

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
May 21, 2025

CALL TO ORDER

Chair Cox called the meeting of the Intercity Transit Authority to order on May 21, 2025, at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

Members Present: Chair and City of Lacey Councilmember Carolyn Cox; Vice Chair and Community Representative Sue Pierce; City of Tumwater Councilmember Kelly Von Holtz; City of Olympia Councilmember Robert Vanderpool; Thurston County Commissioner Carolina Mejia; Community Representative Wendy Goodwin; Community Representative Justin Belk; Labor Representative, Mark Neuville.

Members Excused: City of Yelm Councilmember Brian Hess.

Staff Present: Peter Stackpole; Pat Messmer; Amanda Collins; Dena Withrow; Heather Stafford; Jana Brown; Jonathon Yee; Katie Cunningham; Matt Kenney; Noelle Gordon; Jesse Eckstrom; Nicole Jones; Jane Denicola; Jonathan Martin; Kevin Karkoski; Thera Black; Daniel Van Horn; Jeff Peterson; Michael Maverick; Tammy Ferris; Julie DeRuwe; Rob Wood; Beau Fahr; Jarod Burke; Kenny Revel; Jeremy Claussen; Alejandro Soto; Rob LaFontaine; Cameron Crass.

Others Present: Jeff Myers, Legal Counsel; Rachel Wilson, Community Advisory Committee.

STAFF INTRODUCTIONS

- A. Julie DeRuwe introduced Beau Fahr, Facilities Supervisor and Jarod Burke, Facilities Specialist.
- B. Alejandro Soto introduced Kenny Revel, Lead Inventory Specialist.
- C. Kevin Karkoski introduced Jeremy Claussen, DAL Dispatch Specialist.

APPROVAL OF AGENDA

It was M/S/A by Von Holtz and Vanderpool to approve the agenda as presented.

PUBLIC HEARINGS

- A. **Public Hearing Transportation Improvement Program.** Peter Stackpole, Development Director presented the draft 2026-2029 TIP to take public testimony. Stackpole said the TIP lays out federal funding, either anticipated or already secured, that's associated with transit projects over the next four years, and these projects appear in local, regional and state transportation plans. It's important to understand that none of the projects in the draft TIP have full funding in place yet and most of the funding listed for 2026 through 2028 is

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 2 of 12

placeholders for potential federal funds, either direct allocations or money we might compete for in grant programs. If a project is included in the TIP that doesn't mean, it's guaranteed to move forward. What it does mean is that we're in a position to apply for federal funding if and when it becomes available and if a project isn't in the TIP, we're not eligible to apply for funding. Stackpole reviewed a slide of the draft TIP.

Stackpole provided the timeline for the TIP. April 16 the ITA scheduled the public hearing, and it was opened for public comment on April 17 through May 21. The hearing was published in The Olympian, Nisqually Valley News and the JOLT and shared the comment period through social media, the website, an official news release and the May edition of the Rider News.

For the record, we received six public comments by email, letter and phone and a summary was sent to the Authority prior to this meeting. Some of those comments were germane to the TIP and were more service-related issues. The ladder service-related issues were included in the public comment for public record, and they were forwarded to the Planning team so those issues might be addressed. These comments focused on a wide variety of topics from transit-only lanes to bus stops and bus connections, hydrogen fuel cell buses and fare free service. Staff will return on June 4 with the recommendation to adopt the draft TIP as presented or include any changes based on the input received, and updates will be outlined in the staff report that accompanies that recommendation.

Once adopted, the TIP is submitted to the Thurston Regional Planning Council and the Puget Sound Regional Council, and our projects will be incorporated into their regional TIPs and eventually into the statewide transit improvement program, which is expected to be adopted in early January 2026.

Chair Cox opened the TIP public hearing at 5:42 p.m.

With no members of the public providing testimony, Chair Cox closed the TIP public hearing at 5:43 p.m.

- B. Public Hearing Capital Improvement Plan.** CFO, Jana Brown presented the draft 2026-2029 TIP to take public testimony. The Capital Improvement Plan (CIP) is for all projects deemed capital in nature. The CIP for 2026 through 2030 has been posted on our website, public notice has been given, and no comments were received in regard to the CIP. The CIP is still at a total of \$69.8M for 2026, with a total of \$138.2M overall for all five years. Brown doesn't anticipate any changes between now and next month when we bring it to the Authority for final approval, however there may be some adjustments when it comes to the grants. For 2026, the CIP will be forwarded into the budget process this fall and will come before the Authority for final approval in December.

