INTERcity TRANSIT

IT Response to development App: 7501 Henderson Blvd Apartments

Development team,

This project has been identified as meeting Intercity Transit's criteria for having a Transit Nexus. A Transit Nexus designation triggers an internal review of the site and proposed development. The subsequent review determined that this project will be impacting frontage along Henderson Blvd. Henderson Blvd is an identified expansion area in our 2026 May Service Change Plan and contained within Intercity Transit's Transit Development Plan.

Intercity Transit is requesting one 8'x24' ADA compliant slab contiguous with mobility friendly pathways be installed, or compliant ADA boarding areas. On the attached diagram labeled IT - 7501 Henderson Rd Precise Location you will find our preferred location marked 1.

The positioning of this stop will allow for adequate sight distances for buses and space to maneuver. This location will allow a curb side pickup of riders without impeding through traffic or westbound traffic making a left from Trails End on to Henderson Blvd SE. For additional information please see the benefits of Far Side Stops in the attached IT - Bus Stop Design Manual. Far Side Stops offer many safety and ease of use benefits to both riders as well as drivers. Additional details about construction methodologies as well as sample engineering diagrams can be found in the aforementioned manual.

Intercity Transit is amenable to alternative suggestions from both the developer and City of Tumwater. We are committed to fostering a collaborative working relationship and to finding a solutions that are mutually beneficial to all parties involved.

Sincerely,

Spencer Zeman

Bus Stop Coordinator

564-233-8982 szeman@intercitytransit.com

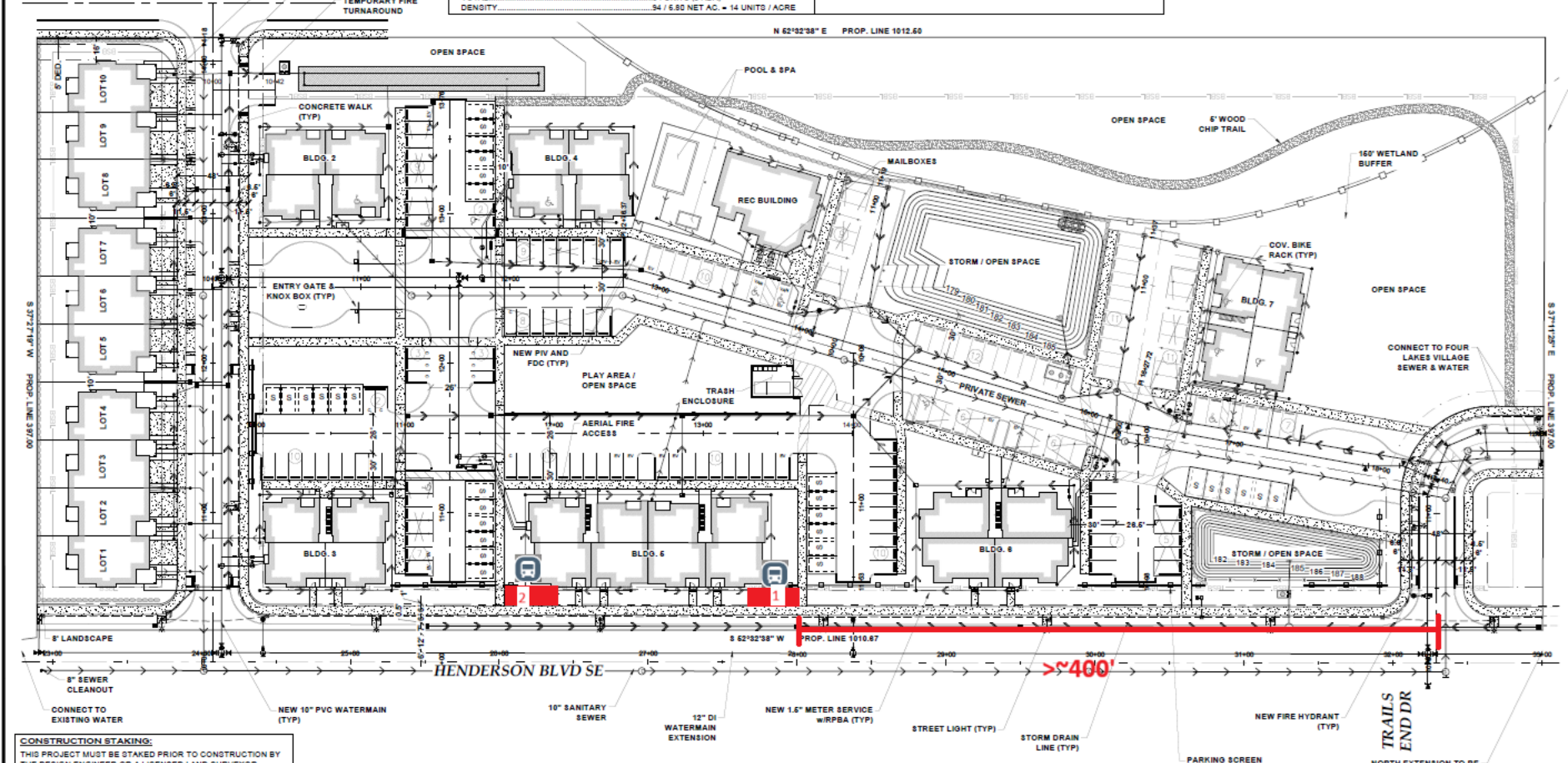
Attached:

IT - 7501 Henderson Rd Precise Location

IT - Route 70 - May 2026 Service Expansion

IT - Bus Stop Design Manual

IT - 2024-2029 TDP



CONSTRUCTION STAKING:

THIS PROJECT MUST BE STAKED PRIOR TO CONSTRUCTION BY

BUS STOP DESIGN STANDARDS MANUAL

ADOPTED
[MONTH] 2023

INTERcity TRANSIT

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1 CONTEXT AND OVERVIEW

1.1 PURPOSE

Intercity Transit (IT) provides public transportation for people who live and work in the IT service area, known as a Public Transportation Benefit Area (PTBA). The PTBA encompasses the city limits of Olympia, Lacey, Tumwater, and Yelm, as well as those cities' urban growth areas, which fall under the jurisdiction of Thurston County.

Intercity Transit operates 21 fixed routes and maintains about 1,000 bus stops—ranging from full shelters on downtown Olympia's sidewalks to sign poles on rural Thurston County's road shoulders. The 101-square-mile PTBA includes geographically diverse urban, suburban, and rural areas; no two stop locations exist in exactly the same site context.

*This manual is intended to offer **clear and uniform guidance** to coordinate the design and placement of bus-related facilities and amenities across Intercity Transit's service area.*

This Bus Stop Design Standards Manual is intended to offer clear and uniform guidance to coordinate the design and placement of bus-related facilities and amenities across the service area. Application of these standards will encourage a more consistent, more accessible, and better connected network of bus stops over time. These guidelines are based on a review of standards and best practices applied at other transit agencies across the country.

1.2 GOALS

1.2.1 Safety & Accessibility

Safety is a critical component of any Intercity Transit project and is a primary goal in the design of all IT bus stops. Certain elements should be primarily considered at each stop to provide a safe and secure location for customers and allow for our transit vehicle dimensions:

- Barrier-free pedestrian access to adjacent sidewalks, crosswalks, trails and pathways,
- A familiar and inviting waiting area that uses available streetlighting,
- Recognizable landing pads that distinguish intended locations for customers to board and alight the vehicle, and
- Preservation of adequate driver sight distances intended to protect both pedestrians and motorists from conflict or collision.

1.2.2 Regional Consistency

Intercity Transit's overarching goal for this manual is to achieve regional application of the standards that will harmonize and simplify the design, permitting, and placement of bus stops and zones in all of the jurisdictions being served by fixed route transit service. This outcome supports other goals, including safety and accessibility, as well as implementation of IT's Short- and Long-Range Plan and is consistent with State and regional transportation goals that shape local transportation planning and development. Maintaining regional consistency in design and placement will maximize the familiarity of Intercity Transit's brand, while preserving reliable operability and serviceability of all bus stops within our community.

1.3 HOW TO USE THIS MANUAL

These standards are designed to be flexible and should be tailored to the conditions of individual stops, while also identifying the components of bus stop design and connectivity considerations that are essential at all stops.

This manual is intended to provide PTBA jurisdictions, private developers, and other partners a technical reference tool for developing fixed-route transit bus stops and zones. It aims to outline Intercity Transit's standards, preferences, and industry best practices for bus stop design, which can be integrated into roadway, development, or other projects that affect or interact with the bus stop zone.

Because of the wide variety of site contexts and settings across the service area, a given transit stop's physical context may offer opportunities to meet the standards in some ways but not others. Accordingly, these standards are designed to be flexible and adaptable to the conditions of individual stops, while also identifying the components of bus stop design and connectivity considerations that are essential at all stops. Concessions on the application of these standards should be limited to site-specific constraints subject to the mutual agreement of the governing jurisdiction and Intercity Transit.

The bus stop serves as riders' first interaction with Intercity Transit's bus service and includes more than just the area where riders get on and off at the bus stop sign.

