

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
November 15, 2023

CALL TO ORDER

Chair Gilman called the November 15, 2023, meeting of the Intercity Transit Authority to order at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

Members Present: Chair and City of Olympia Mayor Pro-Tem Clark Gilman; Vice Chair and Community Representative Justin Belk; City of Lacey Councilmember Carolyn Cox (Alternate); City of Tumwater Mayor Debbie Sullivan; Community Representative Sue Pierce; Community Representative Don Melnick; Labor Representative Alternate Kierstin Price.

Members Excused: City of Lacey Councilmember Robin Vazquez; City of Yelm Councilmember Brian Hess; Thurston County Commissioner Carolina Mejia; Labor Representative Mark Neuville.

Staff Present: Emily Bergkamp; Eric Phillips; Daniel Van Horn; Pat Messmer; Steve Krueger; Brian Nagel; Jason Aguero; Ramon Beltran; Katie Cunningham; Jonathon Yee; Jessica Gould; Heather Smith; Michael Maverick; Matt Kenney; Thera Black; Rob LaFontaine; Tunisia Price; Peter Stackpole; Dena Withrow; Izi LeMay; Drew Goffeney; Kevin Karkoski; Noelle Gordon; Jana Brown.

Others Present: Jeff Myers, Legal Counsel; Clair Bourgeois and Betty Hauser, Community Advisory Committee; Kylie McChord and Yeshasvi Mahadev from CTE.

APPROVAL OF AGENDA

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

PUBLIC HEARING

A. 2024-2029 Draft Strategic Plan. Bergkamp presented the draft strategic plan for comment which is Intercity Transit's primary policy document and Authority direction determines the level of resources and priorities devoted to specific services and projects in the following year's budget.

The Draft 2024-2029 Strategic Plan expresses specific policy positions and includes operating and capital budget recommendations. The strategic plan is updated yearly and covers a six-year period. This 2024-2029 strategic plan addresses our state of growth in accordance with the long-range plan.

Chair Gilman opened the public hearing at 5:33 p.m.

With no one from the public giving testimony, Chair Gilman closed the public hearing at 5:34 p.m.

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PUBLIC COMMENT - None.

APPROVAL OF CONSENT AGENDA

It was M/S/A by Cox and Pierce to adopt the consent agenda as presented.

- A. Minutes** – October 4, 2023, October 18, 2023, and October 26, 2023, Minutes
- B. Payroll October:** \$3,219,857.07
- C. Accounts Payable October:** \$3,275,627.83
 - Warrants: \$3,258,726.25
 - ACH Payments: \$16,901.58

NEW BUSINESS

A. Surplus Dial-A-Lift Vehicles. Procurement Coordinator, Noelle Gordon, presented Dial-A-Lift vehicles for surplus. Staff is requesting the Authority declare the Dial-A-Lift (DAL) vehicles listed in Exhibit A as surplus. These vehicles have exceeded their useful life, have been fully depreciated, and will be replaced by new DAL vehicles due to arrive in early 2024. Due to space constraints on the property, we are beginning the surplus process in advance. This will allow us to offer the vehicles for direct purchase by other public agencies as soon as possible. Any vehicles not sold in this manner will be sold competitively through public auction to achieve the highest rate of return. The total estimated fair market value of the vehicles listed in Exhibit A is estimated at \$135,000.

It was M/S/A by Sullivan and Melnick to declare the vehicles listed in Exhibit A as surplus.

B. Village Vans Update. Village Vans Supervisor, Izi LeMay presented an update on the Village Vans Program. Village Vans was founded in 2002 in partnership with 30+ community organizations, such as DSHS, DVR and WorkSource. Village Vans is a demand-response service established to target transportation and employment barriers. Transportation barriers are specific to time and geography. The work-related trip must be “difficult” on fixed route; not safe to walk within 15 minutes, walk to the bus stop takes longer than 15 minutes, and/or one-way trip takes one hour or more.

