

**Minutes**  
**INTERCITY TRANSIT AUTHORITY**  
**Regular Meeting**  
**August 16, 2023**

**CALL TO ORDER**

Chair Gilman called the August 16, 2023, meeting of the Intercity Transit Authority to order at 5:30 p.m. This meeting was held remotely, with an in-person component at the Pattison Street facility.

**Members Present:** Chair and City of Olympia Mayor Pro-Tem Clark Gilman; City of Tumwater Mayor Debbie Sullivan; Thurston County Commissioner Carolina Mejia; City of Lacey Councilmember Robin Vazquez; Community Representative Don Melnick; Community Representative Sue Pierce. Labor Representative Mark Neuville.

**Members Excused:** Vice Chair and Community Representative Justin Belk; City of Yelm Councilmember Brian Hess.

**Staff Present:** Emily Bergkamp; Eric Phillips; Jonathon Yee; Daniel Van Horn; Pat Messmer; Ramon Beltran; Steve Krueger; Michael Maverick; Steve Swan; Tammy Ferris; Jessica Gould; Jana Brown; Peter Stackpole; Julie DeRuwe; Matt Kenny; Katie Cunningham; Zach Heinemeyer; Rob LaFontaine; Brian Nagel; Christopher Wells; Charles Ackley; David Chaffee; Thera Black

**Others Present:** Legal Counsel, Jeff Myers; Ty Flint and Betty Hauser, Community Advisory Committee.

**STAFF INTRODUCTIONS**

- A. **Matt Kenney, Senior Planner** (*Rob LaFontaine*)
- B. **Charles Ackley, Technician** (*Jonathon Yee*)
- C. **Christopher Wells, Technician** (*Jonathon Yee*)

**APPROVAL OF AGENDA**

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

**PUBLIC HEARING**

**Draft 2022 Annual Report and 2023-2028 Transit Development Plan.** Rob LaFontaine, Planning Manager, said the TDP is an annual event conducted each year to project the next few years of transit service, and it's a requirement in Washington state. The TDP has been available on the website for several weeks, as well as the usual notifications to the public. LaFontaine said he has not received any specific public comments directly related to the TDP, although he does receive general comments throughout the year, about two dozen received the past few months related to restoration of service, expansion questions, missed trips, late night, DASH, etc.

*Chair Gilman opened the public hearing at 5:40 p.m.*

*With no one from the public giving testimony, Chair Gilman closed the public hearing at 5:41 p.m.*

**PUBLIC COMMENT - None.**

**APPROVAL OF CONSENT AGENDA ITEMS**

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**It was M/S/A by Melnick and Vazquez to adopt the consent agenda.**

- A. Payroll July:** \$3,216,058.71
- B. Accounts Payable July:** \$2,704,615.46
  - Warrants: \$2,680,624.26
  - ACH Payments: \$23,991.20

### **NEW BUSINESS**

- A. Janitorial Contract.** Procurement Coordinator, Katie Cunningham presented the renewal for janitorial services and supplies. In August 2019, CW Janitorial Service won Intercity Transit's contract for janitorial services and supplies. The initial contract term was for a period of one year, with four one-year renewal options. This item represents the fourth one-year renewal.

Under this renewal effective September 1, 2023, CW Janitorial Service will continue to provide daily janitorial services and supplies at Intercity Transit facilities, including the Administration Operations (AdOps) Building, Maintenance Facility, Olympia Transit Center, Lacey Transit Center, Fuel Wash Facility, Walk-N-Roll Bike Shop, and Amtrak Station. Tasks and requirements have been updated to reflect current service and supply needs, including any modifications implemented throughout the past year to add new buildings, remove vacated locations, and increase overall cleanliness.

Proposed renewal rates are increased as compared to the current contract term due to additional service hours at Intercity Transit's facilities. The majority of the additional hours will be provided at the Lacey Transit Center and AdOps Building. Market research indicates the proposed renewal rates are fair and reasonable.

Based on CW Janitorial Service's record of performance throughout the current year, staff remains confident that the firm will continue to provide high quality services which enhance and maintain the cleanliness of our facilities and recommends renewal of the contract.