Ultimately, PTBA jurisdictions should view this manual as a "living" reference tool with qualitative considerations and quantitative guidelines to ensure that any transit stop and zone is safe and accessible while striving to remain consistent with other Intercity Transit stops and compatible with its surroundings. The bus stop serves as riders' first interaction with Intercity Transit's bus service and includes more than just the area where riders get on and off at the bus stop sign. The following should be taken into consideration when siting a bus stop:

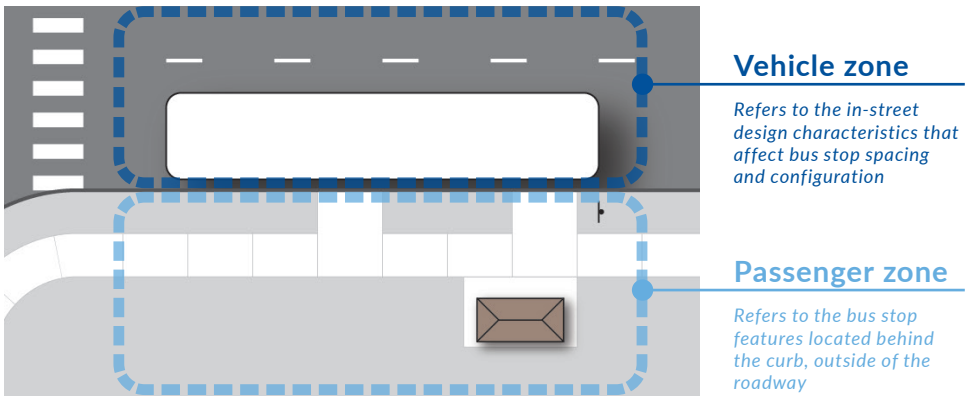
- How will all pedestrians or bicyclists, of all capabilities, **gain access** to the stop?
- How will all current and future bus operators negotiate the roadway configuration, traffic tendencies, and other fixed objects to uniformly and **reliably serve the stop** in all conditions?
- How will the **local context** influence riders' experience and perception of safety while waiting for the bus or exiting from the bus?
- Will this bus stop work to advance the mission of Intercity Transit to **provide and promote transportation choices**?

1.3.1 Components of the Bus Stop Zone

In order to understand the organization of this document, it is critical to understand the components of the bus stop zone. The bus stop zone encompasses all elements of the bus stop, including the vehicle zone (in the street) and the passenger zone (behind the curb), as illustrated in Figure 1-1. Intercity Transit designed this document to be a concise and logical reference tool, organized principally by the vehicle zone and passenger zone characteristics:

- **Vehicle zone characteristics** encompass roadway features, such as traffic speeds, travel lanes, pedestrian crossings, and intersection designs, all of which influence the location of bus stops as well as their spacing, design type, and overall operability.
- **Passenger zone characteristics** encompass off-street infrastructure, such as sidewalks, pathways, drainage, utilities, streetlights, urban landscaping, and transit landing pads. Intercity Transit Facilities staff maintain responsibility over

Figure 1-1 Components of the Bus Stop Zone



Intercity Transit encourages the PTBA jurisdictions to reference this document in their development codes and transportation engineering and design standards, where applicable.

transit amenities (i.e. bus shelters, benches, pole signs, solar lighting, and trash cans). All of the passenger zone characteristics come together to affect and influence the experience of bus riders and pedestrians.

1.3.2 Integration with Jurisdictional Processeses

Intercity Transit encourages its PTBA jurisdictions—Thurston County, Olympia, Lacey, Tumwater, and Yelm—to reference this document in their development codes and transportation engineering and design standards, where applicable.

To help standardize and streamline jurisdictions' permitting processes for new or improved bus stops and zones, this document's appendix includes standard engineering drawings of IT bus stop landing pads, as well as diagrams and recommended dimensions of larger transit zones. The appendix also includes a list of resources and other useful information that is referenced within the document.

2 BUS STOP PLACEMENT AND COORDINATION

2.1 JURISDICTIONAL COORDINATION

Jurisdictional coordination with Intercity Transit should occur as early as possible in the development process.

Each jurisdiction in the Intercity Transit service area has unique permitting procedures and requirements governing use and development of private property as well as the public right-of-way. Depending upon the applicant and the jurisdiction in which a project is located, the permitting process will vary. IT works with each jurisdiction to ensure compliance with permitting requirements for each project.

Intercity Transit, jurisdictions, and land developers should coordinate bus stop infrastructure, site selection, and installation where there is a new development within the service area.

Depending on a development project's location and the jurisdiction's standards, the project may warrant installing sidewalks, streetlights, landing pads, bulb-outs, and/or other transit-supportive improvements along portions of the property perimeter. It is important to recognize that as a result of passenger tendencies or safety, Intercity Transit may need to alter or adjust a stop or its location during or following project development. Moreover, some projects may also necessitate ADA paratransit (Dial-A-Lift) supportive improvements to the design and flow of internal street networks and parking lots. Coordination with Intercity Transit should occur as early as possible in the development process.

2.2 DETERMINING BUS STOP PLACEMENT

2.2.1 Development Sites with Existing Transit Service

Builders of development sites with an existing bus stop or stops should coordinate with the jurisdiction and Intercity Transit to determine how to reincorporate the bus stop(s) into the improved frontage along the roadway with the transit route. As a result of the change or intensity of use, IT may request that the developer create a new transit stop or stops, or relocate/consolidate existing stop(s) to new locations along the parcel perimeter. Property owners may be requested by IT to make transit-supportive enhancements to both the vehicle zone and the passenger zone, including a new or larger bus landing pad.

2.2.2 Development Sites without Existing Transit Service

Builders of development sites without existing bus service or stops should also coordinate with the jurisdiction and Intercity Transit to determine whether a bus stop or transit supportive elements should be installed to support future bus service. IT may request developers in areas of the community where future transit service is likely to construct a passenger zone, in preparation for transit service, or to exclude frontage improvements that would complicate future installation of a bus stop (e.g. trees, vegetation, utilities, or stormwater). Installation of a bus stop, or supportive frontage improvements, may not be required as part of the construction of frontage work if transit is unlikely to ever serve the site, or there are adequate existing bus stops within the site vicinity.

2.3 ADDITIONAL CONSIDERATIONS

Many factors exist outside of Intercity Transit's control, which can make providing quality transit facilities a complex task at times. External factors that can influence bus stop improvement include local and federal regulatory requirements; available space (including public right-of-way) for stop infrastructure; and the presence of accessible sidewalks and street crossings connecting to stops. IT actively works with the local jurisdictions to make improvements to the sidewalk network and to add accessible bus stops in conjunction with planned construction activities; additional guidance related to passenger accessibility can be found in Section 4.2 of this document.

2.3.1 Equitable Distribution of Service

As a recipient of Federal Transit Administration (FTA) grant funding, Intercity Transit is required to set system-wide service standards and policies which include the equitable distribution of service, vehicles and amenities.

I'M A DEVELOPER. WHAT'S MY ROLE IN TRANSIT COORDINATION?

For development projects located in Intercity Transit's PTBA, transit coordination is an essential but often overlooked task. There are three simple steps you can take to ensure your project is sufficiently coordinated with existing and planned transit routes:

Step 1 – Check to see whether there is an existing bus route along the frontage of the parcel(s) being developed.

Step 2 – Discuss with your jurisdiction whether a bus pad improvement is needed. If there is not a current stop nearby, have the City or the County verify with Intercity Transit that a future route isn't anticipated.

Step 3 – If a bus pad needs to be added or improved, the developer should meet with Intercity Transit to discuss location and style.

Capital Mall Dr. at Courtside St., westbound

2.3.2 Preservation of Public Rights-of-Way

Intercity Transit will not initiate bus service prior to determining the alignment of a fixed route and the location of its bus stops. When launching a new route or realigning an existing route, Intercity Transit will coordinate with the affected jurisdiction(s) to assess and select bus stop locations within the public right-of-way. When it is necessary to place some or all of a bus stop on private property, IT will also coordinate with the property's designated representative to secure an easement.

Depending on the permitting jurisdiction's requirements and the bus stop's complexity, Intercity Transit will provide the permitting jurisdiction this document's standard bus stop drawings (see Appendix B) or provide alternative drawings prepared by a professional engineer. Per the local jurisdiction's permitting requirements, IT will also pay standard permit fees, identify potential obstacles (e.g. utilities, trees, and road signs) within the public right-of-way, and provide traffic control plans for bus stops where installation work must occur within the roadway.

2.3.3 Removal or Relocation of a Bus Stop

It may be necessary to occasionally consider removal of a stop. The following are some circumstances in which removal or relocation may be appropriate:

- **Safety concerns:** A request to remove the shelter because it is posing a pedestrian or traffic problem.
- **Police request:** Request for removal by police due to adjacent crime, noise, or loitering.
- **Vandalism and accidents:** When a shelter is subjected to repeated acts of vandalism, or has been damaged a number of times by vehicular accidents.
- **Neighborhood/community requests:** A request to remove the shelter by a neighborhood or community group.
- **Private property owner requests:** A request to remove the shelter because of the extent of problems caused to adjacent private property.
- **Change in environment:** If there has been a change in the nature of adjacent land uses or the surrounding community.

3 VEHICLE ZONE CHARACTERISTICS

*The **vehicle zone** refers to the portion of the bus stop zone located within the roadway, where transit vehicles dwell to pick up and drop off passengers.*

This section addresses characteristics of the **vehicle zone**—those in-street design characteristics that affect bus stop spacing, location, and the configuration of bus stop zones, which in turn influence both system performance and customer satisfaction. While Intercity Transit has standard bus stop designs and a preferred placement of stop zones, other street design characteristics also factor into bus stop design and location decisions, including roadway curves, lane configurations, block lengths, and traffic speeds. IT also factors into its decisions bus route frequency and stop ridership, as well as surrounding land use zoning and density.

3.1 BUS STOP SPACING

Bus stop spacing is influenced by a number of factors, and trade-offs must be considered between travel times and walking distances between bus stops.

Generally, Intercity Transit aims to place a bus stop every 1,000 feet (or about every one-fifth of a mile) along a fixed route with regular transit service. Stops may be placed closer together or farther apart, however, depending on the frequency of bus service, the size of blocks, and the density of households and jobs along a bus route. Bus stops are generally closer together in densely built downtown Olympia, for example, and spaced farther apart as one travels away from the urban core.

