

**INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
AGENDA
February 24, 2025 - Olympia Transit Center
5:30 PM**

Join on your computer: [Click here to join the meeting](#). The meeting ID: 234 335 933 113
Passcode: Te93UR2R or call in (audio only) +1 929-229-5501, 510301466# United States,
New York City Phone Conference ID: 510 301 466#

CALL TO ORDER

- | | | |
|--------------|---|----------------|
| I. | APPROVE AGENDA | 1 min. |
| II. | INTRODUCTIONS | 1 min. |
| | A. Intercity Transit Authority Representative (<i>Mark Neuville</i>) | |
| III. | MEETING ATTENDANCE | 3 min. |
| | A. March 5, 2025, ITA Meeting - (<i>Harrison Ashby</i>) | |
| | B. March 19, 2025, ITA Meeting - (<i>JoAnn Scott</i>) | |
| | C. April 2, 2025, ITA Meeting - (<i>Margaret Janis</i>) | |
| | D. April 16, 2025, ITA Meeting - (<i>Michael Gray</i>) | |
| IV. | APPROVAL OF MINUTES - January 27, 2025 | 1 min. |
| V. | September 2025 Network Restructure Q&A | 20 min. |
| VI. | NEW BUSINESS | |
| | A. Agenda Collaboration - Topics of Interest (<i>Emily Bergkamp</i>) | 30 min. |
| VII. | CONSUMER ISSUES - All | 15 min. |
| VIII. | REPORTS | 10 min. |
| | A. February 5, 2025, ITA Report (<i>Shawn Sandquist</i>) | |
| | B. February 19, 2025, ITA Report (<i>Hallie Sutter</i>) | |
| | C. General Manager's Report (<i>Emily Bergkamp</i>) | |
| IX. | NEXT MEETING - March 17, 2025 | 1 min. |
| X. | ADJOURNMENT | 1 min. |

Attendance Report Attached.

*Intercity Transit assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964.
For more information, see our [Non-Discrimination Policy](#).*

Committee materials are available at <https://www.intercitytransit.com/agency/community-advisory-committee>. In compliance with the Americans with Disabilities Act, those requiring accommodation for

meetings should call us at (360) 786-8585 three days prior to the meeting. For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial (360) 786-8585.

Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. For assistance, contact Customer Service 360-786-1881.

Minutes
INTERCITY TRANSIT
COMMUNITY ADVISORY COMMITTEE
January 27, 2025 - Hybrid Meeting

CALL TO ORDER

Chair Weber called the hybrid January 27, 2025, meeting of the Community Advisory Committee (CAC) to order at 5:30 p.m.

Members Present: Brandon Mixon, Clair Bourgeois, Dara Dotson, Garrett Fuelling, Hallie Sutter, Harrison Ashby, JoAnn Scott, JP Fox- Seidel, Julian Preston, Margret Janis, Michael Gray, Rachel Weber, Rachel Wilson, Shawn Sandquist, and Suzanne Simons.

Absent: David Payton, Doug Riddels, Eliane Wilson, and Ty Flint

Staff Present: Emily Bergkamp, Drew Goffeney, Izi Lemay, Nick Demerice, Nicole Jones, Paul Kierzek, and Ramon Beltran.

APPROVAL OF AGENDA

M/S/A by RACHEL WILSON and BRANDON MIXON

INTRODUCTIONS

Wilson introduced Authority member, Justin Belk, as the ITA representative attending the meeting.

MEETING ATTENDANCE

- A. February 5, 2025, ITA Meeting - Shawn Sandquist**
- B. February 16, 2025, ITA Meeting - Hallie Sutter**
- C. March 5, 2025, ITA Meeting - Harrison Ashby**

APPROVAL OF NOVEMBER MINUTES

M/S/A by CLAIR BOURGEOIS and SUZANNE SIMONS

INTRODUCTIONS

Emily Bergkamp, General Manager, led introductions of all CAC members. The CAC welcomed BRANDON MIXON, DARA DOTSON, HALLIE SUTTER, JULIAN PRESTON (Youth Representative), MARGARET JANIS, MICHAEL GRAY, and SHAWN SANDQUIST as new members.