**It was M/S/A by Mejia and Sullivan to authorize the Interim General Manager to execute a contract amendment with CW Janitorial Service to renew the contract for janitorial services and supplies at Intercity Transit facilities for a period of one year in an amount of \$553,589, including taxes.**

- B. OTC North Site Improvements Contract.** Procurement Coordinator, Tammy Ferris, presented a contract with NPM Construction Company to construct site improvements on the north side of the Olympia Transit Center. In 2019, Intercity Transit completed construction of the new customer service building on the north side of the Olympia Transit Center (OTC) property. Shortly thereafter, Intercity Transit completed pedestrian and right-of-way (ROW)

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improvements on the southwest half of the property, complementing the new customer service building by replacing the pedestrian plaza and connecting the site to the bus-only lane on State Avenue. The construction contract presented for consideration this evening represents the final phase of planned projects to update the public areas of the OTC site.

In late 2022, staff engaged SCJ Alliance from the On-Call Architectural and Engineering Services contract to complete the design of the remaining site improvements, provide permitting support, prepare the bid package, and provide construction management support through the completion of the project. To date, SCJ has completed the design, bid process, and supported City of Olympia permit approvals to construct the improvements.

Like our last project, this project includes primarily pedestrian improvements around the northwest corner of the property and portions of the original bus platforms and crossings. The updates will reduce trip hazards and enhance accessibility of the ROW approaches around the OTC. This work is the final stage of a series of projects planned to refresh the site and enhance pedestrian access. Work will consist of curb and sidewalk replacement; replacement of ADA ramps at the intersection of Olympia Avenue and Washington Street; replacement of the existing red concrete pavers at the bus loading platform and internal crossings; and a refresh of all pavement markings onsite and around the perimeter of the transit center. An important component of this project is the successful coordination between the contractor and our Operations and Customer Service staff during work, so service can be maintained at the OTC with minimal disruptions to our riders.

Following approval of the engineering plans by the City of Olympia, Procurement advertised for Request for Bids on July 20, 2023, for the construction of the final phase of OTC improvements. We received five (5) bids by the submittal deadline of August 11, 2023. The bid submitted by NPM Construction Co., in the amount of \$349,692 was determined to be the lowest, responsive, and responsible bid. Bids ranged from a high of \$457,457 to a low of \$349,692. The low bid is \$51,147 or 6% above the Engineer's estimate. The total authorized amount requested includes a 10% contingency for the construction project.

NPM Construction Co. is a reputable and competent contractor. NPM Construction Co. has successfully completed similar projects with City of Bellevue and City of Kirkland. Staff is confident in their ability to complete this project and recommends the award of the contract to NPM Construction Co. for site improvements on the north side of the Olympia Transit Center.

**It was M/S/A by Sullivan and Pierce to authorize the Interim General Manager to enter into a contract with NPM Construction Co., to construct site improvements at the Olympia Transit Center in the amount of \$384,661.**

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**C. Zero Emissions Workshop Debrief.** Director of Maintenance Fleet and Facilities, Jonathon Yee, provided a recap of the Zero Emissions Workshop attended by the ITA members and staff, and was presented by CTE on July 12, 2023. CTE shared a vast amount of information about zero-emissions fleet options and which technologies best align with our blocking of runs, routing, daily mileage, and general daily operations. This included consideration of battery electric buses, hydrogen fuel cell buses, and a combination of both technologies for fixed route and Dial-A-Lift. The workshop was focused on sharing information and answering questions. The ITA requested time at subsequent board meetings to process and discuss the information together as a group.

Yee said we've been looking at the impacts of different technologies across the organization, specifically our service, what fleet costs and impacts look like, what it takes to maintain them, what it takes to fuel them with different types of energy, what infrastructure we would need and incorporated some resilience and redundancy into that work. Yee said we completed the baseline analysis, talked about the state of the industry, completed the initial greenhouse gas analysis and forecasting based on scenarios and we are done officially with the fixed-route analysis. We need to complete the rest of the fleet analysis – DAL, Vanpool, and non-revenue vehicles. He continued with a walk through of total cost of ownership, fuel, or electricity, how much it would cost to maintain buses and infrastructure. The cost analysis included several scenarios showing some overall costs are less than others, but they all represent a significant cost to Intercity Transit as we proceed.