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 3 of 12

Chair Cox opened the CIP public hearing at 5:45 p.m.

With no members of the public providing testimony, Chair Cox closed the CIP public hearing at 5:46 p.m.

PUBLIC COMMENT – None.

APPROVAL CONSENT AGENDA

It was M/S/A by Von Holtz and Vanderpool to approve the consent agenda as presented.

- A. Minutes – April 2, 2025, and April 16, 2025, ITA Meetings.**
- B. Payroll April: \$4,191,837.73**
 - Warrant Numbers: 42465-42467; 42576-42577 in the amount of \$8,880.66
 - ACH Payment Amount: \$4,182,957.07
- C. Accounts Payable April: \$2,877,374.99**
 - Disbursed Warrants: 42407-42464, 42468-42575 & 42578-42626 in the amount of \$2,861,406.66
 - Voided Warrant: 41408
 - ACH Payments: \$15,968.33
- D. Surplus Coach 405 (Noelle Gordon)**

Coach 405, a 2010 forty-foot Gillig Lowfloor hybrid heavy-duty bus, was recently involved in an accident. Following an assessment provided by WSTIP, Intercity Transit's insurance provider, the pre-accident fair market of the vehicle was determined to be \$35,080. Given that the estimated repair cost of \$36,926 exceeds this valuation, the vehicle has been deemed a total loss. The vehicle has met useful federal life requirements with approximately 700,000 miles and 15 years of service. The recommended action is to proceed through WSTIP for the sale of the vehicle through its salvage network.
- E. Surplus Vanpool Vehicle 2616 (Noelle Gordon)**

Vanpool 2616, a 2016 12-passenger Chevrolet Express, was recently involved in an accident. Following an assessment by WSTIP, Intercity Transit's insurance provider, the pre-accident fair market value of the vehicle was determined to be \$14,303.09. Given that the estimated repair cost of \$19,066.43 exceeds this valuation, the vehicle has been deemed a total loss. The recommended action is to proceed through WSTIP for the sale of the vehicle via their salvage network.
- F. Surplus Operations Vehicle 1300 (Noelle Gordon)**

Operations Vehicle 1300, a 2019 Ford F150, was recently involved in an accident. Following an assessment by WSTIP, Intercity Transit's insurance provider, the pre-accident fair market value of the vehicle is \$21,120. The estimated repair cost

Intercity Transit Authority Regular Meeting**May 21, 2025****Page 4 of 12**

based on the initial evaluation of damage is just above eighty percent of the vehicle's fair market value. Based on the extent of the damage, actual repair costs are expected to meet or exceed the eighty-percent threshold to be considered a total loss. The recommended action is to proceed through WSTIP for the sale of vehicles via their salvage network.

NEW BUSINESS

A. Vehicle Lifts Purchase. Noelle Gordon, Procurement and Project Management Coordinator, presented the purchase of vehicle lifts for the Fleet Maintenance shop. The Intercity Transit Fleet Maintenance shop renovation project is progressing according to schedule. To maintain this timeline and ensure the Fleet Maintenance Division is prepared for the facility, it is necessary to procure the vehicle lifts included in the design. Intercity Transit has identified Stertil-Koni USA, Inc. (Stertil-Koni) as the vendor for this equipment through Sourcewell Contract 121223.

Intercity Transit intends to purchase the following Stertil-Koni lifts to support the expanded workspace and efficient maintenance operations in the renovated facility:

- Two (2) Heavy Duty Platform Lifts (SKYLIFT)
- One (1) Medium Duty Platform Lift (SKYLIFT)
- Two (2) In-ground Scissor Lifts (ECOLIFT)
- One (1) Two-post Lift (FREEDOMLIFT)
- One (1) In-ground Piston Lift (DIAMONDLIFT)

The installation of the new vehicle lifts is anticipated to begin around January 2026. This aligns with the overall facility renovation project, which is projected for completion by June 2026. Upon the Fleet Maintenance Department's return to the renovated facility, the operational readiness of these lifts will be essential for the continuation of daily maintenance services.

The lead time for ordering and shipping these specialized lifts can be up to six months, and therefore, timely approval and subsequent ordering are crucial to avoid any disruption to the project timeline.