NEW BUSINESS

- A. Village Vans Update- (*Izi LeMay*)**

Izi LeMay, Village Vans Supervisor at Intercity Transit provided a 2024 Year in Review presentation of the Village Vans program. Village Vans continues to serve as a crucial

transportation resource for low-income individuals and families, providing reliable access to employment, education, and essential services.

The program was founded in 2002 through a partnership between Intercity Transit and over 40 local community organizations to address transportation barriers for families receiving Temporary Assistance for Needy Families (TANF). Originally, only individuals on TANF or in the WorkSorce Program, which provided an hourly wage instead of TANF benefits qualified for Village Vans service. WorkSorce offered a Driver & Job Skills Program that began in 2004 to help unemployed and underemployed volunteers develop skills, leading to better job opportunities. Eligibility has expanded over the years to include any low-income person facing transportation barriers to employment. Village Vans supplements the fixed-route transit system – serving trips that would otherwise take an excessive amount of time with standard bus routes. Transporting individuals from home to daycare and then to work can take over 1.5 hours on a bus, making it difficult for families.

LeMay reported details about the key statistics, challenges, successes, and future plans for the program. In 2024, the program maintained its commitment to accessibility and community impact while integrating new technologies and expanding outreach efforts. The Olympia, Lacey, and Tumwater areas are the main service regions. However, the Village Vans service area extends beyond the Public Transportation Benefit Area (PTBA) boundary. LeMay explained that the expanded boundary prioritizes low-income populations and major employment centers, such as the 93rd Street Warehouse District and transfer hubs. Village Vans also accepts passengers who transfer into the service area from Centralia and Chehalis.

From January to December 2024, Village Vans successfully completed **3,394 trips**, serving a total of **4,700 passengers**. These numbers reflect the importance of Village Vans in supporting families and individuals who rely on consistent and affordable transportation options. Many passengers utilize the service for their work commutes, and families with children frequently participate. A breakdown of key ridership metrics includes:

- 1,300-1,310 unique child passengers, with approximately 700 trips accompanying children.
- 50 individuals currently eligible to request rides, but 15-20 active monthly users.
- 6 regular users book trips through the Get to Work app.

As of October 2023, Village Vans utilizes Via Mobility software, which includes a self-booking option through the Get to Work app. Via replaced an outdated Route Match system and provides better routing and scheduling options. However, the program experienced challenges with participants using the application and its scheduling accuracy. Some passengers misunderstand the 30-minute pickup window, leading to missed rides when booking exact departure times. Daycare stops require two separate trips in the system, making self-booking cumbersome. LeMay emphasized that only 6 passengers actively use the app for bookings, highlighting the need for further user education and process improvements.

A new reporting tool, Power BI, was implemented in 2024 to track ridership trends more effectively, with the expectation of gathering multi-year data for policy development. Power BI tracking has begun identifying seasonal trends in ridership and revenue hours. Early data suggests winter ridership peaks, while summer ridership fluctuates. Revenue hours reflect time spent transporting passengers, with Intercity Transit employees handling an increasing

share of trips. The goal is to collect two or more years of data before making policy recommendations based on patterns.

Village Vans operates with a mix of Intercity Transit employees, volunteers, and temporary workers, with each group contributing to the program's success. Full-time staff (including LeMay's team of a Village Vans Coordinator and two assistant staff interns) handle program oversight and services. Light-duty temporary workers (TWA) assist when medically restricted from regular transit duties. Additional Intercity Transit Extra Board drivers support when regular program staffing is insufficient. Community Jobs/WorkFirst Program participants and volunteers provide additional driving support.