Baseline is where we are today and if we continue with our fleet replacement plan, which is based on life cycles with diesel buses. There are cost escalations assumed into all of these scenarios as well as just general inflation. The first scenario we looked at was battery electric with depot only charging, and infrastructure wise is close to is the cheapest, and the lowest cost for the fleet. We looked at this time scale from 2023 through 2050, with the goal of at least being fully zero emission by 2050 to meet the state net zero goal, and even by 2050, assuming battery capacity increases we would not be able to fully complete service with battery electric buses only charging here at the depot or at our base. We would need something else to fill in the gaps. The other three scenarios do get us to 100% at different times, but roughly halfway through our path between now and 2050. Battery electric depot, with depot charging and on route charging. And if you recall, we talked about the purposes of this analysis, only installing charging on route and charging at IT owned properties which ended up being our two transit centers, Olympia Downtown and Lacey. There are no land acquisition costs. We also don't have any utility upgrading costs in any of the infrastructure numbers. This is strictly what it would take to run the wires by the chargers, get them installed and operational. This equates to about \$139 million over the time frame by 2050 compared to buying diesel buses. Then we looked at fuel cell electric buses, which are fuel cell or battery buses basically with the fuel cell which generates electricity which gives us extended range. The primary infrastructure is a big fuel hydrogen storage tank with some pumping capabilities

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on site and then the fuel would be a delivered product to us over the years. Fuel in this scenario looks significantly higher. These fuel cost estimates were based on a recent contract with Golden Empire Transit down in Bakersfield, CA where they signed a contract for hydrogen at \$8.61 a kilogram. There is significant work by the Department of Energy at the federal level to bring the cost to produce and then to sell hydrogen way down from that, and we're hoping to see that. But what we could quantify as a solid cost for hydrogen today, \$8.61 was what it was. Infrastructure wise, a little cheaper than any of the battery electric only options including on route charging, but still a significant expense and the buses are more than a battery electric bus for the additional technology. With those assumptions in place, the high cost of hydrogen and the higher cost of the buses, that is our most costly option in this scenario at \$220 million above our baseline but gives us 100% capability of our service sooner.

We also included the reduced the metric tons of CO2 that we're reducing that's the greenhouse gas the range in the fuel cell 0 to 121. It's keenly dependent on the color of the hydrogen that you're using and how much reduction you actually get. Yee referred to the mixed fleet, that's a combination of battery, electric buses and fuel cell buses so mixing the two technologies and finding space in the yard and being able to continue to provide service.

If we started purchasing zero emission fleet buses in 2026, by 2035 we would no longer be emitting any greenhouse gases from our buses. Gray hydrogen is hydrogen made from natural gas through the steam reformation process and given the life cycle emissions from how it's produced, transported, and received and delivered to where it goes, through the bus, it pretty much follows the same track as diesel. This is probably the least attractive of the zero-tailpipe emissions technology as far as the fuel choice goes.

Vazquez asked is it realistic that we would be able to access green hydrogen for fuel cell through Puget Sound Energy? This is an influential factor in the decision-making process. Yee said it's unlikely, especially the volume we need for the full fleet today, which would be the 2035 level. He said we'll talk later about what everybody's doing that is moving towards or trying hydrogen. Right now, primarily the trend is starting small scale with the federal money that. Everybody's hoping that inside of roughly a decade, we will see massive hydrogen production making it more available. If we wanted to go with hydrogen, we would either have to make it small scale on our own, which would be somewhat green, but we'd be using PSE's energy mix, which is not 100% green yet, or we'd be buying Gray hydrogen from either California or Canada and trucking it up here.

Yee said the change to any zero emission technology, whether it's battery, electric, or fuel cell, electric impacts everybody. On the operations side, drivers need to learn to drive differently to make the buses as efficient as possible and maximize the range. In maintenance moving from an internal combustion engine to any sort of electric

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drive and getting into the complexities of fuel cell significant changes, training, tooling required on the maintenance side, planning and scheduling. We hope that we wouldn't have to change our service based on the technology that we have depending on when and how and how many buses we choose to deploy, it likely will have some impact or we'll have to make some changes to how we deploy them. If we had two to five battery electric buses that have the limited range, clearly, they wouldn't be able to be placed on any of our service blocks. We would have to set them aside and dispatch them appropriately so that they can make it through their day or come back to the yard to charge. Administration wise, you can imagine the procurement that's required. Reporting requirements would also be different for any of the new technologies as well as potential energy trading. As we're looking at electric rates and needing more energy or more hydrogen and diving into all the potential benefits, tax benefits and implications that are involved with some of the alternative fuels. It does affect every aspect of our world as we see it today. This is a major change that, as we've said many times, we want to enter with eyes wide open and with as much information as possible.

Whatever we learn from this analysis or have learned, we will by the end of the year or early next, hope to have a transition plan drafted that we'll talk about our initial steps and our long-term plans. What we've learned from our partners over the last few years across the country is we need to revisit this frequently because technology changes and we need to be able to change and adapt with it. As much as it would be nice to pick the right one and launch forward and go full scale and never have to change, similar to how we have with internal combustion engines and diesel, it's unlikely in the near future with zero emission technologies.