This transportation service is most impactful to the working families in the area. Certified Car Seat Technicians install/maintain car seats in the vans, enabling parents to commute and take their children to school or childcare.

LeMay provided an overview of the service area which is central around Olympia, Lacey, and Tumwater urban areas. Utilizing the data available on Remix software LeMay is able to overlay some of the data. LeMay said the information was data collected by a survey in 2012 to 2017 about workers 16 years and older who have a

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commute that is more than 60 minutes by public transit. LeMay presented a slide showing the 2020 census data centered around poverty. It ranges from a few areas to heavily impacted areas and these are the individuals being served by Village Vans. The program keeps a low barrier and doesn't require proof of low income.

LeMay reviewed the 2023 Passenger Breakdown, there were 2,666 passengers documented by unlinked passenger trips (UPT), the official term for individuals who were picked up and dropped off and guest count includes children. Children are provided with a car seat. Both LeMay and Eric Wells are Certified Car Seat Technicians. Intercity Transit has a partnership with Safe Kids Thurston County who provides the car seats in kind. The UPT shows 77% of passengers were individuals and 23% were children accompanying those individuals.

LeMay said it's been a challenging year soliciting volunteer drivers. 95% of vehicle revenue hours represents the hours a vehicle has had a passenger on board and the service was performed by an IT staff member. IT has a Worksite agreement signed with Coastal Community Action Program: WorkFirst program signed in November 2023. LeMay showed a slide compiled from current NTD (January-October), showing the breakdown of revenue hours completed by each type of driver.

LeMay shared information about the community partners which include Safe Kids Thurston; Coastal Community Action Program - Driven to Opportunity and WorkFirst; WorkSource; and ASHHO Cultural Community Center.

Driven to Opportunity is our service counterpart and the service area includes all of Thurston County with a focus on rural residents. We often share passengers with them and refer passengers that live outside of our service area. WorkSource remains a partner and main point of interest for our passengers. LeMay attended three in person Hiring Events/Resource Fairs in 2023. ASHHO Cultural Community Center hosts Resource Fairs. LeMay attended three in person outreach events at ASHHO so far this year.

LeMay explained the improvements to child passenger safety. LeMay was certified in February and Eric Wells was recertified in November. LeMay and Wells made improvements to the family onboarding process. The process also includes a child passenger liability statement. We were also a subrecipient of a grant to purchase adjustable car seats.

LeMay shared a slide showing passenger testimony and then answered questions. She noted the Village Vans hours of operation are Monday through Friday from 7 a.m. to 6 p.m. and staffed by LeMay, Wells and interns who oversee the program, handle dispatching and scheduling. LeMay defers to management to consider extending the hours because not everyone works traditional hours. Melnick asked if LeMay has looked to the senior community for volunteers. LeMay said Village Vans partners with Senior Community Service Employment Program.

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C. Zero Emissions Analysis – Final Report. Director of Fleet, Facilities and Maintenance, Jonathon Yee, introduced Senior Project Manager, Kylie McCord from CTE. McCord said the project goal was to perform an analysis of current and emerging zero emission vehicle technology to assist Intercity Transit in preparing for the development of a long-term zero emissions fleet transition plan; and to understand the barriers, constraints, risks associated with transitioning to zero emission.

McCord provided a quick background on zero emission technology. They are specifically looking at the two primary technologies available which are battery electric or hydrogen fuel cell technology – they are similar, and both zero emissions and driven by a battery. The difference between a battery electric and fuel cell vehicle is all energy storage is in the form of a battery whereas the fuel cell energy is stored in the form of a small battery that helps drive the vehicle, but there is also a hydrogen fuel cell that converts hydrogen to energy onboard. There is no combustion, and the only emissions from a hydrogen vehicle are water from the tailpipe.

