

REVISED AGENDA

INTERCITY TRANSIT AUTHORITY

Wednesday, March 5, 2025

5:30 P.M.

Board Room – 510 Pattison Street SE, Olympia

To observe the meeting remotely [REGISTER HERE TO OBSERVE THE MEETING](#)

Or by telephone - Toll Free: (844) 730-0140 / Phone Conference ID 178 803 93#

To provide Public Comment remotely, contact the Clerk of the Board at (360) 705-5860 or email pmessmer@intercitytransit.com by noon the day of the meeting to indicate your desire to provide public comment. You will be instructed on how to register. During the public comment portion of the agenda your microphone and video will be enabled.

CALL TO ORDER

1. STAFF INTRODUCTION 5 min.
 - A. Jason F. Aguero, Maintenance Administrative Assistant (*Jonathon Yee*)
2. APPROVAL OF AGENDA 1 min.
3. PUBLIC COMMENT 30 min.
4. CONSENT AGENDA 1 min.
 - A. **Surplus Vanpool Vehicle #2205.** Vanpool 2205, a 2012 Dodge Caravan 7-passenger van, was recently involved in an accident. Based on an assessment provided by WSTIP, Intercity Transit's insurance provider, the total estimated pre-accident fair market of the vehicle is \$4,282.00. The estimated cost to repair the damage to this vehicle is \$7,914.57, which exceeds its fair market value, and the vehicle has therefore been deemed a total loss. The recommended action is to work through WSTIP to facilitate sale of the vehicle through its salvage dealers. (*Noelle Gordon*)
5. NEW BUSINESS 30 min.
 - A. 2025-2027 State Biennium Legislative Session & Budget Update (*Justin Leighton – WSTA*)
 - B. **Update on Labor Negotiations with the Amalgamated Transit Union Local 1765 (*Emily Bergkamp*)** 30 min.
6. COMMITTEE REPORTS 5 min.
 - A. Community Advisory Committee (Feb. 24) (*Harrison Ashby*)
7. GENERAL MANAGER'S REPORT 5 min.
8. AUTHORITY ISSUES 5 min.

ADJOURNMENT

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

Board materials are available at <https://www.intercitytransit.com/agency/transit-authority/meetings>. 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. This facility is served by Routes 62A, 62B (on Martin Way), and 66 (on Pacific Avenue).

INTERCITY TRANSIT AUTHORITY
CONSENT AGENDA ITEM NO. 4-A
MEETING DATE: March 5, 2025

FOR: Intercity Transit Authority

FROM: Noelle Gordon, Procurement and Project Management
Coordinator (360) 705-5857

SUBJECT: Surplus Property - Vanpool Vehicle 2205

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- 1) **The Issue:** Whether to declare Vanpool Vehicle 2205 as surplus.
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- 2) **Recommended Action:** Declare the property listed as surplus.
-
- 3) **Policy Analysis:** Resolution No. 23-81 states the Authority must declare property surplus to our needs prior to sale or disposal.
-
- 4) **Background:** Vanpool 2205, a 2012 Dodge Caravan 7-passenger van, was recently involved in an accident. Based on an assessment provided by WSTIP, Intercity Transit's insurance provider, the total estimated pre-accident fair market of the vehicle is \$4,282.00. The estimated cost to repair the damage to this vehicle is \$7,914.57, which exceeds its fair market value, and the vehicle has therefore been deemed a total loss. The recommended action is to work through WSTIP to facilitate sale of the vehicle through its salvage dealers. Based on the information provided herein, staff is requesting the Authority declare Vanpool 2205 as surplus.
-
- 5) **Alternatives:**
A. Declare the item surplus. The vehicle has been deemed a total loss.
B. Defer action. Storage availability on-site and off-site storage costs are an issue.
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- 6) **Budget Notes:** Vanpool Vehicle 2205 has met its useful life requirements and was originally purchased using local funds and Washington State Department of Transportation (WSDOT) grant funds. The insurance remittance received for the vehicle will be credited as local funds available for future agency projects.
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- 7) **Goal Reference:** Not specifically identified in the goals.
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- 8) **References:** N/A.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM 5-A
MEETING DATE: March 5, 2025

FOR: Intercity Transit Authority

FROM: Justin Leighton, Executive Director, Washington State Transit Association (WSTA)

SUBJECT: 2025-2027 State Biennium Legislative Session & Budget Update

1) **The Issue:** Provide a review of the 2025-2027 biennium legislative session, and the possible impacts of projected budget shortfalls to transit funding.

2) **Recommended Action:** Information purposes only.

3) **Policy Analysis:** Policy EX-0008 “Establishing Organization Relationships” asserts Intercity Transit shall maintain and strengthen relationships with jurisdictions to ensure Intercity Transit takes advantage of the resources made available by, and the experience of, federal, state, and regional transportation agencies. Intercity Transit is a member of the Washington State Transit Association to assist staff in keeping up to date on statewide issues impacting transit.