The Sourcewell Contract 121223, a cooperative purchasing agreement which was competitively awarded to Stertil-Koni, provides Intercity Transit with the eligibility to procure these items. Given the positive past experiences with Stertil-Koni products, staff are confident in the mechanical reliability and suitability of their lifts and equipment to meet our agency's needs and thus recommends approval of this purchase.

It was M/S/A by Vanderpool and Mejia to authorize the General Manager, pursuant to Sourcewell Contract No. 121223, to purchase Stertil-Koni Vehicle

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 5 of 12

lifts from Stertil-Koni USA, Inc. in the amount of \$1,375,300, which includes sales tax and applicable tariff surcharges

- B. Ratification of Collective Bargaining Agreement. Heather Stafford, HR Director, presented for approval a collective bargaining contract.** Chair Cox opened the discussion by acknowledging the long and difficult nature of the collective bargaining process between the Amalgamated Transit Union (ATU) Local 1765 and Intercity Transit. She expressed empathy for all involved and conveyed her belief the agreement reached is fair, signaling a time to move forward and rebuild.

Heather Stafford Smith, Administrative Services Director, formally presented the request to ratify a three-year collective bargaining agreement with ATU Local 1765, which represents 345 agency employees, including Operators, Dial-A-Lift Dispatch Specialists, and Customer Service Representatives. The previous agreement expired on December 31, 2024. After extensive negotiation and mediation sessions, a tentative agreement was reached for a new contract spanning from January 1, 2025, through December 31, 2027.

Stafford-Smith said key provisions of the proposed contract include a general wage increase, signing bonus, upfront full year family and wellness allowance, and longevity pay. Additionally, other negotiated benefits such as increased deferred compensation plan contributions and additional paid leave are included. Stafford-Smith extended a special thank you to the Intercity Transit negotiation team for their tireless work, often outside of regular hours, to ensure thorough preparation for all meetings. The team members recognized for their contributions are Dena Withrow, Cameron Crass, Kevin Karkoski, Randy Laffey, Jane Denicola, recently retired former Customer Service Manager, Joy Gerchak, Alana Neal, Amy Zurfluh, and Emily Bergkamp.

Operator Bert George provided comment to express his agreement with the previous statements and his appreciation for the work done by the Authority's negotiation team. He extended a special thanks to the entire ATU bargaining team, including President Mark Neuville, Jeremy Smith, Kirsten Price, Alina Parisi, Neil Ward, Rich Harper, Jim Bush, and Jameyson Miller. Bert acknowledged that both sides put in a tremendous amount of effort in this contract, which he said means a lot to the union members. He announced the ATU membership approved the contract wholeheartedly with 196 "yes" votes, 2 "no" votes, and one contested vote. Bert emphasized that all the ATU team members deserve recognition alongside the Intercity Transit team, and he expressed hope that everyone can now move forward to "mend some of the bridges."

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 6 of 12

It was M/S/A by Mejia and Von Holtz to approve the proposed collective bargaining agreement between the Amalgamated Transit Union, Local 1765, and Intercity Transit.

- C. ERP/EAM System Implementation Contract Authorization.** Jeff Peterson, Sr. Procurement and Project Management Coordinator, presented a contract for a new Enterprise Resource Planning (ERP) and Enterprise Asset Management System (EAM). In 2024, Intercity assessed our legacy system of over 37 years, FleetNet, which was recently acquired by Avail Technology Solutions (Avail). This assessment aided the discovery of numerous secondary solutions being used to supplement the system, such as Excel, Word, and internal custom solutions, that were not integrated with FleetNet and have caused difficulties managing data. Therefore, Intercity determined a more modern solution should be considered.

Intercity released a Request for Proposals (RFP) for Enterprise Resource Planning (ERP) & Enterprise Asset Management (EAM) Business Process Modernization & System Implementation Services on May 24, 2024. The purpose of the RFP was to establish a contract with a highly experienced and qualified ERP/EAM system integrator to replace our current technology with a new system that best meets the current and future needs of Intercity. Following a pre-proposal conference on June 13, 2024, Intercity received three qualified proposals by the deadline of July 26, 2024.

The evaluation committee examined the qualifications and experience of the firms, project organization, staffing plan, project management plan, and technical approach. It was determined demonstration from two of the firms was appropriate. An extensive four-day demonstration from each firm concluded in October 2024, and as a result, the project team decided to focus on a single firm. Additional clarifications were obtained, reference checks were conducted, and the project team determined it was appropriate to proceed with contract negotiations.