McCord explained one of the issues that affect the ability to deploy these vehicles is scalability of the infrastructure. It's easier to deploy small numbers of battery electric vehicles, and it's harder to scale the fuel cell vehicles. It's more costly for small vehicles on a fuel cell deployment. With electric it can get costly the more buses the more chargers and more infrastructure.

McCord shared the various manufacturers of the battery electric options and fuel cell options. There are more manufactures for the battery electric option.

McCord said the ZEB transition approach and methodology is to collect data on the service Intercity Transit operated to understand what could be used in service, what could be used to operate the routes, and did detailed modeling to support that data. They look at several scenarios to transition the fleet using battery electric vehicles only, using a combination of battery electric and hydrogen fuel cell, or using hydrogen fuel cell only. There are other intricacies that go into how and where vehicles are charged. They look at the cost of the fleet, the fuel necessary to make calculations, potential maintenance costs and facilities. As part of this analysis, they also did change management looking at the changes necessary within IT to support these zero emission technologies. This is an analysis based on the work IT staff will do and CTE will come back after decisions are made and develop what that plan looks like moving forward in the implementation approach. ZEB Technology Scenarios they looked at included the fixed route fleet – heavy duty buses.

- BEB Depot Only Charging
- BEB Depot and On Route Charging
- Mixed Fleet (BEB and FCEB)
- FCEB only

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Buses were charged overnight plugged into high-capacity chargers. Looked at scenario where they charge a portion of buses overnight and remainder with a single charge at different transit centers throughout the day. That comes with challenges in terms of route planning and timing and loss of potential recovery time. They looked at fixed fleet using battery electric where it's well suited and using hydrogen fuel cell where routes are longer. What they see today, hydrogen fuel is much closer from one-to-one replacement for existing combustion vehicles. You can get the same range from hydrogen fuel cell as that of a diesel. There are still range limitations on battery electric. Then there's the fuel cell electric bus scenario where the entire fleet is transitioned into two hydrogen cell vehicles. McCord showed several graphic slides to support this data.

McCord said the first thing they looked at is the fleet itself and developed costs. Today, whether battery electric or fuel cell, vehicles are more expensive than traditional diesel vehicles, but fuel is a big piece of the this and when doing a fuel analysis they compare it to the cost of diesel fuel, looking at the cost in 2022 and project that out using an EIA projection to 2050. For electricity they worked with Puget Sound Energy to understand the rate structures. McCord reviewed data on fuel assessment assumptions:

Fuel Costs

- Diesel:
 - Fluctuating inflation rate applied through 2050, based on the EIA's projection for diesel (transportation) fuel.
 - 2022 price for diesel: \$4.80/DGE, as reported by Intercity Transit
- Electricity:
 - Fluctuating inflation rate applied through 2050, based on the EIA's projection for electricity as a transportation fuel.
 - Electricity costs assumed to be driven by Puget Sound Energy's (PSE) Schedule 26 for Large Demand General Service (>350 kW) (see Appendix for detailed charges).
 - Charger maintenance costs of \$3,000 applied per depot and on-route charger.
- Hydrogen:
 - Fluctuating inflation rate applied through 2050, based on the EIA's projection for compressed natural gas (transportation) fuel.
 - Additional sensitivity analysis provided for the *Mixed* and *FCEB-Only* ZEB scenarios, to project a reduction in hydrogen costs by 3% YOY beginning in 2026 - assuming infrastructure has been built out for regional hydrogen production.
 - 2023 price for hydrogen: \$8.61/kg, based on the average Year 1 and Year 2 costs outlined in the GETBus + PlugPower temporary hydrogen fueling contract, dated March '23.

McCord reviewed cumulative fuel cost scenarios 2023-2050 for fixed route service. Infrastructure Assessment Assumptions for fixed route service include:

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- CTE and Hatch assumed Intercity Transit's *Baseline* fleet is a continuation of today's operations, and therefore infrastructure costs are not considered for this business-as-usual scenario.
- No land acquisition costs are included in the project costs.
- An inflationary rate of 3% YOY was applied to the infrastructure costs through 2050, based on the historical CPI for labor.