IT considers trade-offs between travel times and walking distances between bus stops. Placing stops closer together, for example, decreases passenger walking distances but slows down bus service. Table 3-1 describes Intercity Transit's general recommendations for spacing bus stops.

Table 3-1 Recommended Bus Stop Spacing

ENVIRONMENT	SPACING RANGE
Highest density and bus frequency	500–1,000 feet
Moderate density and bus frequency	800–1,200 feet
Low density and bus frequency	1,200+ feet

Source: Adapted from TCRP Report 19

3.2 BUS STOP POSITION

Far-side stops are Intercity Transit's preferred bus stop position, but other positions may be considered when warranted by a site's context.

Bus stops can be located in one of three areas on the street, which can generally be described by their proximity to an intersection or location within a block:

- **Far-side stops** are those located immediately *past* an intersection (in the direction of travel).
- **Near-side stops** are those located immediately *prior to* an intersection.
- **Mid-block stops** are those located in the *middle* of a block, away from the intersections.

Stop position can be determined by a variety of factors, including pedestrian access and ADA considerations, passenger safety, traffic signals and stop spacing, location of buildings and driveways, and the availability of right-of-way to locate a stop and/or enhance one in the future. Each position has its advantages and disadvantages; Figure 3-1 on the following page illustrates each of the three stop positions, and Table 3-2 details the trade-offs that should be considered when placing a bus stop.

3.2.1 Preferred Bus Stop Position

Far-side is the preferred bus stop position for Intercity Transit's stops. Where practicable, bus stops should be located on the far side of a street intersection, or pedestrian crosswalk, to reduce the space required for the bus stop zone and to minimize conflicts between buses re-entering the traffic stream and vehicles making right turns onto cross-streets. On routes with transit signal priority (see text box below), far-side stops also allow the bus to get through the intersection faster to board and alight passengers, as opposed to delaying traffic on the near side and then potentially getting stopped again at the traffic signal.

In addition to the far side of the intersection, IT also prefers bus stops (often mid-block stops) to be placed on the far side of pedestrian crossings. Placing the bus on the far side of the crossing discourages passengers exiting the bus from attempting to cross the street in front of the bus. While far-side positions are often preferred, it may be necessary in some cases to place a bus stop mid-block or on the near side of an intersection or crosswalk, as outlined in Table 3-2.

WHAT IS TRANSIT SIGNAL PRIORITY?

IT uses Transit Signal Priority (TSP) on certain routes to give buses priority on our busiest and most congested corridors. TSP facilitates transit vehicle movement through signalized intersections using priority request generators installed on buses and a "queue jump" lane (usually a right-turn or bus-only lane) on the intersection approach. This allows buses to bypass queues and enter traffic flow in a priority position at busy intersections. Applied thoughtfully, TSP treatments can significantly reduce delay, improve reliability, and allow transit service to be time-competitive with other modes of travel.

Queue jump lane on State Ave. at Washington St., westbound

Figure 3-1 Bus Stop Position in Relation to Intersections

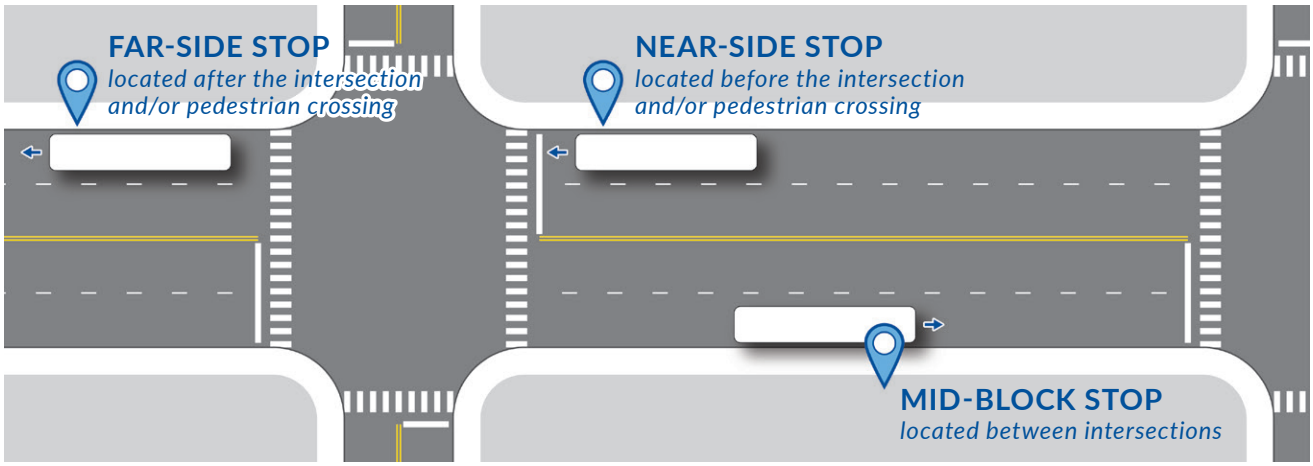


Table 3-2 Advantages and Disadvantages of Each Bus Stop Position

BUS STOP POSITION	ADVANTAGES	DISADVANTAGES
FAR-SIDE (PREFERRED) **Recommended at:** » Complex intersections with multi-phase signals » Intersections where traffic is heavier on the near side than on the far side » Intersections with a high volume of right turns » Pedestrian crossings behind a bus (at a crosswalk) are better than crossings in front of a near-side stop	» Provides additional turn capacity by making curb lane available for traffic » Minimizes conflicts between right turning vehicles and parked buses » Results in bus drivers taking advantage of gaps in traffic flow created at intersections » Encourages pedestrians to cross behind the bus » Minimizes sight distance on intersection approach » Reduces wear on buses and streets by avoiding lane shifts during braking	» Intersections may be blocked during peak periods by parked buses » May increase sight distance problems for pedestrians » A bus may stop at a far-side stop just after stopping at a red light » May increase number of rear-end collisions, as drivers do not expect buses to stop again after a red light
NEAR-SIDE **Recommended when:** » There are no far-side stop options » Traffic is heavier or more complicated on the far side (such as with roundabout intersections) » Existing pedestrian conditions are better than on the far side	» Minimizes interference when traffic is heavy on far-side of intersection » Keeps intersection's far side clear to receive turns » Allows passengers to access buses closer to the crosswalk » Allows passengers to board and alight while bus is stopped at light » Provides driver with opportunity to look for oncoming traffic	» Increases conflicts with right-turning vehicles » May result in buses obscuring curb-side traffic-control devices and crossing pedestrians » May hide a stop sign on the right corner when bus is stopped » Increases sight distance problems for crossing pedestrians » Makes transit priority treatments less effective » Double stop potential—once to serve the stop and then again if the light is red
MID-BLOCK **Recommended at:** » Intersections with problematic traffic » Locations where a passenger traffic generator is located mid-block » Locations with large distances between uncontrolled intersections	» Minimizes sight distance for vehicles, pedestrians » Stops can be adjacent to major activity centers » May result in passenger waiting areas with less pedestrian congestion	» Requires additional distance along curb for no-parking zone » Encourages jaywalking » Increases walking distance for patrons crossing intersections

Source: Adapted from NACTO Transit Street Design Guide and other sources

As the first point of contact between the passenger and the transit service, the bus stop is a critical element in a transit system's overall goal of providing timely, safe, and convenient transportation.

3.2.2 General Considerations

As the first point of contact between the passenger and the transit service, the bus stop is a critical element in a transit system's overall goal of providing timely, safe, and convenient transportation. Bus stop zones should be of adequate length to allow a standard 40' bus to clear crosswalks and not obstruct intersections when serving bus stops.

The physical location of any bus stop zone will be primarily determined by the following standards:

- Maximizing safety;
- Optimizing operational reliability and efficiency;
- Minimizing risks of collision or interference with adjacent trees, vegetation, or utilities;
- Minimizing impacts to adjacent property; and
- Compatibility with other right-of-way uses.

3.2.3 Additional Considerations

ROUNDABOUT INTERSECTIONS

Roundabout intersections present a unique situation for siting a bus stop. Because roundabouts are specifically designed to keep traffic flowing, it can be difficult to site a bus stop in the preferred far-side location.

At single-lane roundabouts, the preferred bus stop location is near-side, behind the pedestrian crossing. This prevents queueing into the roundabout while also maintaining pedestrian safety. If it cannot be located at the near-side pedestrian crossing, it should be located on the far side with a pull-out or at a sufficient distance from the roundabout to prevent queuing into the roundabout.

At multi-lane roundabouts, the preferred bus stop location is a far-side stop with a pull-out. This prevents queueing into the roundabout and doesn't impact pedestrian crossing safety.

3.3 BUS STOP CONFIGURATION

Bus stop configuration refers to the design of the vehicle zone where a bus stops—or dwells—when it picks up and drops off passengers. Intercity Transit considers a stop's ridership, street design, vehicle speeds, available space, and other factors when determining where buses dwell. There are different bus stop configurations, as illustrated in Figure 3-2, that should be considered depending on the roadway and intersection layout and other aspects of the site's context:

IN-LANE CONFIGURATIONS

- **Curbside stops** are the simplest configuration, with the bus stopping in the travel lane to pick up and drop off passengers.
- **Bulb-out stops** utilize an extension of the sidewalk into the parking lane to align the stop with the travel lane, and also allow buses to remain in the travel lane to serve the stop.

OUT-OF-LANE CONFIGURATIONS

- **Pull-out stops** require buses to pull completely out of the travel lane into an engineered pull-out area to serve the stop; they must then merge back into the travel lane.
- **Wide shoulder stops** are different from an engineered pull-out zone and occur when there is a shoulder wide enough to accommodate a curbside pull-out.