On January 10, 2025, the project team notified Avaap USA, LLC (Avaap) they were the apparent successful firm. Since that announcement, Intercity and Avaap have been finalizing the scope of work and contract terms in an effort to ensure there is a strong foundation to build a successful solution on.

Avaap is a systems integration firm. Avaap will be responsible for implementing two solutions, Workday to fulfill our ERP requirements and Trapeze EAM to fulfill our EAM requirements. The solutions are offered as software as a service (SaaS), meaning Intercity will not have to provide server infrastructure/support. The two solutions will work in tandem to provide seamless data management that will support finance, human resources, inventory, maintenance, training, procurement, grants, and operations. The new solution will streamline data

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 7 of 12

entry processes, eliminate a significant amount of paper tracking, eliminate data duplication, and improve access to data for NTD and other critical reports.

System integrator Avaap and the two software solutions proposed, Workday and Trapeze EAM, have been determined to be the most advantageous solution by the evaluation team. Therefore, the recommendation is to enter into a contract with Avaap to implement our ERP/EAM solution, and to enter into a contract with Workday and Trapeze EAM to access their SaaS solutions.

It was M/S/A by Goodwin and Von Holtz to authorize the General Manager to execute contracts with Avaap USA, LLC (Avaap), Workday Inc, and Trapeze EAM, for ERP/EAM project implementation and software, for a total combined amount of \$15,567,981, which includes 10% contingency and ten years of software maintenance and support, not including sales tax.

COMMITTEE REPORTS

A. Transportation Policy Board (May 14). Belk said the TPB covered several key items. First, there was an informative overview presentation about LOTT (Lacey, Olympia, Tumwater, and Yelm wastewater treatment). This presentation served as a valuable reminder of LOTT's core mission of providing clean water, as well as the thoughtful ways they support the community alongside that mission. The meeting also included a follow-up discussion regarding the High-Capacity Transportation (HCT) Policy Study. A significant finding from the study was the need to continue supporting express buses and Amtrak to improve high-capacity transportation connections, particularly between the local area and Tacoma, and the broader Puget Sound region. Future projects on I-5, such as additional HOV lanes, are expected to further support these connections. The study concluded that the current land use and density do not support rail transportation. However, a proposed policy statement emerged from feedback received late in the study. This statement acknowledges that while the region may not currently have the necessary infrastructure for large-scale HCT visions like rail, it's crucial to strategically position the area to leverage future opportunities. The policy statement aims to guide near-term, mid-term, and short-term goals to prepare for potential HCT expansion if and when land use and connections evolve. The discussion around this topic was productive. The underlying idea is to prepare for potential future extensions of Sounder service from its current endpoint in Lakewood, eventually reaching DuPont and then Centennial Station in Lacey, with further potential connections to downtown Olympia. The goal is to ensure the region is ready for these future transportation developments.

Discussions continued regarding the High-Capacity Transportation (HCT) Policy Study, with a focus on its draft language. The consensus was to avoid becoming overly committed to any specific transportation mode or technology, acknowledging that technology can change rapidly. Councilmember Vanderpool emphasized the

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 8 of 12

importance of preserving transportation connections regardless of how they are ultimately delivered. New draft language, incorporating these comments, will be distributed to the board for their future input. The meeting also included a final presentation on the Bicycle Connectivity Strategy, which is an initiative just beginning, and a significant component will be public outreach to identify gaps in the existing bicycle network. The strategy aims to provide recommendations for improving these gaps and creating a more seamless and integrated bicycle network in the future.

Vanderpool elaborated on his earlier comments during the meeting, emphasizing the importance of being "shovel-ready" for potential high-speed rail development. He suggested that even if the state isn't currently prepared, having plans in place would enable the region to seize opportunities for public-private partnerships or other rail services in the future. The sentiment was to be prepared for any eventuality, particularly given the unpredictability of future transportation initiatives.

Von Holtz said an announcement was made about an engagement opportunity for the State Rail Plan. The public is encouraged to participate in a survey, open until June 24, to provide input on the future of rail in the state. The website for the survey is [Washington State Rail Plan 2025 Update | WSDOT](#). It was highlighted that with a growing population and increasing traffic congestion on I-5, alternative transportation solutions like rail will be crucial. Additionally, a public webinar is scheduled for May 22 from 6 p.m. to 7 p.m. to further discuss the State Rail Plan and passenger rail in general. More information about the webinar can also be found on the same website.