McCord reviewed slides of various charging infrastructure layouts and scenarios for how to build out infrastructure, for how the bus yard would be configured and all of the infrastructure necessary to support the zero-emission technology. They also looked at locations for on-route charging which is typically done at a higher power - three times as fast of a charge going into the vehicle. They determined the OTC and LTC would be the most feasible locations. If this is desired, a more detailed analysis is required. They did a mix of battery electric and fuel cell scenarios, and the storage system would be placed in the middle of the property. There are setback requirements that come into play with hydrogen.

McCord reviewed a summary cost evaluation for all fixed route service ZEB Scenarios 2023-2050.

Total Cost of Ownership	Baseline	BEB Depot Charging Only	BEB Depot and On-Route Charging	Mixed Fleet (BEB/FCEB)	FCEB Only
Fleet	\$270.3M	\$408.8M	\$468.6M	\$477.5M	\$493.5M
Fuel	\$109.3M	\$71.2M	\$50.5M	\$71.3M	\$102M
Maintenance	\$95.7M	\$81.5M	\$74M	\$78M	\$88.2M
Infrastructure	\$-	\$10.6M	\$21.6M	\$17.7M	\$11.6M
Total	\$475.3M	\$572M	\$614.8M	\$646.5M	\$695.4M

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Compared to Baseline	\$-	+\$96.7M	+\$139.5M	+\$171.2M	+\$220.1M
% of ZEB Blocks Achievable with ZEBs by 2050	0%	83%	100%	100%	100%

McCord reviewed cumulative emissions – all scenarios of the different types of hydrogen. As part of the analysis, they looked at emissions impact of transitioning and that includes many different analysis because there are different grades of hydrogen, for example green hydrogen which is produced using electrolysis with renewable resources and gray hydrogen produced using natural gas. Those emissions for production are similar to what you see with diesel if just using hydrogen produced from natural gas. You still get the benefit on route, still zero emission but there are emission impacts associated with producing the hydrogen and significant for gray hydrogen.

McCord said this wraps up everything they did on the fixed route side. They took this forward to look at the Dial-A-Lift analysis using the same approach. He reviewed slides showing DAL baseline fleet composition, and other scenarios like what they did with fixed route. Vehicles used to serve DAL are cut away vehicles, smaller passenger load and they have limitations as it relates to zero emission technology today to the battery configuration and the range they are able to deliver. They can be impacted by weather conditions as they don't have as large of a battery capacity. They looked at DAL, an on-demand service. They had to use average distances they might operate in a day and maximum distances. They made the determination to start the transition when they felt 50% of the fleet could be feasibly replaced with battery electric vehicles.

McCord showed a slide with DAL cumulative fuel costs, noting hydrogen is more expensive than the fuel they are comparing it to which is propane. They looked at DAL infrastructure. They identified whether it is battery electric vehicles charging or hydrogen fuel cell vehicles that could be stored in the area where the new canopy is for the maintenance rebuild (showed slide). The charging infrastructure is less robust for these vehicles than heavy-duty transit vehicles.

DAL Summary Cost Evaluation

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	Baseline	BEB Overnight Charging Only	BEB Overnight and Midday Charging	Mixed Fleet	FCEB Only Fleet
Fleet	\$75.3M	\$79.2M	\$79.3M	\$80.3M	\$111.7M
Fuel	\$13.9M	\$8.9M	\$8.7M	\$9.1M	\$16.3M
Maintenance	\$38.6M	\$32.8M	\$32.6M	\$32.7M	\$34.0M
Infrastructure	\$-	\$2.5M	\$2.6M	\$4.8M	\$1.9M
Total	\$127.8M	\$123.4M	\$123.1M	\$126.8M	\$163.9M
Compared to Baseline	\$-	-\$4.4M	-\$4.6M	-\$951k	+\$36.1M
% of Blocks Achievable with ZEBs by 2050	0%	96%	100%	100%	100%

