NX	2	\$68.75	\$137.50
534	DIFFERENTIAL ASSY - GILLIG LOWFLOOR	82-77497-529	1	\$721.86	\$721.86
535	CHAIN KIT COMPLETE, INSTA-CHAIN 920s & 930s - GILLIG LOWFLOOR	IC-5592-H	1	\$353.67	\$353.67
536	ENGINE, ISL8.9 EGR CUMMINS - it has a spun #6 rod that we chose not to replace	ISL8.9	1	\$6,250.00	\$6,250.00
537	FILTER, MUFFLER ASM PARTICULAT - CUMMINS ISL 8.9	Q619495A	5	\$52.48	\$262.41
538	CATALYST, FILTER - CUMMINS ISL 8.9	Q619732A	4	\$37.49	\$149.95
539	COVER, BACK, IF SEAT - AMERICAN SEATING GILLIG LOWFLOOR	084929-202	3	\$16.00	\$48.00
540	COVER, BACK, FF RH - AMERICAN SEATING GILLIG LOWFLOOR	088710-010	6	\$20.49	\$122.91
541	COVER, BACK, FF LH - AMERICAN SEATING GILLIG LOWFLOOR	088711-010	2	\$16.00	\$32.00
542	COVER, DRIVERS SEAT BACK - AMERICAN SEATING GILLIG LOWFLOOR	210007-005	2	\$55.13	\$110.26
543	COVER, BACK, VERY REAR, 21 1/2" - AMERICAN SEATING GILLIG LOWFLOOR	084462-119	1	\$22.84	\$22.84
544	COVER, BOTTOM, IF, FRT/MID CUS - AMERICAN SEATING GILLIG LOWFLOOR	090543-402	2	\$42.25	\$84.49
545	COVER, BOTTOM - AMERICAN SEATING GILLIG LOWFLOOR	090543-702	4	\$39.59	\$158.37
546	COVER, BOTTOM, FF R&L - AMERICAN SEATING GILLIG LOWFLOOR	090632-043	19	\$28.33	\$538.22
547	COVER, BACK, FLIP UP, IF, 3-PASS. - AMERICAN SEATING GILLIG LOWFLOOR	090769-002	3	\$42.00	\$126.00
548	COVER, BOTTOM, 3P FLIPUP - AMERICAN SEATING GILLIG LOWFLOOR	090770-003	2	\$69.88	\$139.75
549	COVER, BACK, 2P, FLIP UP - AMERICAN SEATING GILLIG LOWFLOOR	090769-022	5	\$22.50	\$112.50

550	COVER, BOTTOM, 2P, FLIP-UP - AMERICAN SEATING GILLIG LOWFLOOR	090770-013	2	\$46.26	\$92.53
551	COVER, BOTTOM, 2P, FLIP-UP, L - AMERICAN SEATING GILLIG LOWFLOOR	094127-200	3	\$48.10	\$144.31
552	COVER, 1P R/C CUSHION - AMERICAN SEATING GILLIG LOWFLOOR	150646-001	5	\$29.68	\$148.41
553	COVER, BACK, VERY REAR, 19 1/2" - AMERICAN SEATING GILLIG LOWFLOOR	084929-221	1	\$20.02	\$20.02
554	COVER, BACK,1 PASS - AMERICAN SEATING GILLIG LOWFLOOR	088710-012	2	\$12.25	\$24.50
555	COVER, BACK, 1P, 6466, L - AMERICAN SEATING GILLIG LOWFLOOR	088711-012	1	\$14.00	\$14.00
556	COVER, BOTTOM, 1P, LONG, 6466 - CONDUENT	129923-902	4	\$33.98	\$135.90
557	COVER, BOTTOM, REAR FF - CONDUENT	132063-001	3	\$12.25	\$36.75
558	COVER, BOTTOM, VERY REAR - GILLIG LOWFLOOR	137620-001	5	\$28.89	\$144.46
559	COVER, HORIZON BACK - AMERICAN SEATING GILLIG LOWFLOOR	AMI98843-DB	2	\$0.00	\$0.00
560	COVER, HORIZON BOTTOM - AMERICAN SEATING GILLIG LOWFLOOR	AMI98843-DC	1	\$23.00	\$23.00
561	TIRE, RECAP GOODYEAR - GILLIG LOWFLOOR	275/70R22.5R	6	\$50.79	\$304.73
562	TIRE, G.Y. ENDURANCE RSA GY275/70R22.5N, NEW - GILLIG LOWFLOOR	GY275/70R22.5 N	10	\$98.50	\$985.01
TOTAL ESTIMATED SURPLUS VALUE					\$75,173.67

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM 7-A
MEETING DATE: April 20, 2022

FOR: Intercity Transit Authority

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
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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.



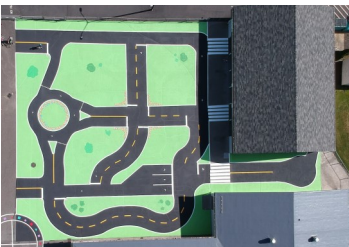
Students riding in Traffic Garden



Mt. View's balance bikes



Yard Signs



Mt. View's Traffic Garden



Youth Bike Challenge



Winter Bicycle Scavenger Hunt



Olympia School Board with yard signs

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

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Tumwater bike rodeo

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.