- B. Community Advisory Committee (May 19).** Rachel Wilson said the CAC meeting included an update from Kerri Wilson on the Walk N Roll program, which was positively received and highlighted as particularly relevant during Bike Month. The presentation underscored the team's achievements from the previous year and their ongoing efforts. Wilson said it was interesting to hear from Stafford-Smith about the bargaining process and the significance of witnessing the process coming to fruition, acknowledging the considerable effort involved and expressed interest in learning more about it.

GENERAL MANAGER'S REPORT

Development Director, Peter Stackpole filled in for General Manager, Emily Bergkamp.

- The Senior Management Team and Senior Staff members attended a planning session on Friday, May 9, to discuss and prioritize various agency projects in the coming year. This was a helpful exercise to not only ensure all capital projects were accurately reflected in the Draft Capital Improvement Plan, but to identify areas of collaboration and possible support and resources needed. This internal

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 9 of 12

group will meet again in July, with the goal of holding a planning session with ITA members in the fall.

- The South Sound Climate Convention, planned and presented by the Thurston County Climate Action Team, in which Intercity Transit was a sponsor, took place on Saturday, May 17, 2025, at The Evergreen State College in Purce Hall. Bergkamp was a speaker on a panel session titled “Land Use and Active Transportation: Where We Live and How We Move Matters.” With transportation being one of the largest sources of GHG emissions, panel participants spoke to questions of:
 - How does land use drive decisions about how we move in our community?
 - What are the ground-level changes necessary for active transportation to work for all of us?
 - What will it take to have a transit-supportive community?

Bergkamp joined other community leaders, including current ITA member and Olympia City Councilmember Robert Vanderpool, former ITA member and Lacey City Councilmember Robin Vasquez, former ITA member and Olympia City Councilmember Clark Gilman, and WSDOT Active Transportation Planner Chris Hawkins for a thought-provoking conversation. Special thanks to Development Assistant Fiona Sheehan who attended the conference in a learning capacity, and ensured there were Intercity Transit brochures and outreach information available for all convention attendees.

- Bergkamp, ITA Vice Chair Sue Pierce, Grants Program Manager Jessica Gould and Chief Marketing, Communications, & Outreach Officer Nick Demerice, attended APTA’s annual Legislative Conference in Washington, D.C. The Legislative Conference is an opportunity for public transportation industry professionals across the nation to make their presence felt and voices heard in Washington, DC. The Conference helps educate APTA members on important federal legislation and policy initiatives and provides an opportunity to shape the industry’s positions and federal advocacy agenda. The Intercity Transit delegation’s meetings with legislators went very well, including successful visits with Senators Murray and Cantwell along with Congresswomen Glusenkamp-Perez & Strickland. [Dale Learn](#), our federal advocate from Gordon Thomas Honeywell, did a great job as always arranging these visits and providing support throughout our time in DC. In true “transit nerd” fashion, the delegation sampled some of our nation’s finest transit options by riding WMATA’s Metrorail as its main mode of transport during their time in our nation’s capital.
- Operator Class 25-01 graduates May 23 and 18 new Operators will hit the road independently starting Sunday, May 25. Congrats to Jacqueline, Romeo, Richard, Heather, Kelly, Paul, Kevin, Wanda, William, Jean, Tanya, Eryn, Derek, Edwin, David, Andrew, Steve and Matthew on their accomplishment!

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 10 of 12

- The annual 2024 State of Washington Single Audit is underway, examining Intercity Transit's internal controls over, and compliance with, federal requirements. The audit also determines whether the state properly accounts for federal funds. Intercity Transit has a long track record of clean audits showcasing the commitment of all staff to ensuring we are good stewards of public resources. The audit is published annually by the Office of Financial Management.

AUTHORITY ISSUES

- Intercity Transit's **Legal Counsel, Jeff Myers**, provided an update on the pending litigation initiated by King County and other local governments challenging the FTA master agreement and the Secretary of Transportation's attempts to impose Diversity, Equity, and Inclusion (DEI) restrictions and mandate cooperation on immigration matters for federal grant recipients.

Myers said on May 21, a hearing was held on King County's motion for a preliminary injunction. Judge Barbara Rothstein indicated her intent to grant the preliminary injunction and extended the temporary restraining order (TRO), stating she would issue a more detailed written decision. During this hearing, King County's legal counsel, Pacifica Law Group, informed the court that an amended complaint would be filed later that day, adding numerous new plaintiffs, including Intercity Transit, to challenge the grant restrictions. A second motion was also filed to extend the TRO and preliminary injunction to these new plaintiffs.