Following the July workshop, Gilman asked what our annual mileage and fuel consumption looks like and had questions about our ridership. Yee said he can't address today why people are riding and what our demographics look like necessarily, we have some work coming up on that in the future, but we can share what LaFontaine shared about our ridership. As of March, we were looking at roughly 10,000 average weekday boardings, which is where we were back in September 2019. The February numbers were an anomaly with the zero fare where we were saying massive increases in ridership and we would love to get back there because getting people on the bus and parking their cars is where we get the best, bang for our buck. We will continue to encourage that as a public transit agency.

Yee said in 2013 the Authority approved a resolution for amendments to our environmental and sustainability policy. Today we're using R99 biodiesel or other renewable fuels. We're looking at others that are on the horizon, both unleaded and propane for the future, but they're not currently available and we're talking about buying vehicles with low emissions and maximum fuel efficiency. What this doesn't say specifically is zero omissions, but clearly, we're focused on minimizing our emissions. We're forming a partnership with Puget Sound Energy as a major energy provider - currently our only electric energy provider and we're building other

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relationships with jurisdictions, private businesses, and others around us that we're going to need as we go down this path. We are on track with what we've said we do in our policy.

Melnick asked if Yee checked with other comparable transit agencies. Isn't the consultant working with Spokane, for example? We're obviously in different circumstances, but it might be interesting to know what direction they're going. Yee said in 2019, we said we're going to wait and learn as much as we can and connect with as many transit agencies and other technology providers to learn about the technology and what the capabilities are, and we've been doing that. Most transits that we've talked to, even if they've launched down the battery electric path, are looking at hydrogen to meet the rest of their needs, where the battery electric can't achieve the range that they need for all their service, including Spokane and including many of our partners on the west side of the state. Almost all transits are looking at hydrogen as a solution down the road, if not sooner.

While at the Washington State Transit Association conference Pierce attended a couple of different sessions about zero emissions and there were speakers there from Spokane, C-Tran, Pierce Transit, Whatcom and Kitsap, and they're all echoing what we heard from today - it's not just battery electric, they're also looking at the fuel cell and they're in various stages of going to it or getting ready to go there.

Gilman said because we're pivoting from the oil companies and using diesel to utilities, whether it's electricity or natural gas, there might be value in consulting specifically about the two paths that we talked about in the retreat, one is negotiate being assertive with PSE to be a large customer and the other was about becoming another public utility and purchasing through BPA. Gilman wonders if those are things that are being considered, and how do we advocate for ourselves if we're going to start purchasing a different kind of fuel from a different sort of vendor? Yee said he doesn't have the answer to that. But we're learning a lot from California because they have loftier goals and earlier targets to get to zero and they're driving a lot of the technology. What we're seeing and talking to our partners about is transit has become equivalent to a hospital in terms of priority for their utility providers because of the service they provide to the community and all the utilities. We've had frank discussions with Puget Sound Energy about how if everybody wanted to electrify everything today, we couldn't get there. No one knows what that looks like and how we're going to get there and what the costs are going to be, but it's worth looking at and diving more into.

Gilman said while it's generally helpful, just like rooftop solar is on your house, we wouldn't approach our fleet needs with on-site power generation. We need to be prioritized like a hospital as a public service.

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Bergkamp said staff does meet regularly with CTE and recently met with them to review the scope of the second phase of our work with them. Bergkamp asked CTE to find resources for us or if they know anybody at UTC here that we could work with as a consultant. They are going to do some investigation around that and get back to us.

Yee said it would take 6 megawatts of additional power on site to charge our entire fixed route fleet only and that doesn't cover DAL. The scale of producing on site is not a strong possibility for Intercity Transit and will need to rely on providers.

Gilman asked Yee to describe the decision path for selection, like what decisions will you be consulting or asking of the Authority, and what decisions are you going to make and just a general sense of what the decision points are.

Yee said at least two more of these debriefs are scheduled for the next couple of months of Board agendas and staff will come back and share more information and have more discussion as a group. This fall we'll see the final analysis from CTE - our written report. Staff plans to wrap that up in October and work with CTE to talk about phase two of our RFP for this work which was drafted in our zero emissions transition plan. In October we should be bringing the contract amendment to you for approval so that we can officially engage them in that action and then complete that by roughly the end of the year probably to deliver early in 2024 what our final transition plan looks like. In the meantime, we are talking about and looking at the different scenarios, both what charging might look like and what hydrogen might look like on our site, especially since we're in the midst of a site rehabilitation. If we can get some conduit in the ground, which we're going to do and then possibly make some changes to the maintenance building to accommodate some of the future technology.