*Generally, Intercity Transit prefers **in-lane stops**, where buses dwell within the travel lane, so as to avoid conflicts associated with re-entering the traffic stream.*

3.3.1 Preferred Bus Stop Configuration

Generally, Intercity Transit prefers in-lane stops, where buses dwell within the travel lane, so as to avoid conflicts associated with re-entering the traffic stream. Sometimes, however, a site's unique context warrants alternative bus zone designs. Each of the configuration types is described in more detail below, and Table 3-3 describes the advantages and disadvantages of each.

3.3.2 Recommendations for Each Configuration Type

IN-LANE CONFIGURATIONS

With in-lane stops, the bus remains in the rightmost travel lane to pick up and drop off passengers. As noted in Section 3.3.1, in-lane stops are Intercity Transit's preferred bus stop configuration.

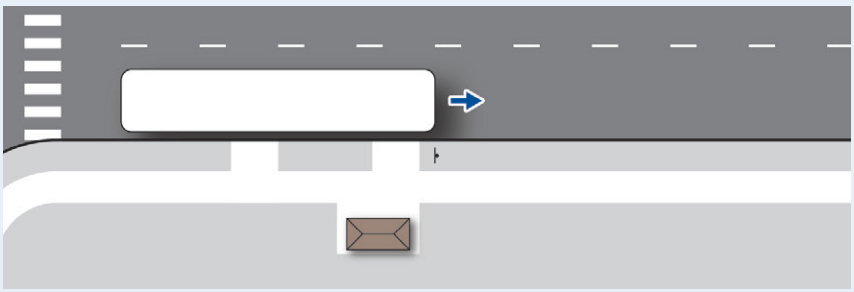
Curbside Stops

The most common design is a curbside stop that consists of a dedicated zone on the street curb for passenger loading and unloading. Bus stops must be clear of parking and loading zones in order to guarantee space for the bus to stop. IT cannot guarantee bus stop accessibility unless the bus has a clear path to the curb.

In order for buses to be able to pull completely to the curb, Intercity Transit needs the vehicle zone, where the bus dwells at the curb, to be free of parked vehicles and other obstacles. This can be achieved by clearly marking a curbside bus stop as a "no parking" or "bus only" zone with signs and/or curb painting.

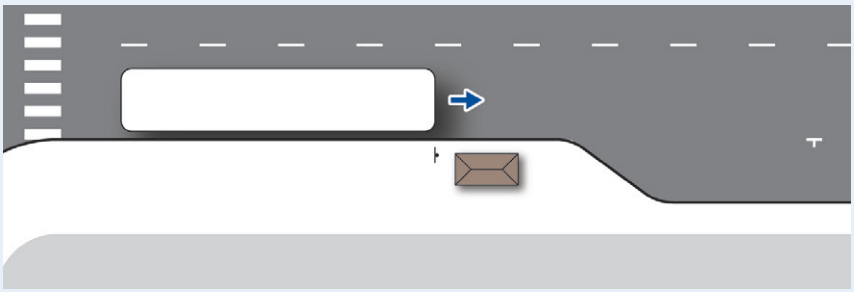
Figure 3-2 Bus Stop Configurations

IN-LANE CONFIGURATIONS



CURBSIDE STOP

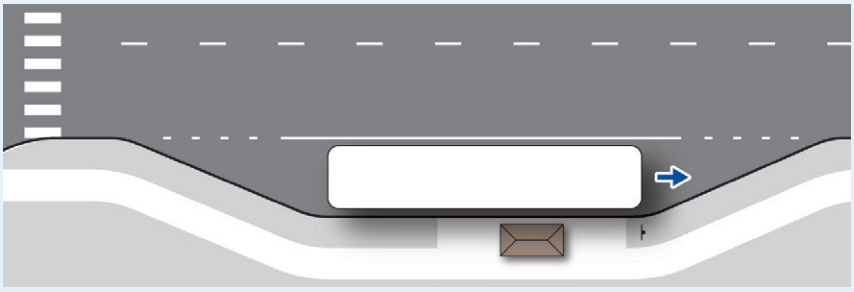
Curbside stop on Capitol Way at Maple Park Ave., northbound



BULB-OUT STOP

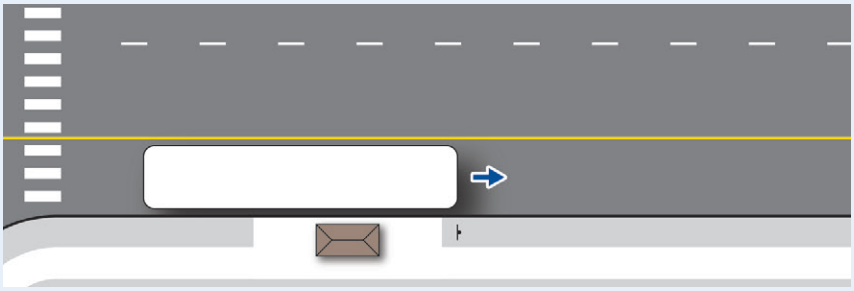
Bulb-out stop on Capitol Way at A Ave., southbound

OUT-OF-LANE CONFIGURATIONS



PULL-OUT STOP

Pull-out stop on Capitol Blvd. at Israel Rd., southbound



WIDE SHOULDER STOP

Wide shoulder stop on 4th Ave. at Central St., eastbound

Bulb-Out Stops

A bus bulb-out is a horizontal curb extension into the adjacent on-street parking lane, allowing the bus to remain in the rightmost travel lane when loading and unloading passengers. The bulb typically replaces a small section of on-street parking to allow passengers to safely reach the bus, which allows for a larger waiting area and also allows for buses to proceed quickly after loading passengers. The addition of a bulb-out can also help overcome limitations on sidewalk space near bus stops.

Bulb-outs are typically associated with near- or far-side bus stops, but can also be effective for mid-block stops. Bulb-outs should be considered at the following bus stop locations:

- Locations with high pedestrian activity and limited sidewalk area;
- Locations where vehicles queue up frequently and make it difficult for buses to merge in and out of traffic;
- Locations where traffic volumes inhibit safely accessing a curb stop;
- Locations with limited sidewalk space where shelters and benches are needed or desired; and
- Locations with lengthy pedestrian crossing distances or multi-lane roads without a pedestrian refuge.

Bulb-out designs must be consistent with the local jurisdiction's transportation engineering and design standards. The NACTO Transit Street Design Guide provides useful design guidance for bus bulb-outs and other transit infrastructure.

OUT-OF-LANE CONFIGURATIONS

Out-of-lane stops, which require buses to pull completely out of the travel lane to pick up and drop off passengers, are inefficient and often less preferred to in-lane stops. IT encourages bus pull-outs and wide shoulder stops to be used only in certain settings, such as higher-speed streets.

Pull-Out Stops

A bus pull-out is a specifically designed area outside the normal travel lanes where a transit bus can exit traffic to serve the stops. The pull-out typically coincides with the curb and sidewalk design and has tapers on both ends for deceleration/acceleration; they require the curb to be set back from the travel lane to bring the bus out of the flow of traffic. A pull-out stop requires the bus to pull completely out of and merge back into the travel lane in order to serve the stop.

Pull-out stops can be considered at locations where:

- Higher vehicle speeds, along with limited sight distance, may generate an unsafe condition for the bus and motorists;
- Longer-than-average dwell times occur, such as scheduled layovers or operator relief points; or
- The design of the roadway is such that the distance between the travel lane and the passenger zone (i.e. sidewalk or roadside) is large enough for the bus to completely exit the travel lane.

Table 3-3 Advantages and Disadvantages of Each Bus Stop Configuration

IN-LANE STOPS (PREFERRED)		
Stop Configuration	**Advantages**	**Disadvantages**
Curbside Stop Recommended at most locations.	» Provides easy approach for bus drivers and results in minimal delay to the bus » Simple design and less expensive to install » Easier to adjust exact positioning	» Can cause traffic delays since bus stops in the travel lane » May cause drivers to make unsafe passing maneuvers
Bulb-Out Stop Recommended at locations with: » High pedestrian activity and limited sidewalk area » Frequent vehicle queues that make it difficult to merge in and out of traffic » Heavy traffic volumes » Limited sidewalk space where shelters and benches are needed » Lengthy pedestrian crossing distances	» When located on a street with on-street parking, removes fewer parking spaces than other types » Minimizes conflicts between waiting passengers and pedestrians walking through the bus stop area » Provides additional sidewalk area for passengers » Helps maximize speed and efficiency of the transit network	» Can cause traffic delays since bus stops in the travel lane » May cause motorists to make unsafe passing maneuvers » Costs more to install compared to curbside stops
OUT-OF-LANE STOPS		
Stop Configuration	**Advantages**	**Disadvantages**
Pull-Out Stop Recommended at locations with: » Higher speed roads with limited sight distance » Longer-than-average dwell times occur frequently » There is a layover or relief point for bus drivers	» Bus is out of travel lane, minimizing delay to traffic » Passengers board/alight out of traffic	» Re-entry into congested traffic can be difficult and cause delays to bus service » Expensive to install, making relocation difficult/expensive » Can increase the chance of collisions as buses re-enter the roadway
Wide Shoulder Stop Recommended at locations with: » Two or more buses are likely to be serving a stop simultaneously » Longer-than-average dwell times occur frequently » There are large gaps between the travel lane and the sidewalk (or roadside)	» Bus is out of travel lane, minimizing delay to traffic » Passengers board/alight out of traffic	» Re-entry into congested traffic can be difficult and cause delays to bus service » The bus may be required to negotiate on-street parking or other roadside obstacles that prevent reliable access to the bus stop » Can increase the chance of collisions as buses re-enter the roadway

Source: Adapted from NACTO Transit Street Design Guide and other sources

The WSDOT Design Manual recommends that a bus pull-out should incorporate a deceleration lane or taper on the approach, a staging area for all anticipated buses, and a merging lane or taper exiting the pull-out. As roadway operating speeds increase, the taper length should increase accordingly.