4) **Background:** Justin Leighton, Executive Director of WSTA will discuss the current issues facing the Washington State Legislature and the Governor’s Office and how they relate to Intercity Transit. WSTA is a nonprofit, representing 31 public transit agencies and WSDOT. WSTA provides professional development through committees and events and serves as the voice of public transit by actively engaging in advocacy at the state and federal levels.

Leighton will focus on current and future State funding issues involving the Washington State Department of Transportation, and other State agencies. He will also discuss current and future State policies that have an impact on our ability to partner with state government. In addition, he will briefly address how Intercity Transit can maintain connection with our state legislators.

5) **Alternatives:** To maintain our WSTA membership, Intercity Transit currently pays \$32,000 a year.

6) **Budget Notes:** N/A.

7) **Goal Reference:** Consistent advocacy with the Washington State Legislature will help achieve all goals of the agency.

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

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 5-B
MEETING DATE: March 5, 2025

FOR: Intercity Transit Authority

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

SUBJECT: Update on Labor Negotiations with the Amalgamated Transit Union, Local 1765

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- 1) **The Issue:** Lead negotiator and legal counsel from Summit Law, John Lee, along with IT's Chief Financial Officer Jana Brown, will provide an update on labor negotiations, as well as the economic impact of the agency's and ATU's most recent proposal.
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- 2) **Recommended Action:** No action; informational purposes only.
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- 3) **Policy Analysis:** The Authority must approve any collective bargaining agreements between Intercity Transit and organizations representing employees.
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- 4) **Background:** The ATU represents 345 employees in the positions of Operator, Dial-A-Lift Dispatch Specialist, and Customer Service Representative. The current collective bargaining agreement expired on December 31, 2024. The parties began Open negotiations in November 2024 and have not yet reached a tentative agreement.
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- 5) **Alternatives:** N/A.
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- 6) **Budget Notes:** N/A.
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- 7) **Goal Reference:** This item meets Goal 2: *"Providing outstanding customer service."*
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- 8) **References:** N/A.

TRPC Members & Representatives**City of Lacey***Robin Vazquez***City of Olympia***Dani Madrone***City of Rainier***Dennis McVey***City of Tenino***John O'Callahan***City of Tumwater***Eileen Swarthout***City of Yelm***Joe DePinto***Confederated Tribes of the Chehalis Reservation***Amy Loudermilk***Nisqually Indian Tribe***Mike Mason***Town of Bucoda***Miriam Gordon***Thurston County***Carolina Mejia***Tumwater School District***Mel Murray***North Thurston Public Schools***Esperanza Badillo-Diiorio***Olympia School District***Hilary Seidel***Intercity Transit***Robert Vanderpool***LOTT Clean Water Alliance***Carolyn Cox***Port of Olympia***Amy Evans Harding***PUD No. 1 of Thurston County***Chris Stearns***Associate Members****Economic Development Council of Thurston County***Michael Cade***Lacey Fire District #3***Michael Cerovski***Puget Sound Regional Council***Josh Brown***The Evergreen State College***William Ward***Timberland Regional Library***Cheryl Heywood***Thurston Conservation District***David Iyall*

REGIONAL VISION • COOPERATION • INFORMATION

PRE-AGENDA
8:30 a.m. – 11:00 a.m.
Friday, March 7, 2025**NOTE: In-person meeting with a remote option.**

The TRPC pre-agenda provides our members the opportunity to review the topics of the upcoming TRPC meeting. This information is forwarded in advance to afford your councils and boards the opportunity for discussion at your regular meetings. This will provide your designated representative with information that can be used for their participation in the Regional Council meeting. For more information, please visit our website at www.trpc.org.

Consent Calendar**ACTION**

These items were presented at the previous meeting or are routine in nature. They are action items and will remain on consent unless pulled for further discussion.

- a. Approval of Minutes – February 7, 2025
- b. Approval of Vouchers – February 2025

Update on LOTT's Work and Regional Activities**PRESENTATION**

Matt Kennelly, Executive Director, LOTT, will update the Council on LOTT's work and regional activities.

Intercity Transit Update**PRESENTATION**

Emily Bergkamp, General Manager, Intercity Transit, and Rob LaFontaine, Deputy Director, Planning, Intercity Transit, will present to the Council on Intercity Transit's work.

Regional Transportation Plan's (RTP) – Future Conditions**PRESENTATION**

Staff will provide an overview of the draft 2050 Regional Transportation Plan's future conditions chapter.

Executive Director's Report**INFORMATION****Report from Outside Committee Assignments****INFORMATION****Member Check In****INFORMATION**

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, SHAWN SANDQUIST and SUZANNE SIMONS 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 Workforce Program, which provided an hourly wage instead of TANF benefits qualified for Village Vans service. Workforce 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 accept 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 **disabled passengers** unable to use fixed routes.
 - Village Vans serves **low-income individuals 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.
-

Q&A on VIA Mobility

- **Does VIA Mobility integrate with Dial-a-Lift?**
 - Yes, but they operate as **separate subservices** with distinct ride plans.
-

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.
-

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 from the Senior Center 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 Intercity Transit light so drivers could see passengers 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