Myers said the court suggested the parties confer to promptly address extending the TRO and preliminary injunction to all new parties, indicating a hearing could be convened as early as the following week. Myers highlighted this as positive news, commending Paul Lawrence from Pacifica Law Group for his effective argument. Intercity Transit and Sound Transit are the two Western Washington transit organizations that have joined this lawsuit to protect local governments' access to grant funding free from what Myers termed "extraneous entanglements".

Myers said the total number of plaintiffs in the coalition has grown significantly, now including a couple dozen entities from across the country, such as California, the Midwest, the East Coast (Boston, San Francisco, Pittsburgh, PA), and locally, the Port of Seattle and King County Regional Homelessness Authority, in addition to Sound Transit and Intercity Transit.

Regarding the involvement of the Attorney General's office, Myers stated that they have been contacted at the highest levels, as Nick Brown, the Attorney General, is a former partner at Pacifica Law Group. The state is reportedly pursuing a separate, parallel path, but has not joined this specific case, which

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 11 of 12

primarily concerns local governments and transportation/homelessness agencies.

Myers clarified the lawsuit is not necessarily closed to new parties, as further amendments to the complaint are possible, or affected entities could attempt to intervene. He noted that Intercity Transit was part of the "first wave" of plaintiffs. The preliminary injunction, once issued, will remain in effect throughout the lawsuit until a permanent decision is made on whether the conditions are lawful or violate the Spending Clause, the 10th Amendment, the Administrative Procedures Act, were unconstitutionally vague.

Myers acknowledged the significant effort by staff, particularly from Jessica Gould and Intercity Transit's grant team, for their instrumental role in preparing a detailed declaration in support of the second motion to extend the restraining order. Stackpole confirmed a news release about the lawsuit is expected May 22, along with internal speaking points for authority members.

- **Mejia** attended the Port of Olympia's Electric Ferry discussion and during the meeting, an attendee shared their positive experience at the Port of Seattle's electric ferry demonstration. This led to a suggestion that the ITA consider initiating a conversation with the Port regarding the potential for an electric ferry service. The speaker emphasized the importance of Intercity Transit, as the local transit agency, engaging with the Port on this topic to explore the feasibility and implications of such a development.
- **Vanderpool** said following the discussion about the electric ferry demonstration, it was revealed that a Port Commissioner had approached an ITA board member regarding this topic. Additionally, a recent conversation with Alex Smith, the Port of Olympia Director, confirmed their interest in reaching out, as the manufacturer who showcased the electric ferry would not be operating it. This suggests a potential future collaboration, possibly leading to a "port seat" at the meeting table to discuss operating the ferry service.
- **Pierce** shared her experience at the APTA Legislative Conference, describing it as a whirlwind two and half days that began with an early morning departure from Washington state. She extended gratitude to Dale Learn, who provided invaluable assistance throughout their visits, arranging meetings, guiding them between sessions, and offering encouragement. Several meetings were held on Monday with staff members, providing key information. Tuesday was dedicated to three group meetings with various legislators, including Patty Murray, Marilyn Strickland, and Maria Cantwell. These meetings were well attended by representatives from numerous transit agencies, including Kitsap County, Pierce County Transit, and Whatcom Transit, allowing for a broad exchange of information. The attendees heard directly from legislators about their understanding of certain issues, giving them an opportunity to clarify details and

Intercity Transit Authority Regular Meeting

May 21, 2025

Page 12 of 12

correct misconceptions. Despite missing some general sessions at the hotel due to face-to-face meetings, Pierce described the experience as "really interesting and helpful." Pierce encouraged others to consider attending next year if the opportunity arises.

- Cox referred to the news release about the ongoing lawsuit and she suggested that communication be initiated by the jurisdictions with the federal legislative delegation, the Governor's office, and the Attorney General's Office to inform them of the lawsuit. Additionally, individual ITA board members are encouraged to make their jurisdictional managers and colleagues aware of the situation, anticipating potential questions once the news becomes public. It was confirmed that some of these communications had already begun.

ADJOURNMENT

With no further business to come before the Authority, Chair Cox adjourned the meeting at 6:47 p.m.

INTERCITY TRANSIT AUTHORITY

Carolyn Cox

Carolyn Cox, Chair

ATTEST

Patricia Messmer

Pat Messmer

Clerk of the Board

Date Approved: June 18, 2025

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