Staff is looking at grant opportunities and applying for those. Last year IT applied for some alternative fuel grants through the Washington State Department of Transportation, we were awarded both of those grants, and funding is available. Staff is working through the contracts with them now - both grants were for small demonstration projects. The intent was to try them with little to no risk. Total we're looking at \$14M covered at 80% with a 20% local match where we could get two to five buses and some fueling equipment and do some of the work specific to upgrading the shop to be able to work on hydrogen buses. The goal of the demonstration projects would be to test the buses in our service and figure out what fueling looks like. The idea for both projects was to get small scale electrolyzers to produce hydrogen on site after visiting a couple of different sites in California that are doing that both small and large scale. We're not 100% sure that's where we want to go. It's a big investment and even if it is a temporary solution. We talked to WSDOT about the ability to meet the intent of both projects to buy buses, put them on the road and fuel them, and we have some flexibility with how we fuel them, whether it's an electrolyzer or a portable fueler. We haven't started moving on these



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yet other than to talk about what we can incorporate into our existing Pattison program or construction project, but we'll look forward to sharing more with the Board and bring contracts forward in the coming months.

Yee said we'll look at reliability of both the vehicles and the fueling equipment because of how critical our services to the community are. We need to make sure before we step into full scale hydrogen or any technology that we know where we're at, what to expect looking at refueling speed - which is part of our operating maintenance costs - what our energy costs look like, which might be a little skewed at such a small scale and with the limited availability.

Melnick suggested we brief TRPC and the public to help them understand that we are working feverishly on this and intend to have a plan, but that we clearly know that future is still uncertain. Vazquez said there are several IT Board members sitting on TRPC and we could request it be placed on the TRPC agenda as an informational item at a future meeting.

Bergkamp said a presentation at TRPC makes total sense and our Marketing Manager, Nick Demeris, is putting together a communications plan for the fall to reintroduce Intercity Transit to the community.

Gilman said his last thought is related to the idea of an energy consultant and that these appliances for the fueling station and the coaches are going to be rapidly evolving and changing and that the central conversation is about changing the source of energy to power our fleet and focus on the fuel and then the appliances. They'll continue to evolve but we're talking about pivoting away from something provided by the big oil companies to something provided by other types of utilities and a huge change when you're a million dollar a year customer.

**D. Amend ITA Bylaws Resolution 03-2023.** Bergkamp presented proposed changes to the ITA Bylaws. In 2017, Intercity Transit's Advisory Committee changed its title from "Citizen" Advisory Committee to "Community" Advisory Committee. Recently ITA Chair, Clark Gilman, requested the title ITA "Citizen" Representative be updated to the title "Community" Representative. The proposed amended ITA bylaw language would replace any and all language referring to the title "Citizen" Representative with "Community" Representative in Sections 4.1 and 4.3.

At the ITA's August 2, 2023, meeting, the ITA approved holding the September 20, 2023, ITA/CAC Joint meeting, and future meetings in a hybrid format. Section 5.14 of the ITA Bylaws contain language specific to attending meetings remotely. This language needs to be updated to allow the member presiding over the meeting to attend remotely as needed. Other language should also be updated to continue allowing the public to attend remotely.

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**It was M/S/A by Vazquez and Mejia to adopt Resolution 03-2023 to amend Sections 2, 4.1, 4.3 and 5.14 of the Bylaws.**

**COMMITTEE REPORTS - None.**

### **INTERIM GENERAL MANAGER'S REPORT**

Transit Appreciation Day was held Friday, August 4. Special thanks to ITA members Clark Gilman, Justin Belk, and Sue Pierce for attending and helping to honor the Excellence in Transit Award winners, employees celebrating milestone work anniversaries and welcoming new employees. Also in attendance were CAC members Marilyn Scott and Claire Bourgeois and a great group of Bus Buddy volunteers. Bergkamp gave a big shout out to Amanda Collins, members of our Wellness Committee, Facilities and a variety of other staff who made this fun day a possibility. We're excited to see these traditional events returning with Pat Messmer beginning the process of planning the Holiday Banquet.