Wide Shoulder Stops

Transit buses can also serve out-of-lane wide shoulder stops, which are similar in function to an engineered pull-out but do not include deceleration/acceleration tapers that coincide with curb and sidewalk design. Wide shoulder stops often compete with other roadside uses and therefore offer less surety for bus access.

As with pull-out stops, wide shoulder stops can be considered at locations where:

- Higher vehicle speeds, along with limited sight distance, may generate an unsafe condition for the bus and motorists;
- Longer-than-average dwell times occur, such as scheduled layovers or operator relief points; or
- The design of the roadway is such that the distance between the travel lane and the passenger zone (i.e. sidewalk or roadside) is large enough for the bus to completely exit the travel lane.

WHY NOT INSTALL PULL-OUTS AT ALL BUS STOPS?

Intercity Transit often gets asked why we don't create pull-out lanes at all stops so buses don't have to stop in the travel lane to load and unload passengers. In short, keeping the bus in the travel lanes allows IT to provide the most efficient bus service possible.

Pull-out stops require buses to pull completely out of the travel lane to serve the stop before merging back into traffic. **It is quicker, easier and safer for the bus to stop in the travel lane than it is to pull out of the lane and then try to merge back in again.** Re-entry into congested traffic can be difficult and cause delays to bus service.

However, this doesn't mean pull-out stops are inappropriate in all cases. Pull-out stops are recommended on high-speed roads, stops with longer-than-average dwell times, or where multiple buses are likely to be serving the stop at the same time. See Table 3-3 for additional information and a comparison of the various bus stop configurations.

Pull-out bus stop on Rural Rd. at 48th Ave., northbound

3.3.3 Additional Considerations

DRIVEWAY LOCATION

Maintaining adequate separation between driveways/intersections and bus stop zones can increase the safety and efficiency of both the roadway and transit service. When locating a bus stop in relation to existing driveways or locating a driveway in relation to an existing bus stop, the following guidelines should be taken into consideration:

- A bus stop should not be located where the transit vehicle will block sight distance from a driveway or road intersection.
- Driveways should not be located within the taper of a bus pull-out.
- Ideally, the bus stop zone should be located at least 20 feet from any driveways.

4 PASSENGER ZONE CHARACTERISTICS

*The **passenger zone** refers to the portion of the bus stop zone located behind the curb (outside of the roadway) where transit riders wait, board, and alight the bus.*

Passenger zone characteristics refer to those bus stop features located behind the curb—outside of the roadway—that are associated with bus riders' access, equity, comfort, safety, and convenience. Such characteristics include signage and landing pads, as well as certain amenities including shelters, benches, and garbage cans. Passenger zones coincide with adjacent infrastructure such as sidewalks, streetlights, and connected walkways. Transit stops are where transit passengers and transit vehicles meet and interact—and the characteristics of the passenger zone define these interactions and contribute to the overall experience of using public transportation.

The success of a transit system depends in large part on how well the passenger zone responds to the needs of people riding and operating transit, and how well it works with the design of transit vehicles themselves. It must accommodate various forms of ability and provide capacity for predictable and reliable boarding, alighting, and waiting for transit buses without unnecessarily interrupting the flow of pedestrian traffic on nearby sidewalks. Each configuration presents its own opportunities, benefits, and challenges, interacting differently within street, passenger, and transit operations contexts.

Newly constructed or altered bus stops should meet the standards in this section to the maximum extent feasible.

4.1 BUS STOP INFRASTRUCTURE

Intercity Transit considers a bus stop's ridership, location, and other criteria when determining whether the stop should have a bus shelter or sign pole, pad(s), and other amenities. This section describes IT's recommended standards for any infrastructure provided at a new or retrofitted bus stop.

4.1.1 Signage

All active bus stops are required to have an Intercity Transit bus stop sign. IT will arrange for the installation of the signage at the time service is initiated at a stop.

4.1.2 Landing Pads

All new or retrofitted bus landing and shelter pads should be designed to the engineering standards set by Intercity Transit and the local jurisdiction, and should seek to comply with federal Americans with Disabilities Act (ADA) universal access requirements.

All new and retrofitted landing pads should have sufficient surface area to enable riders to board and alight from the front and rear doors of Intercity Transit's 40-foot buses. This can be accomplished by building one large pad that is at least 24' wide. A single 24' pad is often capable of supporting a standard bus shelter and represents Intercity Transit's preferred design. In some settings where a single 24' landing pad is not feasible, an alternative design of two separated front and rear landing pads, with a linear distance of 18' between pad centerlines (12' space between pads' inner edges; see Appendix B) is acceptable.

In both landing pad applications it is recognized that the forward pad (or portion of the pad) coincides with the designated accessible entrance/exit of the transit bus; the landing pad (or portion of the pad) that coincides with the rear doors of the bus are secondary and may not conform to accessibility standards for slope. Depending on the bus stop's surroundings and past or projected usage, Intercity Transit may ask the local jurisdiction permission to place landing pads flanking trees in planter strips or to trim or remove trees. Inadequate space for a landing pad may necessitate private property agreements where available.

4.1.3 Lighting

Practical, adequate lighting should be provided at bus stops and waiting areas for passengers; new or redeveloped projects should seek to locate bus stops within the available light-shed of new or existing street lighting. A well-lit waiting area will not only increase a pedestrian's feelings of security but will also allow a transit vehicle operator to clearly see the bus stop area, identify waiting passengers, and spot possible obstructions in the stop area.

4.1.4 Bus Shelters and Other Amenities

Intercity Transit maintains discretion over which bus stops within the network warrant certain amenities such as shelters and benches. To the extent a site can accommodate, higher ridership areas are often enhanced with a higher level of patron amenities such as a shelter, bench, bike rack, or trash receptacle. Lower ridership areas are likely to have fewer amenities.

It is IT's standard to install shelters in a forward-facing—i.e. opening toward the roadway—orientation. In most cases, shelters should be installed behind the sidewalk. In cases where available right-of-way is limited and the shelter must be installed directly on the sidewalk, an accessible route with a minimum 3-foot clear width must be maintained. Final placement will be coordinated with Intercity Transit; bus shelters will be placed and designed to engineering standards set by Intercity Transit and the local jurisdiction (see Appendix B).

4.2 PASSENGER ACCESSIBILITY

It is essential that bus riders have safe access to their bus stop. Walking on narrow roadway shoulders, through mud or puddles, or through ditches is unacceptable to most bus riders and is both unsafe and uninviting. It is important to consider the collective needs of the entire community, including persons with any form of disability or special need.

New or redeveloped projects should construct passenger zones at the transit stop that are integrated with the greater accessible pedestrian network.

Making new stops conform to ADA physical dimension requirements is relatively easy. The ADA, however, is concerned with more than physical dimensions. It also involves accessibility from the point of origin to the final destination. For example, to get to the bus stop, individuals with limited mobility or vision need a path that is free of obstacles, as well as a final destination that is accessible. A barrier-free bus stop or shelter is of little value if the final destination is not accessible. New or redeveloped projects should construct passenger zones at the transit stop that are integrated with the greater accessible pedestrian network.

The "equal access" provisions of the ADA require that the route for persons with limited mobility or vision be as accessible as the route used by those without disabilities. A person with disabilities should not have to travel farther, or use a roundabout route, to get to a designated area. Minimum accessibility requirements for various characteristics of the passenger zone are described in Table 4-1.

Table 4-1 Minimum Passenger Zone Accessibility Requirements

CHARACTERISTIC	ACCESSIBILITY REQUIREMENTS
Access	» There should be a minimum 3' of clear width (walking surface) around bus shelters and seating, with some exceptions, per ADA provision 403.5.1. The NACTO Transit Street Design Guide, however, recommends a minimum of 4' to ensure riders are able to wait, board, and alight without obstruction.
Forward Positioned Landing Pads	» Landing pads — the area where a bus can deploy an accessible lift or ramp — require a grade of no more than 2 percent perpendicular to the vehicle roadway, per ADA provision 810.2.2. » Bus stop boarding/alighting areas shall provide a clear length of 96 inches (8') minimum, measured perpendicular to the curb or roadway edge, and a clear width of 60 inches (5') minimum, measured parallel to the roadway, consistent with provision 810.2.4.
Shelters	» Bus shelters should provide a minimum clear floor or ground space complying with provision 305 entirely within the shelter. » Shelters should be connected by an accessible route complying with provision 402 to a boarding and alighting area complying with provision 810.2.
Signage	» Intercity Transit will install bus stop signs and seek to comply with provision 703.5 for visual characters. » Bus schedules, timetables, and maps posted at a bus stop or bus bay are not required to comply, per provision 810.4.

Source: 2010 ADA Standards for Accessible Design

4.3 DESIGN CONSIDERATIONS ASSOCIATED WITH FIXED OBJECTS

Bus stops are generally designed around fixed objects. As with other constraints that influence bus stop design, such as limited right-of-way, fixed objects will influence the position, type, and location of amenities included at a bus stop. Intercity Transit will work with jurisdictions to ensure bus stops are compatible with any fixed objects that may be present. Recommendations for fixed objects that commonly coincide with bus stops are presented below.

4.3.1 Trees and Vegetation

Trees often present maintenance and operational issues at bus stops. Where possible, Intercity Transit desires a minimum 50' clear zone free of trees or shrubs on the leading side of the bus stop and a clear zone around the shelter/signage pole to allow bus access and rider visibility and safety. In some cases, Intercity Transit will work with the jurisdiction to request removal of trees or pruning of branches that hang less than 16' above the travel lane in order to avoid conflicts with buses.

4.3.2 Stormwater Infrastructure

Bus stops should avoid siting landing pads across stormwater swales whenever possible. If unavoidable, landing pads placed over swales must be 32' in length to compensate for the absence of adjacent ground.