In 2024, 7 volunteers were onboarded (as of September 24th). The program historically partnered with the Workforce Innovation & Opportunity Act (WIOA) program through PAC Mountain. However, the worksite eligibility changed, leading to a loss of WIOA program funding. LeMay shared that Village Vans maintains a partnership with PAC Mountain for youth employment opportunities. LeMay also partners with Community Jobs Work First Program that supports TANF recipients transitioning to paid work. In this program, participants receive wages for 20-hour weekly shifts. Another partnership is Goodwill's Senior Community Service Employment Program that was reestablished in 2024 and places senior workers at nonprofits and government agencies for skill development.

Village Vans collaborates with over 40 local organizations to support low-income individuals, including a low-income planning committee and GRuB's vocational training program. 50% of GRuB's vocational training participants relied on Village Vans for transportation in 2024. Village Vans is also a provider participating in Kaiser Permanente's platform to facilitate resource referrals. Other outreach efforts included car seat distributions and support of Safe Kids Thurston County, recruitment drives, and engagement with community events.

Passenger Success Stories

Three former passengers were highlighted, demonstrating the program's impact:

- **Ann Hammond:** Relied on Village Vans to commute to her job while awaiting vehicle repairs. Service was essential during a transitional period in her life.
- **Anna Marie Ortiz:** Transitioned from a Village Vans passenger to a volunteer and is now a WorkSource coordinator, advocating for transportation assistance in workforce development.
- **James Phillips:** Former volunteer driver successfully became a full-time coach operator after training.

While Village Vans continues to thrive, LeMay shared some areas of opportunity they are focusing on.

- Passenger education on booking and pick-up windows.
- App improvements to streamline self-scheduling.
- Addressing long-term transportation needs for seniors who age out of the program but still require assistance.
- Collecting data to improve program policies and service.

Village Vans remains a critical service for mobility and economic stability within the community. By continuing to refine its technology, operations, and outreach, the program aims to enhance accessibility and efficiency in the coming years. Future developments,

including expanded data analysis and policy improvements, will help ensure that Village Vans continues to meet the evolving needs of its passengers.

LeMay addressed questions throughout the presentation, specific topics included:

Q&A on Service Boundaries

- **Why does Village Vans serve areas outside PTBA?**
 - To reach underserved populations and support commuters transferring from other regions.
 - **Does Village Vans transfer passengers across county lines (like Pierce Transit)?**
 - No direct county-to-county transfers, but works with regional services to facilitate connections.
-

Q&A on Seniors in the Program

- **Can Dial-a-Lift and Village Vans be used together?**
 - Yes, if a person qualifies for both and needs childcare drop-offs before work.
 - Dial-a-Lift provides **point-to-point transit** based on pre-scheduled needs, whereas **Village Vans provides additional flexibility** for complex trips.
 - **What happens to seniors who can work but can't drive after 2 years?**
 - Possible transition to **Dial-A-Lift, travel training, or bus buddy programs.**
 - **Dial-a-Lift (paratransit service) and Village Vans** serve different needs but can complement each other.
 - **Eligibility Differences:**
 - Dial-a-Lift is for **passengers with disabilities** unable to use fixed routes.
 - Village Vans serves **individuals who are low-income facing employment-related transit barriers.**
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Q&A on Workforce Development

- **Do Work First participants earn more than minimum wage?**
 - Yes, though the exact rate wasn't specified.
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Q&A on VIA Mobility

- **Does VIA Mobility integrate with Dial-a-Lift?**
 - Yes, but they operate as **separate subservices** with distinct ride plans.
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B. September 2025 Network Restructure – (Rob LaFontaine)

Drew Goffeney, Associate Planner and Paul Kierzek, Planning Scheduler provided a comprehensive presentation to discuss the upcoming changes to Intercity Transit's Fixed Route Network. The presentation covered proposed transit network adjustments, their impact, and the rationale behind them. Discussions between CAC and planning staff focused on system efficiency, accessibility improvements, and planned community engagement.