McCord said battery electric is similar to what you're looking at with current vehicles because the electricity is cheaper – the fuel cost makes a big difference. And there are expected savings in maintenance too. Battery electric is likely to be a replacement for DAL in the future. McCord said the infrastructure costs identified for battery electric service don't include upgrades that Puget Sound Energy may have to make. Those are all onsite infrastructure needs. CTE works with PSE, but they couldn't provide any type of response on what it would cost to increase capacity by 7 megawatts because that's the power draw they're talking about. It's a study PSE would have to complete and were unable to provide at this time. We're likely talking about new generation or new distribution from a new substation potentially. McCord wanted to be clear those costs are not included in this analysis.

McCord moved on to Vanpool Service in which they didn't do a lot of analysis in terms of cost – it was more high level looking at how the fleet operates. On average they get

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47 miles a day but there are some commutes up to 200 miles. Vanpool is made up of minivans and 12 passenger vans. There is a challenge with zero emission today there because there are no battery electric mini vans on the market in the U. S. There are hybrid options in service today. There are battery electric passenger vans available. There are no fuel cell options. It's not so much the vehicle that's a challenge with vanpool, but more about how service operates with the majority of those vehicles being parked at private residences overnight. You'd need a utility program with PSE to help build out the necessary charging infrastructure at residences and that comes with challenges because you may have a vanpool driver who eventually leaves the vanpool program. There are park-and-ride lots that would be more ideal for charging vehicles. The Community Vans and Village Vans program are reasonable to operate with vehicles available today on the market because those vehicles could be charged at the IT depot with level two chargers.

McCord said they did a market analysis of other vehicles that were available that IT operates to support non-revenue service (see table below).

	Quantity	Fuel Type	Production Zero-Emission Replacement Vehicle Available?
SUV/Sedans	2	Hybrid	Yes
	16	Gasoline	
	1	Electric	
Light-Duty Trucks	8	Diesel	Yes
	2	Gasoline	
Medium-Duty Trucks	2	Diesel	Yes
	4	Gasoline	
Street Sweepers	1	Diesel	Yes
Minivans	2	Gasoline	No
Medium-Duty Van	1	Diesel	Yes
	2	Gasoline	
Forklift	1	Propane	Yes
Utility Vehicle	1	Electric	Yes

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- Several all-electric pickup truck, sedan, and SUV options are available.
- Two fuel cell passenger car options available (only in California)
- Both battery electric and fuel cell electric street sweepers available
- Electric forklifts and utility vehicles are widely available.
- No zero emission minivan options available (only hybrid)

D. General Manager Employment Contract. Chair Gilman presented an employment contract negotiated with the new General Manager, Emily Bergkamp. Gilman said the contract is similar to the one made with the previous General Manager, Ann Freeman-Manzanares with the exception of a few changes. The Deferred Compensation percentage was increased and there is a starting salary of \$200,000. Bergkamp will receive the same salary increases as other exempt employees on an annual basis. Also added to the contract is an annual General Manager's evaluation by the Authority Board to consider whether there will be other compensation as part of that annual review. Legal Counsel, Jeff Myers said the Authority discussed including performance measures as part of that evaluation process. The next step in the contract after it's executed is to develop and bring those performance measures back before the Authority within 90 days.

It was M/S/A by Sullivan and Melnick to approve a contract of employment with Emily Bergkamp for the position of General Manager.

COMMITTEE REPORTS

A. Thurston Regional Planning Council (Nov. 3). Sullivan said Taylor Whitaker and Chris Breiland, Fehr & Peers, updated the Council on the High-Capacity Transportation (HCT) Project Phase 2. The purpose of the project is to explore options that the region can take to enhance High-Capacity Transportation between Thurston and Pierce Counties. Some of the key takeaways from the study are:

- Express bus and vanpool are existing HCT options that can be further enhanced.
- There is not enough density for the foreseeable future to support light rail.
- Household and employment densities are marginal for commuter rail.