Additionally, when placing a bus stop, it's important to avoid any negative impacts on nearby stormwater facilities. If the bus pad is located in a ditch or swale, a culvert with a 6" minimum diameter should be placed under the pad (culvert diameter will vary depending on the jurisdiction).

If the bus pad is impacting a bioretention facility that is being used for treatment, a perforated pipe surrounded by rock and filter fabric should be used (see details located in Appendix B).

To reduce ponding issues, the pad should have a minimum slope of 1% toward the roadway.

4.3.3 Utility Poles and Vaults

Utility poles and vaults must be accessible to utility providers. A clear zone of 4' around a utility pole is required. Offsets from guy wires can often be readjusted to accommodate bus stop amenities and pedestrian access.

Utility vault accessibility requires consideration of vault location when designing bus stops, as well as the means of access to a vault. The areas around vaults must be kept clear to allow for opening and removal of lids or doors.

4.3.4 Fire Hydrants

Fire hydrants must be accessible to firefighters. Intercity Transit will work with the jurisdiction to place bus stops around fire hydrants to ensure visibility and access for emergency vehicles; bus zones are considered compatible with hydrants, as transit vehicles dwell only momentarily at stops.

4.3.5 Irrigation Systems

Irrigation systems may be integrated into the bus stop design if piping can be relocated and/or capped to keep the system intact.

APPENDIX A

Glossary of Terms

Glossary of Terms

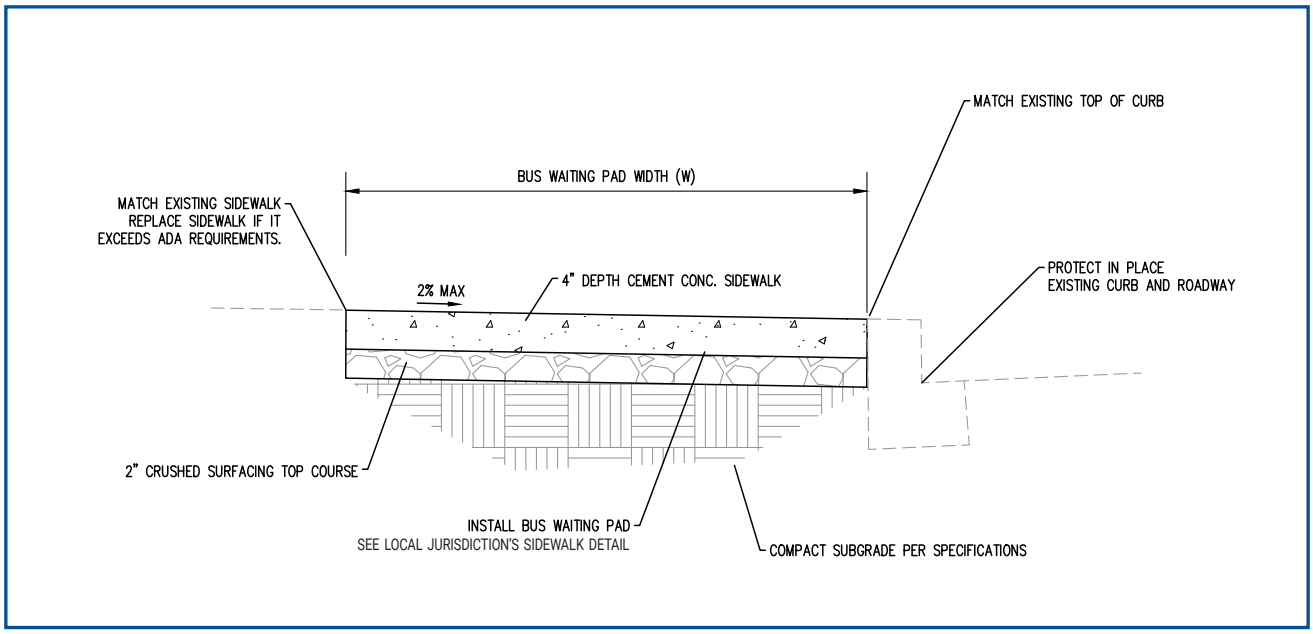
Alight	To get off or out of a transportation vehicle.
Amenities	Bus stop features, such as shelters and lighting, that enhance bus riders' comfort while waiting at the stop.
Americans with Disabilities Act (ADA)	A federal civil rights law, adopted in 1990, that establishes guidelines to ensure accessibility to those with disabilities. The ADA prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. No new Intercity Transit bus stop may be added unless it meets minimum ADA guidelines.
Board	To get on or into a transportation vehicle.
Bulb-Out Stop	A bus stop with a horizontal curb extension that aligns the transit stop with the parking lane, allowing for an in-lane stop; used to overcome limitations on sidewalk space.
Bus	The transit vehicle.
Bus Ramp	A ramp deployed from a bus to reduce the vertical height needed to board the bus and help facilitate boarding and alighting for persons using mobility aids or those with difficulty climbing steps.
Bus Stop	An on-street location marked with site-specific signs, indicating where buses will stop to load and unload passengers.
Bus Stop Configuration	Refers to the configuration of the vehicle zone where a bus dwells when it drops off and picks up passengers. Bus stop configuration can be classified as in-lane (curbside or bulb-out stops) or out-of-lane (pull-out or wide shoulder stops).
Bus Stop Position	A bus stop's placement on the street relative to its proximity to an intersection or location within a block, generally described as far-side, near-side, or mid-block.
Bus Stop Spacing	The distance between bus stops along a fixed transit route. Intercity Transit generally aims to place a stop every 1,000 feet along a fixed route with regular service, though stops may be placed closer together or farther apart depending on service frequency, block size, and the density of households and jobs along a route.

Bus Stop Zone	Encompasses all elements of the bus stop, including the vehicle zone (in the street) and the passenger wait zone (behind the curb).
Curbside Stop	Bus stop located in a travel lane, allowing the bus to serve the stop and continue the route without having to merge out and then back into the travel lane.
Driver	An individual responsible for driving an IT transit vehicle. Also referred to as an "operator."
Dwell Time	The length of time the transit vehicle is stationary while serving a stop.
Dwell Zone	The space, in the street, needed for a transit vehicle to stop at the curb, or edge of roadway, and perform dwell functions: rider boarding and alighting, fare collection, etc.
Far-Side Stop	A bus stop located immediately following an intersection (in the direction of travel).
In-Lane Stop	A stop where the bus dwells in the travel lane to drop off and pick up passengers; in-lane stop types include curbside stops and bulb-out stops. Generally, Intercity Transit prefers in-lane stops (as opposed to out-of-lane stops) so as to avoid conflicts associated with re-entering the traffic stream.
Landing Pad	A location, generally constructed of concrete, asphalt, or similar material, where passengers board and alight from buses.
Mid-Block Stop	A bus stop, located in the middle of a block or between intersections, that is not a far-side or near-side stop.
Near-Side Stop	A bus stop located immediately before an intersection (in the direction of travel).
Out-of-Lane Stop	A stop where the bus pulls completely out of the travel lane to drop off and pick up passengers; out-of-lane stop types include pull-out stops and wide shoulder stops.
Passenger	An individual who rides a transit vehicle. Also referred to as a "rider."

Passenger Zone	The area behind the curb (outside of the roadway) where transit riders wait, queue, board, and alight the bus. The clear zone is 6 ft. deep min., and includes the bus stop sign, accessible boarding area, space for a bus shelter, and other streetscape amenities.
Pull-Out Stop	Bus stop located in a pull-out bay, with tapers on both ends, requiring the bus to pull completely out of and merge back into the travel lane in order to serve the stop.
Right-of-Way	A type of easement granted or reserved over the land for transportation purposes.
Shelter	A covered area at bus stops installed for passengers to use while waiting for a bus.
Sight Distance	The length of roadway visible to an operator.
Standard Drawings	Design and construction drawings for IT's transit facilities including, but not limited to, architectural, construction, civil, and structural plans.
Transit Signal Priority (TSP)	A bus priority treatment that improves transit speed and reliability between stops by changing the designation of street space and/or the operation of traffic signals, allowing buses to have priority passage on the busiest and most congested corridors as a means to help transit stay on schedule.
Vehicle Zone	The portion of the bus stop zone located within the roadway, where transit vehicles dwell for passengers to board and alight.
Wide Shoulder Stop	An out-of-lane stop that occurs when there is a shoulder wide enough for the bus to pull completely out of the travel lane to serve the stop, without an engineered pull-out zone.