The key goals of the updated Fixed Route Network include:

- Aligning service with community growth and changing transportation needs.
- Increasing weekend and late-night service availability.
- Enhancing efficiency and frequency for high-demand areas.
- Providing a more user-friendly system for both daily commuters and occasional riders.
- Expanding services to better support students, transit-dependent individuals, and choice riders.

Feedback from Community Advisory Committee (CAC) members was addressed throughout the presentation.

Planning staff shared that the network restructuring will focus on weekend service gaps with additional routes and earlier weekend schedules. Another aspect of the restructuring will be improved connectivity for direct and express options to travel between key locations. Modernizing the system to a corridor-based approach rather than a hub-and-spoke model to improve efficiency.

Goffeney and Kierzek explained that to ensure a well-rounded transit network, the proposed changes also consider the needs of different rider groups. Intercity Transit serves several different types of riders in its daily operations and each group has different needs. Transit-dependent riders, including marginalized and ADA passengers, utilize transit as their primary mode of transportation and access to necessities such as food, healthcare or employment. Another group are choice riders, individuals who could drive but opt for public transit instead; choosing to ride because of personal values or convenience. Lastly, student commuters of youth and young adults who use transit for improved connections to high schools and colleges.

Key Route Changes

The most significant route changes are a new express corridor service that expands The One route for faster cross-city travel. Restructuring will also include route consolidation and renumbering to ensure more direct routes and reduce duplication.

- Route 34: Merges routes 41 and 48, reducing redundancy.
- Route 33: Incorporates elements of routes 42, 45, and 47.
- Route 50: Enhances service along Pacific Ave., alleviating bus bunching.
- Route 600: Now bypasses Lacey Transit Center to improve speed and efficiency.
- Route 610: New "Lacey Express" adds service to Hawks Prairie, DuPont, and SR-512 Park & Ride.

Intercity Transit will provide enhanced connections with fewer transfer points to high-demand locations throughout the service area. Improvements to schools include Olympia High School, South Puget Sound Community College, Timberline High School, and River Ridge High School. There will be direct hospital access with an improved route to St. Peter's Hospital. Riders will have more frequent service along key corridors of Marvin Rd., Martin Way, and Capitol Blvd.

for access to shopping centers. And finally, regional travelers connecting to Amtrak at Centennial Station will see improved service.

Goffeney and Kierzek shared that network restructuring considers the equity impact when adding, removing, or changing service. 78 new bus stops are being added to accommodate high-demand areas while 11 bus stops are being removed. Planning staff are drafting an equity analysis to ensure there is no disparate impact on low-income and minority communities. The service expansion aligns with promises from Proposition 1's increased funding and other regional transit goals.

Implementation Timeline & Public Engagement

- April 2, 2025: Board approval of final routes.
- Summer 2025: Installation of new stops, driver training, and rider education campaigns.
- September 2025: Official system launches with public outreach events.

The Fixed Route Network update represents a major milestone in Intercity Transit's evolution, focusing on improved accessibility, efficiency, and rider experience. Community engagement remains a top priority, ensuring a smooth transition for both riders and operators. The successful implementation of this project will set the foundation for a more connected and user-friendly transit system for years to come.

Q&A on Routes

- **Will buses run later than 6:00 PM?**
 - Yes, extended evening services are included in the new schedule, especially along high-demand corridors.
 - **Why renumber routes?**
 - Prevents confusion between old and new alignments.
 - **Why not expand service to Tacoma?**
 - Reliability issues due to congestion on I-5
 - Pierce Transit is responsible for service in that region and providing free fare in another county raises funding concerns.
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Q&A on Outreach and Education