Any HCT expansion will require additional transportation revenue and more collaboration between agencies in Pierce and Thurston County. The full presentation can be found here: [TRPC-High-Capacity-Transportation-Findings](#).

Senior Planner Veronica Jarvis reviewed the proposed legislative priorities for the 2024 Legislative Session and the Council approved:

- Continue to prioritize funded projects. I-5 Mounts Road through Marvin Road, Yelm Bypass, and roundabouts on Highway 507 near Yelm.
- To account for inflation since 1990 and expanded duties – double state funding to Regional Transportation Planning Organizations.

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- Permanently make Metropolitan Planning Organizations (MPO) and Regional Transportation Planning Organizations (RTPO) eligible for regional mobility grants through WSDOT.

The full presentation can be found here: [Thurston County Bicycle Map \(trpc.org\)](https://trpc.org)

Executive Director Marc Daily reviewed the draft 2024 TRPC Work Program. The program consists of TRPC projects and programs for the coming year. The Council will consider it for adoption at the December meeting. The full presentation can be found here: [Rochester/Grand Mound Trail Feasibility \(trpc.org\)](https://trpc.org).

Transportation Manager Katrina Van Every provided an overview of updates to TRPC's Obligation Authority (AO) policy. The proposed changes in the policy are to update WSDOT's timeline and critical target dates, and to add contingency list development documents. Staff recommends adding the Regional Transportation Improvement Program (RTIP) Appendix A projects to the contingency list to provide the region greater flexibility in meeting its AO targets and utilizing redistributed funds when they become available. The Transportation Policy Board (TPB) will review and make a recommendation to the Council at their November 8, 2023, meeting. The Council will be asked to take action at their December 1, 2023, meeting. The full presentation can be found here: [PowerPoint Presentation \(trpc.org\)](https://trpc.org).

Transportation Manager Katrina Van Every provided an overview of the upcoming Regional Transportation Plan (RTP) which is required to be updated every five years. Proposed changes to the RTP include:

- Incorporate the required congestion management process into the RTP.
- Integrate new information from the work TRPC's completed since 2016.
- Housekeeping tasks which include updating the project list, and financial forecast.

TRPC staff will provide updates to the Council at upcoming meetings and will be asked to adopt the plan in July 2025. The full presentation can be found here: [How does the RTP currently guide us? Does this structure help us? \(trpc.org\)](https://trpc.org).

B. Transportation Policy Board (Nov. 8). Belk said TPB received a presentation on the High-Capacity Transportation Phase 2 project and there are things that can be done to increase connections between Thurston and Pierce Counties. WSDOT is committed to the high occupancy vehicle programs, HOV lanes and those will eventually extend down to Thurston County.

Belk said TPB also received an overview on the Obligation Authority Policy and the Board made a recommendation that the Council accept the Obligation Authority policy update and one thing that was different is they received a presentation on the

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Regional Trails Plan recommendation. There was a lot of outreach to the community about the trails system around Thurston County.

GENERAL MANAGER'S REPORT

Class 23-05 took their test to achieve their Commercial Driver's License and all twelve new Operators passed. Congratulations to these Operators, and a big kudos to Operations, Core and Route and Revenue Trainers, to ensure the class was successful in achieving their status as professional drivers.

The construction work on the new employee parking lot is paused indefinitely because the infiltration gallery in that area, a structure that collects groundwater from subsurface water levels, is not allowing water to drain at a rate needed to maintain the structural integrity of the parking lot. Further engineering is needed to resolve the issue. To avoid needless costs from a pause in work staff worked tirelessly over the past two weeks to plan to pivot to allow contractor FORMA to start on other work earlier than planned, beginning with demolition and excavation of a large portion of the southeast bus yard. This will cause significant disruption to normal activities within the bus yard and unfortunately, one of the major impacts is the elimination of employee parking within the bus yard.