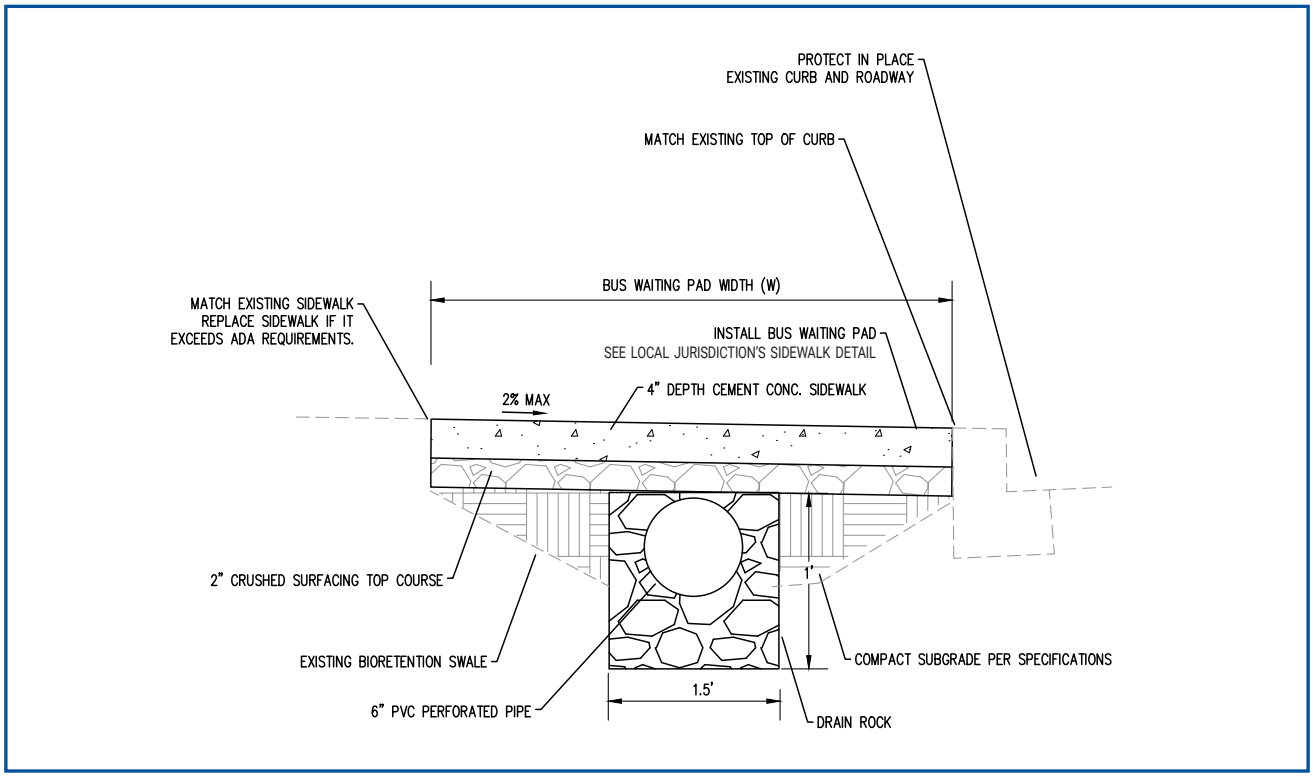
APPENDIX B

Technical Specifications



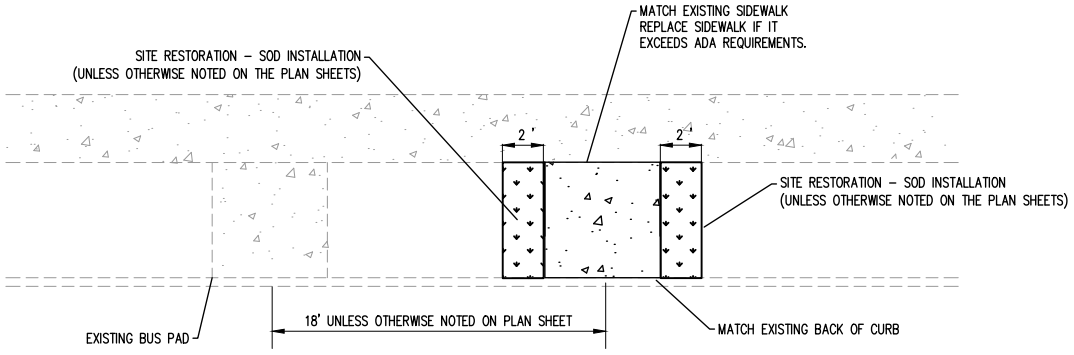
BUS PAD, TYPICAL

CROSS SECTION *not to scale*



BUS PAD IN A BIORETENTION FACILITY

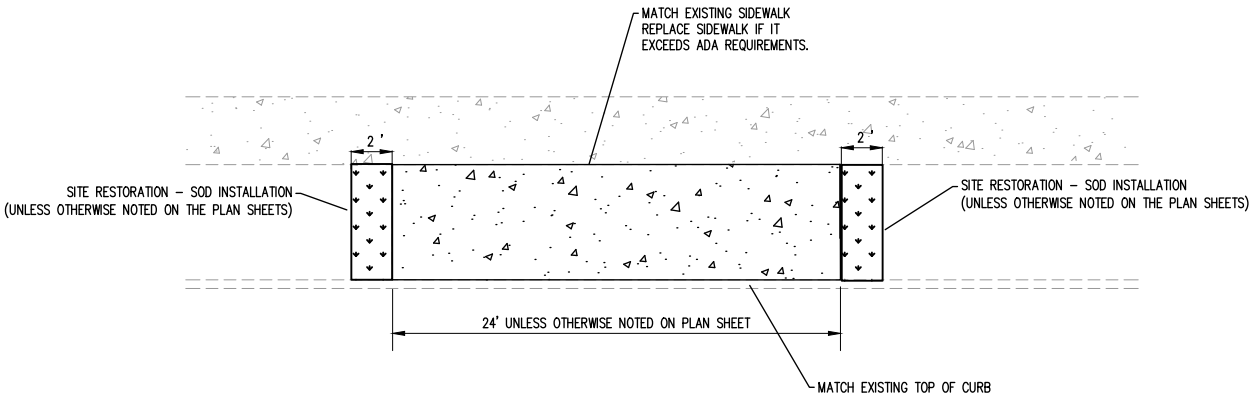
CROSS SECTION *not to scale*



REAR BUS PAD

PLAN VIEW

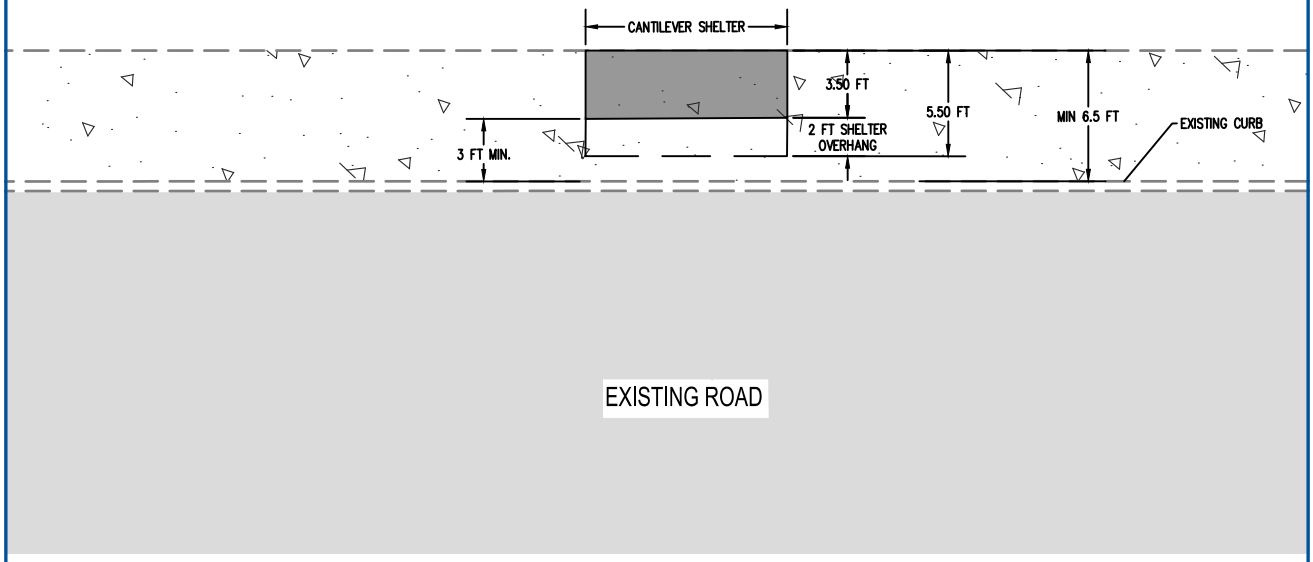
not to scale



LARGE BUS PAD

PLAN VIEW

not to scale



GENERAL NOTES:

1. It is Intercity Transit's standard to install forward-facing shelters.
2. Minimum clear width of an accessible route shall be 36 in.
3. Accessible route for 90-degree turn requires a path width of 36 in.
4. Bus pads shall meet ADA requirements for accessible design, Sections 305, 402, and 810.2.

BUS SHELTER LAYOUT

PLAN VIEW

Scale: 1" = 10'-0"

APPENDIX C

Resources

Resources

2010 ADA Standards for Accessible Design

https://www.ada.gov/law-and-regs/design-standards/2010-stds/

The Americans with Disabilities Act (ADA) is a federal civil rights law that establishes guidelines to ensure accessibility to those with disabilities. The ADA *Standards for Accessible Design* set minimum accessibility requirements for newly designed and constructed facilities, including transit facilities. No new Intercity Transit bus stop may be added unless it meets minimum ADA guidelines.

Intercity Transit Short- and Long-Range Plan

https://www.intercitytransit.com/sites/default/files/IntercityTransitShort-%26Long-RangePlan.pdf

Intercity Transit's *Short- and Long-Range Plan* establishes a long-term vision for transit in Thurston County, as well as near-term strategies to improve service and move toward that vision over time. It provides the framework for technical review of current fixed route services and also serves as a roadmap for future service enhancements.

NACTO Transit Street Design Guide

https://nacto.org/publication/transit-street-design-guide/

The *Transit Street Design Guide* provides design guidance for the development of transit facilities on city streets, and for the design and engineering of city streets to prioritize transit, improve transit service quality, and support other goals related to transit. The guide has been developed on the basis of other design guidance, as well as city case studies, best practices in urban environments, research and evaluation of existing designs, and professional consensus.

TCRP Report 19: Guidelines for the Location and Design of Bus Stops

https://nacto.org/docs/usdg/tcrp_report_19.pdf

The Transit Cooperative Research Program develops near-term, practical solutions to problems facing transit agencies. This report offers guidelines on various issues including bus stop placement, safety checklists, amenity layout, etc.