- **How will transit riders adjust?**
 - Riders will be encouraged to test routes in advance and use educational resources.
 - Public outreach campaigns and open houses will aim to simplify route transition.
 - **Driver concerns and training?**
 - Intensive training programs will be provided to help drivers adapt smoothly.
 - **Schedules, maps, and education?**
 - Temporary printed schedules and route maps will be available for six months post-launch.
 - Digital tools for trip planning.
 - Bus buddy programs and on-site transit guides.
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CONSUMER ISSUES

Margaret Janis shared concerns about missed pickups in December when two dialysis patients reported that their drivers did not enter the location to confirm pickups. Both passengers were waiting inside unaware that the bus had arrived and left. A separate incident involved a passenger at home where the driver did not come to the door or left too quickly for the client to catch the bus. Margaret also shared positive feedback for Dial-a-Lift drivers' kindness and attentiveness. In one instance, a driver helped an oxygen dependent client return home despite forgetting to schedule her pickup.

Emily Bergkamp thanked Margaret for highlighting the feedback and encouraged her to gather specifics, such as date and time so staff can follow up with the drivers. Emily also explained that clients should position themselves at the door of their pickup location to help drivers see them. Many drivers go above and beyond, but there is still a standard to follow, and staff should not be entering homes or businesses during pickup. Intercity Transit trains many new drivers who may not be familiar with old habits from other drivers.

John-Paul Fox Seidel highlighted an incident on the bus to give kudos on the driver's response. A passenger had exited the bus and kicked the door, causing the glass to break. The individual had been acting erratically towards other passengers. The driver remained calm and handled the situation professionally by driving a block away before calling the office to report the incident. The driver also alerted dispatch to prevent the individual from boarding another bus, ensuring passenger safety.

Suzane Simons submitted an electronic comment that there is an ongoing need for Dial-a-Lift service at The Old Salmon Club and asked if there were any plans to provide service there.

Bergkamp responded that she is aware of that location but isn't sure if the upcoming route changes will increase dial-a-lift service in that area. Emily will check and follow-up with Suzanne.

Suzanne also commented a shout-out to a driver on Rout 60 who gave her an Intercity Transit blinky light for visibility waiting at the bus stop at night.

Brandon Mixon shared that he had a similar experience where drivers went above and beyond during evening routes to make sure passengers were getting off at the right stops.

Bergkamp thanked all members for sharing.

REPORTS

- **November 20, 2024, ITA Report** – Clair Bourgeois attended the meeting, and the ITA meeting summary was attached to the packet.
- **December 4, 2024, ITA Report** – David Payton attended the meeting, and the ITA meeting summary was attached to the packet.
- **December 18, 2024, ITA Report** – Doug Riddels attended the meeting, and the ITA meeting summary was attached to the packet.
- **January 15, 2025, ITA Report** – Eliane Wilson attended the meeting, and the ITA meeting summary was attached to the packet.

- **General Manager's Report** – Bergkamp provided the General Manager's report including:

Maintenance Shop Remodel: To prepare for the renovation of our ageing Maintenance Facility, Maintenance and Inventory staff made the move to a temporary shop which will be their home for the duration of the renovation and for the next 18 months. This is the last phase of construction and the CAC will be able to see progress during an upcoming tour of the Pattison site.

Legislative Update: Staff recently met with Dale Learn from Gordon Thomas Honeywell, who we contract with for Federal Advocacy. Learn provided a general federal update and started planning for the APTA Legislative Conference which will take place May 18-20, 2025, in Washington, D.C. Normally, two ITA members attend along with a small number of staff for in-person visits with our federal legislators.

Earlier in January, advocates David Foster and Joanna Grist facilitated meetings with 22nd Legislative District Representative Jessica Bateman. They discussed Intercity Transit's projects prioritized by WSDOT for funding consideration in the 2025-2027 biennium including:

- Battery Electric Coach Replacement Project
- Corridor Express Introducing New Limited-Stop Service from West Olympia to East Lacey
- Lacey Express Introducing I-5 Service from Lacey Transit Center to Sounder Station via Hawks Prairie and JBLM,
- Crosby Loop at SPSCC Improvements

They also discussed possible funding of Intercity Transit's new Route 14, which is taking the place of previous DASH service, by serving the Capitol Campus region and downtown Olympia with service to the Farmer's Market. IT is respectfully requesting 50% of estimated operating costs over the coming biennium (\$1,225,000).