Operator class 23-04 began on August 15, with 15 Operators: Charles, Jason, Alena, Trevor, Ryan, Edwin, Paul, Denisecya, Sherry, Virgil, Mona, Joseph, Nathan, Donald and Tanner. They will be introduced to the Authority in September.

The newly enhanced route pages launch Thursday, August 17 at 2 a.m. In an ongoing effort to achieve a more customer-focused, modern, engaging, user-friendly website, Intercity Transit began working on enhancing the routes pages of our existing website in December 2022, which were reviewed with the CAC and ITA in July. They are ready to go-live!

Public Records Officer, Amanda Collins organized the first meeting of the CAC recruitment committee to begin work on this year's recruitment process. Applications will be available by September 1, and we encourage anyone interested to apply.

Intercity Transit participated in the Washington State Transit Association State Roadeo on August 13, 2023, hosted by C-Tran in Vancouver, WA. State Roadeos are a unique opportunity for Operators and Maintenance Teams to engage with other transit agency professionals and compete in driving skills and maintenance disciplines.

Operations Supervisors David Dudek and Bill Miller, who are on the State Roadeo Committee, arrived early to set up the course while leading and training a group of volunteers excited to learn how to continue the Roadeo legacy not only at State but at their home agencies. Miller's wife Shanika is also on the Roadeo committee and continues to be steadfast in her support of all things Roadeo, zipping around in a golf cart assisting in the thousands of details it takes to carry off a successful Roadeo. Dudek's wife Lilian was on hand for support with an amazing smile and words of encouragement. Maintenance Supervisor, William Snyder, who coaches our

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Maintenance Team, devotes his time to not only coaching Intercity Transit's Maintenance Roadeo team, but to helping other maintenance teams be successful.

Intercity Transit had an excellent showing as always, placing in the TOP 3 in all categories, winning our agency the prestigious 2023 GRAND CHAMPION AWARD for the 7th straight year in a row. A huge CONGRATULATIONS, to our competitors and winners:

- 1st Place Maintenance Competition – Coach Technicians Bryce Reinhardt, Jonathan Reynolds, and Sean Malay
- 1st Place 35' Coach Competition: Coach Operator David Randall
- 2nd Place 40' Coach Competition: Coach Operator Rob Wood
- 2nd Place Body-On-Chassis: DAL Operator Dan Savage

Special thanks to ITA Member Sue Pierce and staff Sean Barrett, Chad Edwards, and Dan MacMillan for their dedication and love of Rodeos by helping as judges, and to Roadeo competitors' families, current and retired staff, who attended the Roadeo to cheer IT on.

### **AUTHORITY ISSUES**

Sullivan thanked the Intercity Transit bus driver for doing an amazing job transporting staff from the Port of Olympia and Tumwater City Council who attended a joint meeting to tour the airport facility. There were about 35 people on the bus.

Melnick thanked Bergkamp and Yee for conducting the Zero Emissions workshop and providing the information on alternative fuel. He finds it all very exciting.

Melnick said he needs to step back from some of his ITA Board member duties for personal reasons, and wanted to know if there was anyone who would like to represent IT in the primary role on the Transportation Policy Board. He'll be available for the September meeting but will be gone the month of October. Chair Gilman said the Board has a month to consider that and will make an interim appointment to carry IT through until February 2024. Gilman thanked Melnick for the great job on his work on the TPB and his consistent advocacy for Intercity Transit and transit in general.

Pierce attended the Washington State conference, Roadeo and Wall of Fame and it was all exciting and wonderful. She picked up a lot of information. Pierce said the International Roadeo competition will take place in Portland sometime in April 2024 if anyone is interested in observing it all on a bigger scale.

Vazquez continues to be excited by the progress that's happening at the Lacey Transit Center. Painting is complete and a lot more work is happening in the next couple of days.

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Mejia wasn't able to attend the Zero Emissions workshop, however, Rebecca Harvey from Thurston County attended, took great notes and shared that with Mejia.

Mejia is sad to hear about Melnick stepping down from the TPB. She said Melnick has been a wealth of knowledge and appreciates his insight and historical perspective.

**ADJOURNMENT**

**With no further business to come before the Authority, Chair Gilman adjourned the meeting at 7:20 p.m.**

**INTERCITY TRANSIT AUTHORITY**

*Clark Gilman*  
\_\_\_\_\_  
Clark Gilman, Chair

**ATTEST**

*Patricia Messmer*  
\_\_\_\_\_  
Pat Messmer  
Clerk to the Authority

**Date Approved: September 20, 2023**

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