To ensure all frontline staff in Operations and Maintenance have access to parking nearest the building, other staff are asked to park at the Martin Way Park-and-Ride and take the 62 buses to get to/from Pattison or use the temporary employee shuttle. Staff are coming up with creative ways to get to Pattison - Facilities staff formed a vanpool, many, including Bergkamp are taking the bus, and others are walking, biking, or carpooling to work. It's a good opportunity for all of us as transit professionals to walk the walk and leave our cars at home. Frontline staff have the parking they need, and administrative staff are learning new habits for commute trip reduction.

Key staff received an overview of the Enterprise Resource Planning (ERP) software market and options from consultants, Intueor. This work will aid Intercity Transit in researching ERP products that best meet our needs.

Bergkamp attended the fourth quarter Washington State Transit Association (WSTA) Board meeting along with other General Managers of Transit Systems from around the state. State Representative Rick Larsen, from the 2nd Congressional District, and the ranking minority member on the Transportation and Infrastructure Committee and co-chair of the Congressional Bus Caucus, and Dave Paul from the 10th Legislative District, and vice chair of the House Transportation Committee & Deputy Majority Floor Leader attended the meeting. The Board received a Federal update by Simon and Co., and a presentation on Washington State Transit's Hydrogen Future by Twin Transit Executive Director, Joe Clark. Justin Leighton WSTA Executive Director shared WSTA's 2024 Legislative Priorities, which include preserving, maintaining, and increasing public transit investments, addressing transit workforce challenges, incentivize transition to

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zero-emission fleets, support efforts for behavioral health treatment funding and services, and protecting the effective and efficient delivery of public transit. Susan Fletcher, FTA Region 10 Administrator provided an FTA Region 10 update, and Firas Makhoulouf – Capital Projects and Funding Manager, provided a WSDOT update.

Intercity Transit, the City of Olympia, Waunch Construction and Department of Enterprise Services were part of a \$90,000 settlement agreement related to alleged property damages to adjacent business Aztec Lanes during and following construction to install the traffic signal at Martin Way and Pattison. Intercity Transit entered into the settlement agreement without any admission of fault. The settlement amount was agreed upon and distributed as follows: \$25,000 from the City of Olympia, \$20,000 from Intercity Transit through our insurance carrier WSTIP, and \$45,000 from Waunch/DES. Intercity Transit's Legal Counsel, Jeff Myers, assisted with the settlement process, and Intercity Transit is thankful this issue is resolved, so we can return to more productive interactions with our neighbors moving forward.

Intercity Transit leadership is participating in positive and productive contract negotiations with International Association of Machinists District Lodge 160.

Fleet, Facilities and Maintenance Director, Jonathon Yee and Bergkamp met with LOTT Executive Director Matt Kennelly to discuss areas of partnership and took a tour of LOTT's incredible facility.

AUTHORITY ISSUES

Melnick thanked the Authority and TRPC for giving him the opportunity to represent Intercity Transit on the Transportation Policy Board. It's been an honor for him to serve.

Melnick appreciated the Zero Emissions final report, and he started thinking about zero fare and how the Authority needs to begin thinking about what this is going to cost and the numbers are pretty iffy at this time, but the sooner the Authority begins to think about that and know what we're going to need to continue to do zero fare, the better off it be.

Cox said the City of Lacey council meetings will move to Tuesday nights starting in January, which will put them in alignment with neighboring cities.

Sullivan said asphalt was going in on the roundabout on Trospen Road in Tumwater, making a total of two roundabouts.

Pierce, who sits on the Pension Committee, said there have been a few meetings headed up by Jana Brown, CFO. The committee is still in the formation, identity and education stages and there are two or three different pension plans that employees can contribute to, and the committee is getting an education about those, and Brown is working on the

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plan so that she can get the information out to the employees to help further their investment and retirement plans.