Intercity Transit Support for Shawn Yim King County Metro

Friday, January 10, the Amalgamated Transit Union (ATU) Local 587 hosted a procession and memorial service at Lumen Field Event Center paying tribute to Shawn Yim. Shawn, who had been a Coach Operator at King County Metro for nearly a decade, was killed in the line of duty on December 18, 2024. Several news articles published in the wake of his death shared that Shawn, who called the Pacific Northwest home, was a 1984 graduate of Foster High School in Tukwila, WA. Shawn is remembered by his community and friends for his smile, laughter, and genuine kindness. Most importantly, family members recall Shawn as a caring person who loved and protected his family.

ATU Local 1765, the union representing Intercity Transit's Coach & Van Operators, Customer Service Representatives, and DAL Dispatch Specialists, partnered with agency leadership to ensure that over 30 employees and 3 buses driven by Operators Justice Hensiek-Aman, Lori Chambers, and Jameson Miller, could participate in the procession and service, to honor Shawn with the dignity and respect he deserves.

Special thanks to ATU Local 1765 President and Intercity Transit Authority Board Labor Representative Mark Neuville, Operations Director Dena Withrow, Operations Scheduling Coordinators Lyle Gilbertson, Jason Wolfe, Randy Laffey, and Intern Sean Mateski, Fleet & Facilities Maintenance Director Jonathon Yee, Fleet Manager David Chaffee, Service

Disruption Supervisor David Dudek and Planning Scheduler Paul Kierzek, and countless other ATU members and staff behind the scenes, for ensuring all pertinent details were thoughtfully taken care of. Their collaboration allowed Intercity Transit to join the transit community in solidarity to mourn the loss of a beloved Operator.

NEXT MEETING: February 24, 2025, at the Olympia Transit Center

- **ADJOURNMENT at 7:44 pm.**

Prepared by Amanda Collins

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DRAFT

**INTERCITY TRANSIT
COMMUNITY ADVISORY
COMMITTEE AGENDA ITEM NO. 6-A
MEETING DATE: February 24, 2025**

FOR: Community Advisory Committee

FROM: Emily Bergkamp, General Manager, 360-705-5889

SUBJECT: Agenda Collaboration - Topics of Interest

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- 1) **The Issue:** Ensure there are meaningful agendas in 2025.
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- 2) **Recommended Action:** This item is for discussion only.
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- 3) **Policy Analysis:** The CAC serves as an advisory committee to the Intercity Transit Authority. As such, staff want to ensure the CAC has their needs met in terms of understanding programs, policies and projects.
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- 4) **Background:** The CAC provides important feedback to staff and advises the Authority. As we on-board new members in January and serve existing members with varying levels of experience on the committee, it is important to understand what information is of interest to you. Staff will continue to target discussions to coincide within decision points for the Authority. This is an opportunity for committee members to share their interests regarding programs, policies and projects.
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- 5) **Alternatives:** N/A
-
- 6) **Budget Notes:** There are no anticipated budgetary impacts.
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- 7) **Goal Reference:** As an advisory committee, this work encompasses all agency goals.
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- 8) **References:** [Transit 101 Handbook](#)

source of our funding or an executive order directive suspending it, we can't take state or federal funding for granted.

Last week, our state advocates David Foster and Joanna Grist facilitated meetings with 22nd Legislative District Representative Beth Doglio. We discussed Intercity Transit's projects prioritized by WSDOT for funding consideration in the 2025-2027 biennium including:

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We also discussed possible funding of Intercity Transit's new route 14, which is taking the place of previous DASH service, by serving the Capitol Campus region and downtown Olympia with service to the Farmer's Market. Intercity Transit is respectfully requesting 50% of estimated operating costs over the coming biennium (\$1,225,000).