Traffic garden at Garfield

- ◆ 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!



Earn-A-Bike student

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.



Youth Bike Challenge



Green Transportation Challenge



Walk N Roll to School



Green Transportation Challenge



Youth Bike Challenge

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 7-B
MEETING DATE: April 20, 2022

FOR: Intercity Transit Authority
FROM: Steve Krueger, 360-705-5833
SUBJECT: Pattison Base Project – Additional Design Services Authorization

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- 1) **The Issue:** Authorize the General Manager to approve additional design services support work through the Department of Enterprise Services (DES) contract with Stantec for the remaining work to complete the Pattison Base project.

 - 2) **Recommended Action:** Authorize 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.

 - 3) **Policy Analysis:** The procurement policy states the Authority must approve any expenditure over \$100,000.

 - 4) **Background:** In May 2018, Stantec was competitively awarded a contract by the Washington State Department of Enterprise Services (DES) to update the Pattison Base Master Plan design. That contract also included engineering and design services through all phases of construction utilizing the General Contractor / Construction Manager (GCCM) process. This work is supported under our agreement for project management through DES.

Design fees using the GCCM process are calculated using the Office of Financial Management (OFM) A&E fee schedule and formula applied to the estimated Maximum Allowable Construction Cost (MACC). Stantec is currently under contract to provide design services and construction support for Phase III (North Parcel which is anticipated to be completed this fall), and last July additional design services work was authorized to start Phase IV (South Parcel) design, which includes the rehabilitation and system updates of the Maintenance building, site infrastructure, and the remainder of the improvement planned for the campus. Stantec design and support fees authorized for the project to date (including the Master Planning work) is \$9,173,231. About 55% of the previously authorized amount has been expended.

Over the past nine months the project team (Forma Construction, WA State Department of Enterprise Services, Stantec, and Intercity Transit) has worked together through both the Schematic Design and the Design Development phases for the South Parcel project. Through this process we have finalized our long-term programmatic requirements, identified the condition of existing systems and structures, incorporated all code and site requirements, and have confirmed the need to provide a structure in the bus yard to maintain service during construction (temporary work area for our maintenance and inventory teams) that can then be converted to covered parking/storage, once construction is complete. This work resulted in a construction cost estimate increase of the MACC from \$27.2M to \$29.7M and is the basis for the need to authorize allowance for additional design services toward the remaining portions of the project. This additional fee authority allows Stantec to complete the remaining South Parcel Construction

Documents, Bid Documents, Construction Administration and close out work that remains consistent with the updated program elements.

This fall, when the South Parcel design is complete, construction cost estimates will be updated once again, and the final MACC price for the South Parcel improvements and site work will be negotiated with Forma. Staff will return to the Authority at that time requesting contract authority, and if approved by the ITA, Forma will be committed to complete construction of the South Parcel work for that amount. At this point in time, South Parcel construction is anticipated to be completed in 2024 and the estimated MACC is \$29.7M.

5) **Alternatives:**

- A. Authorize 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.
- B. Defer action. Not approving the authorized increase would cause design work on the South Parcel project to be delayed. A delay of this sort will impact our ability to achieve permitting in a timely fashion and would jeopardize the planned construction schedule and transition from the North Parcel to South Parcel project envisioned to reduce the impact on our efforts to maintain operating efficiently from our site. Continuity with our design team, construction and construction oversight team members is imperative.

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- 6) **Budget Notes:** This approval allocates an additional \$1.5 million of the project budget toward the architectural/engineering, design, and construction support services provided by Stantec for the project under their contract administered by the Washington State Department of Enterprise Services. The fee is set based on an anticipated increase in the MACC for the remaining construction estimated to increase from \$27.2M to \$29.7M. Confirmation of the MACC for the South Parcel is pending the completion of construction documents later this fall. The 2022 budget carried forward a program budget of \$95 million for the Pattison Base project. Staff expects to review any potential adjustments to the overall project budget following confirmation of the remaining construction MACC for the South Parcel and in consideration of program savings that may be re-allocated from work completed on the North Parcel. A budget review is expected to precede the action to approve the final MACC with Forma later this fall which will include a review of project savings. The full extent of North Parcel contingencies and sales tax savings won't be known until North Parcel construction is complete. The current scope considers market and construction-related impacts known at this time.

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- 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 #3:** "Maintain a safe and secure operating system." **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." **Goal #6:** "Encourage use of our services." **Goal #7:** "Build partnerships to address and jointly find solutions to the mobility needs and demands in our community."

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

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 II, 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:

<p>Smart Corridor Funds</p> <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 	<p>Transit Signal Priority Funds</p> <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
<p>Smart Corridor Expenditures</p> <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 	<p>Transit Signal Priority Costs</p> <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 together 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.

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- 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)