Belk is excited about the zero emissions effort and the possibilities from the hydrogen hub and what we might do internally to make progress in this area is really exciting. Belk said Melnick mentioned zero fare and Belk said IT is doubling down on the zeros, and whenever IT gets there, and if we're able to do zero emissions, he's going to coin the phrase "zero fare, zero squared."

ADJOURNMENT

With no further business to come before the Authority, Chair Gilman adjourned the meeting at 7:48 p.m.

CLOSED SESSION - International Association of Machinists (IAM), District Lodge 160 - The Intercity Transit Authority conducted a closed session authorized by RCW 42.30.140 (4) (b) to allow Authority members and necessary staff to discuss strategies and positions to be taken by the Authority and review proposals related to collective bargaining. **No action was taken.**

INTERCITY TRANSIT AUTHORITY

Clark Gilman

Clark Gilman, Chair

ATTEST

Patricia Messmer

Pat Messmer
Clerk to the Authority

Date Approved: January 3, 2024

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

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**EXHIBIT A
SURPLUS VEHICLES - NOVEMBER 2023**

DIAL-A-LIFT VEHICLES							
ITEM	VEHICLE #	YEAR	VEHICLE MAKE/MODEL	# SEATS	MILEAGE	IT BOOK VALUE	EST. FAIR MARKET VALUE
1	151	2011	Chevrolet Eldorado	12	285746	\$0.00	\$5,000.00
2	152	2011	Chevrolet Eldorado	12	284599	\$0.00	\$5,000.00
3	153	2011	Chevrolet Eldorado	12	292366	\$0.00	\$5,000.00
4	154	2011	Chevrolet Eldorado	12	307285	\$0.00	\$5,000.00
5	155	2011	Chevrolet Eldorado	12	300387	\$0.00	\$5,000.00
6	156	2011	Chevrolet Eldorado	12	283242	\$0.00	\$5,000.00
7	157	2011	Chevrolet Eldorado	12	298454	\$0.00	\$5,000.00
8	158	2011	Chevrolet Eldorado	12	293606	\$0.00	\$5,000.00
9	159	2011	Chevrolet Eldorado	12	307158	\$0.00	\$5,000.00
10	160	2011	Chevrolet Eldorado	12	271696	\$0.00	\$5,000.00
11	161	2011	Chevrolet Eldorado	12	297169	\$0.00	\$5,000.00
12	162	2011	Chevrolet Eldorado	12	313013	\$0.00	\$5,000.00
13	163	2011	Chevrolet Eldorado	12	300008	\$0.00	\$5,000.00
14	164	2011	Chevrolet Eldorado	12	304046	\$0.00	\$5,000.00
15	165	2011	Chevrolet Eldorado	12	307320	\$0.00	\$5,000.00
16	166	2011	Chevrolet Eldorado	12	322407	\$0.00	\$5,000.00
17	167	2011	Chevrolet Eldorado	12	306141	\$0.00	\$5,000.00
18	170	2012	Chevrolet Eldorado	12	294704	\$0.00	\$5,000.00
19	171	2012	Chevrolet Eldorado	12	309456	\$0.00	\$5,000.00
20	172	2012	Chevrolet Eldorado	12	311061	\$0.00	\$5,000.00
21	173	2012	Chevrolet Eldorado	12	317062	\$0.00	\$5,000.00
22	174	2012	Chevrolet Eldorado	12	282729	\$0.00	\$5,000.00
23	175	2012	Chevrolet Eldorado	12	318224	\$0.00	\$5,000.00
24	176	2012	Chevrolet Eldorado	12	315343	\$0.00	\$5,000.00
25	177	2012	Chevrolet Eldorado	12	289883	\$0.00	\$5,000.00
26	178	2012	Chevrolet Eldorado	12	303493	\$0.00	\$5,000.00
27	179	2012	Chevrolet Eldorado	12	303433	\$0.00	\$5,000.00
TOTAL ESTIMATED SURPLUS VEHICLE FAIR MARKET VALUE							\$135,000.00