Deputy Director of Human Resources Alana Neal coordinated a Conversation Cafe for staff to attend commemorating Transit Equity Day on February 4. The event was co-presented by Dr. Nekya Young, Civil Rights and Environmental Justice Manager at the Washington Department of Transportation in the Public Transportation Division and Steven Meyeroff, FTA Compliance Administrator for WSDOT's Public Transportation Division. Transit Equity Day is observed annually on February 4 to commemorate the life and legacy of Rosa Parks on her birthday. Transit Equity Day also supports the efforts of many people working to support public transit in their communities. The actions and legacy of Rosa Parks are intrinsically tied to the concept of transit equity. Conversation Cafés are conversations among diverse people about their feelings, thoughts and actions. The simple structure of Conversation Cafés – and their spirit of respect, curiosity and warm welcome – help participants shift from superficial discussions to meaningful conversations about complex topics facing our communities. Conversation Cafés promote spontaneity and inclusivity that can lead to new insights and greater understanding. The Transit Equity Day Conversation Cafe discussion was centered on exploring Discrimination in Public Transit: From the Montgomery Bus Boycott to the Present Day.

The APTA Legislative Conference takes place May 18-20, 2025, in Washington, D.C. ITA members interested in attending should contact Clerk of the Board Pat Messmer as we normally have two ITA members attend with a small number of staff for in-person visits with our federal legislators.

*Prepared February 6, 2025
Pat Messmer/Clerk of the Board*

Intercity Transit Authority Meeting Highlights/Summary
A brief recap of February 19, 2025, Intercity Transit Authority Meeting

Wednesday night, the ITA:

- Authorized the General Manager to execute a contract with Connectpoint, Inc., in the amount of \$559,884, including sales tax and a 5% contingency. *(Tammy Ferris)*
- Authorized the General Manager to execute a Task Order with WSP in the amount of \$569,000. *(Peter Stackpole)*

General Manager's Report:

On Monday, February 10, staff spent the day with Wendy Goodwin, our newest Board member. She received an agency overview with various Directors and senior staff, followed by a working lunch with Vice Chair Sue Pierce. All were happy to welcome her!

Project Coordinator, Thera Black, Marketing, Communications and Outreach Officer, Nick Demerice, and Bergkamp had the opportunity to visit the Nisqually Tribal Council. We hadn't met with the leaders of this sovereign Tribal Nation since fall 2023, and it was wonderful to renew our connection. We provided a general agency update and information about our upcoming bus system redesign scheduled for September. We look forward to having consistent government-to-government exchanges at least twice per year to sustain our connection and to ensure we are collaborating with the Tribe about the transportation needs of their members and ways to enhance their already robust tribal transportation system. We honor and acknowledge that all Intercity Transit facilities and service areas are on land that is the ancestral home of the Nisqually Indian Tribe and other Sovereign Tribal Nations. We are deeply appreciative of the historical stewardship of these lands by the Tribes since time immemorial and are honored by opportunities to consult with them. The Nisqually Tribal Council is doing amazing things for their membership and the broader community, that we all benefit from. Having support from the Nisqually Indian Tribe, also known as People of the River, People of the Grass, is invaluable.

Our state advocates David Foster and Joanna Grist recently facilitated meetings with 2nd Legislative District Representatives Matthew Marshall and Andrew Barkis. We gave a general agency update and discussed Intercity Transit's projects prioritized by WSDOT for funding consideration in the 2025-2027 biennium including:

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We are making 33 contingent job offers to candidates for the March 17 Operator Class 25-01 and we are excited to welcome them to our team!

March 18 is National Transit Employee Appreciation Day, when we honor our essential workers and transit heroes – Operators, Operations Supervisors, Facilities and Maintenance staff. Executive and Marketing staff are partnering to ensure these frontline folks are publicly honored for the work they do on this very special day. Board and CAC members will have opportunities to share their gratitude – keep an eye on your emails for a message from Pat Messmer on how to participate.

Since January 20, President Trump has issued almost 100 Executive Orders, Memoranda, and Proclamations to carry out his Administration's policy goals and agenda. Many of these directives, together with U.S. Department of Transportation (DOT) actions, directly impact the public transportation industry. These Executive Orders and other directives pause some transportation funding; terminate diversity, equity, and inclusion programs; impose new tariffs; and establish priorities for DOT competitive grants.

Development Director, Peter Stackpole, and Grants Program Manager Jessica Gould have been tracking possible impacts of these Executive Orders on Intercity Transit. They have been hearing we need to be prepared for Federal funding communication and coordination delays due to lack of staffing, a hiring freeze, probationary employees being let go, Return to Work impacts and Office of Personnel Management Resignation Buyouts for FTA staff. We also received an email from Susan Fletcher, Region 10 Administrator of the FTA confirming they were affected by the termination of probationary employees last Friday. They anticipate additional staff reductions relatively soon. At this time, they are still working on determining critical workflow within the FTA organization and will communicate changes to that workflow once known.

APTA added functionality to their website that is essentially an Executive and Regulatory Actions Tracker and is hosting a webinar tomorrow on this topic. The webinar will provide an overview of these Executive Orders and Actions and discuss the impacts of Executive actions on public transportation agencies, funding, current projects, and more. Several of us are tuning in and will keep the Board apprised of any impacts specific to Intercity Transit.

Over the past two weeks, Intercity Transit and the Amalgamated Transit Union (ATU) Local 1765 contract negotiation teams have met on two occasions making substantial progress, with another negotiation session scheduled for February 25. As you know, ATU is the union that negotiates on behalf of our Coach Operators, Customer Service Representatives, and Dial-A-Lift Dispatch Specialists. Since contract negotiations began in November, the sentiments that my Operator coworkers have shared during public comments, like not always being able to make ends meet, maintaining a work-life balance, and the challenging responsibilities they manage during their workday have also been voiced during open negotiation sessions between Intercity Transit and ATU. Open negotiations allow observers outside the negotiation teams to attend bargaining sessions, which have been a new experience for all of us. Union contract negotiations in general resemble a back-and-forth dialogue, with one team initially proposing solutions to issues, after which the other team does the same. This process continues with the goal of co-creating a contract that ideally meets the interests of both parties. For example, wage proposals that take into consideration the impact of inflation on employees' lives while balancing Intercity Transit's responsibility to be able to financially provide

public transportation to our community now and in the future, with a now uncertain Federal funding landscape, accounting for about 30% of our revenue. The Intercity Transit negotiating team is doing their best to propose meaningful solutions to address ATU members' concerns. Plus, this process is an immense amount of work for both teams with discussions that are deeply personal. Trusting in the process of negotiations is essential to their successful outcomes and I thank these teams for their continued work towards this shared goal.

*Prepared February 20, 2025
Pat Messmer/Clerk of the Board*

COMMUNITY ADVISORY COMMITTEE ATTENDANCE RECORD

		1	2	3	4	5	6	7	8	9	10	11	12
CAC Members		Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Brandon	Mixon	x											
Clair	Bourgeois	x											
David	Payton	absent											
Doug	Riddels	absent											
Eliane	Wilson	absent											
Garrett	Fuelling	x											
Harrison	Ashby	x											
JoAnn	Scott	x											
Hallie	Sutter	x											
Margret	Janis	x											
Michael	Gray	x											
Shawn	Sandquist	x											
Suzanne	Simons	x											
Ty	Flint	absent											
Rachel	Weber	x											
Rachel	Wilson	x											
Dara	Dotson	x											
YOUTH John-Paul	Fox Seidel	x											
YOUTH Julian	Preston	x											

= Joint meeting does not count against required meeting attendance