WSDOT Design Manual, Chapter 1730: Transit Facilities

https://wsdot.wa.gov/publications/manuals/fulltext/M22-01/1730.pdf

Chapter 1730 of WSDOT's *Design Manual* provides general guidance for the siting and design of transit facilities. It is intended for use by WSDOT engineering and planning staff, local transit providers, developers, and local agencies engaged in the collaborative development of transit facilities on or adjacent to state highways.

INTERCITY TRANSIT

2023 Annual Report
2024–2029 Transit Development Plan

INTERcity TRANSIT

Prepared by: **Intercity Transit Development Department**

Table of Contents

Intercity Transit complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color, or national origin.
If you have any questions concerning this policy or practice please, contact: Intercity Transit, 510 Pattison SE (physical address), PO Box 659 (mailing address), Olympia, WA 98507 or by calling the agency's Title VI Officer, Peter Stackpole at 360-786-8585 or email at TitleVI@intercitytransit.com.

This document can be made available in other accessible formats. Please contact Customer Service at 360-786-1881 or outside Thurston County at 1-800-287-6348 TTY at 360-943-5211, Fax at 360-943-8760, or customerservice@intercitytransit.com.

Section 1 – Plan Adoption, Public Hearing, and Distribution

Plan Requirement – Conduct at least one public hearing about the transit development plan's contents. Identify within the plan the date of the hearing and whether your governing body took and action to approve the plan.

Intercity Transit Authority Board Members (2023)

Clark Gilman — Chair, City of Olympia
Justin Belk— Vice Chair, Community Representative
Carolyn Cox — City of Lacey
Carolina Mejia — Thurston County
Debbie Sullivan — City of Tumwater
Brian Hess — City of Yelm
Don Melnick — Community Representative
Sue Pierce — Community Representative
Mark Neuville — Labor Representative

Emily Bergkamp – General Manager

In accordance with RCW 35.58.2795, Intercity Transit has prepared and submitted this Annual Report for 2023 and a subsequent Transit Development Plan (TDP) for years 2024 through 2029. The purpose of the Annual Report is to summarize the major or significant events that affected delivery of transit services in the Thurston County Public Transportation Benefit Area (PTBA). Additionally, this document illustrates projected changes in local transit services during the next five years based on known facts and forecasted trends. The methods and strategies proposed by Intercity Transit staff and endorsed by the Authority Board of Directors necessary to fulfill the provisions contained in our Mission and Vision statements are described in this plan.

Mission Statement

To provide and promote transportation choices that support an accessible, sustainable, livable, healthy, and prosperous community.

Vision Statement

To be a leading transit system in the country, recognized for our well-trained, highly motivated, customer-focused, community-minded employees committed to enhancing the quality of life for all of Thurston County.

Public Hearing

Public comment is encouraged with each annual update of the TDP. This year's public hearing is scheduled for Wednesday, July 17, 2024, at the Intercity Transit Authority meeting, 510 Pattison St SE, Olympia, Wash.

Distribution

Following final Authority adoption, this Plan was made be available at intercitytransit.com. Electronic copies were distributed to the Washington State Department of Transportation, Washington State Transportation Improvement Board, Thurston Regional Planning Council, Thurston County, and Cities of Lacey, Olympia, Tumwater, and Yelm.

Section 2 – Description of Service Area, Operations & Facilities

Plan Requirement – Include a broad overview of your public transportation system, including services, equipment and facilities, and intermodal connections.

Intercity Transit (IT) is the agency name for the Thurston County Public Transportation Benefit Area (PTBA) that was established in September 1980, as authorized by Washington State law, RCW 36.57A. A brief history of the agency follows.

Agency History

September 1980: Voters from Olympia, Lacey, Tumwater, and the surrounding urban area, approved collection of a local sales tax of 0.3% for the PTBA. On January 1, 1981, the PTBA Authority formally assumed control of local transit services previously operated through an intergovernmental agreement between the cities of Lacey, Olympia, and Tumwater.

May 1992

Further expansion of the Intercity Transit service area occurred and Thurston County voters outside of the urbanized area approved the 0.3% sales tax to support the expansion of the PTBA to include all of Thurston County. The expansion included several south county cities and towns as well as the rural areas of unincorporated Thurston County.

1995 – 1999

Local sales tax revenue slowed, which resulted in the gradual reduction of bus service as a way of balancing operating costs with available revenues. A local ballot measure that proposed a 0.2% increase in the transit sales tax necessary to preserve service as well as a modest expansion failed to pass in March 1999. The result was an 8% reduction in existing bus service. Moreover, the passage of statewide Initiative No. 695 in November 1999 removed Motor Vehicle Excise Tax (MVET) revenue for transit use.

2000 – 2002

The loss of MVET funding resulted in a 40 percent decrease in revenue and required a 42 percent service reduction in February 2000. In early 2002, a Public Transportation Improvement Conference, which included the local jurisdictions in Thurston County, was held and the results included the establishment of the current service boundary, which contains the urbanized areas of Olympia, Lacey, Tumwater, and Yelm. In September 2002, voters within the new boundary approved a 0.3% increase to the local transit sales tax, raising the rate to 0.6%. which took effect in January 2003.

2003 – 2005

Incremental service increases began over three phases. Both Phase 1 (February 2003) and Phase 2 (September 2004) included a 15% increase in service hours. A new corporate logo, bus graphics, and uniforms were also introduced in 2004. During 2005, the focus shifted to rebuilding the fleet, updating operational software and systems, improving facilities, improving the accessibility of shelters at bus stops, and completing market research and ridership studies.

2006 – 2007

A three-phase increase of service hours was implemented, exceeding 15% in expansion. A new circulator route called “Dash” began operating between the Capitol Campus and downtown Olympia. A fixed route

Short- and Long-Range Service Plan was completed in 2006, and 26 expansion vanpools were acquired. The installation of a communications system with advanced digital radio, Automatic Vehicle Location (AVL) tracking, automated stop announcements, and Automatic Passenger Counters (APC) was completed in 2007 as well as the implementation of a new multi-year service plan. A small increase in service hours was implemented as well as upgrades to the fleet, including 23 new buses (five were expansion), three paratransit Dial-A-Lift vehicles and 44 vanpools (27 were expansion). Total system boardings in 2007 increased 12% above 2006. Intercity Transit completed a state-funded Trip Reduction program. IT staff launched outreach efforts that engaged over 1,000 participants in the annual Bicycle Commuter Contest. Furthermore, a new education program, "Smart Moves," for middle and high school students, was launched with great success.

2008 – 2009

An 11% increase in service hours brought new local service enhancements and introduced 15-minute service on major corridors. Expansion of the Martin Way Park & Ride Lot in Lacey began and installation of on-board security cameras for the fleet was completed. System-wide ridership exceeded a record 5.1 million boardings in 2008 as fuel prices nationwide climbed to an average $3.50 per gallon. Intercity Transit received two national awards in 2009: the American Public Transportation Association's (APTA) "Outstanding Public Transportation System" for medium-sized systems, and Federal Transit Administration's (FTA) "Success in Enhancing Transit Ridership." The Martin Way Park & Ride expansion increased parking stalls from 138 to 319 stalls. Major market research and ridership studies were conducted as well. Also during this time, IT staff completed a master site plan for the expansion of the operations base, as well as an updated plan for the Olympia Transit Center (OTC) expansion project. Grants were received to construct a 300-stall park and ride lot at the Thurston County Waste and Recovery Center, soon to be named the Hawks Prairie Park & Ride. Safe Routes to Schools-funded program for bicycling youth was introduced at several local schools. Furthermore, the base bus fare was increased from $.75 to $1.00 during this time.

2010 – 2011

In 2010, the agency acquired six new hybrid-electric replacement buses. Local voters also approved a 0.2% increase in local transit sales tax, raising the rate to 0.8%. A discounted bus pass pilot program began to help local non-profit and human-service agencies with their clients' transportation needs. Commute Trip Reduction (CTR) law changes significantly increased the number of affected worksites in Thurston County, and Intercity Transit celebrated its 30th anniversary in 2011. The agency was selected by the FTA to receive ISO 14001-certified Environmental and Sustainability Management System (ESMS) training, which resulted in a new ESMS program. ISO 14001 is the internationally recognized standard for environmental management systems. Major capital facility projects for the Olympia Transit Center (OTC), Pattison Operations Base, as well as the Hawks Prairie Park & Ride continued during this time. A Paratransit Dial-a-Lift client survey was completed, and the agency hit a record 5.3 million boardings, including fixed route ridership of 4.5 million. An online trip planner, as well as a regional application for "next bus" information were implemented.

2012

Intercity Transit became the first transit system in the country to be awarded "Gold Level" APTA Sustainability Commitment status. Innovative programs were continued, including Smart Moves youth outreach and Bike PARTners, a program that supported healthy commutes to schools. The Bicycle Commuter Contest celebrated its 25th anniversary, and adult bus fares increased 25% on fixed route service and Vanpool fares increased 10%. The discounted pass program, which began in 2010, was

approved for future years; however, new federal legislation passed by Congress called Moving Ahead for Progress in the 21st Century Act (MAP-21) removed important discretionary funding for buses and bus facilities.

2013

The new 332-stall Hawks Prairie Park & Ride Lot officially opened in Lacey and received the American Public Works Association "Project of the Year" for Washington state. The agency earned ISO 14001 Certification for Sustainability and Environmental practices. At the time, IT was one of only nine transit systems in the country to have received the award. Two grant-funded demonstration "Express" routes were implemented to offer commuter service between Tumwater and Lakewood as well as limited peak service between Olympia and Seattle that connected to Sound Transit service. Local base bus fares were increased from $1.00 to $1.25.

2014

A new youth outreach program called 'Walk N Roll' along with Bike PARTners continued to grow and the popular programs were adopted at every school district within the service area. Computer servers were relocated to a state agency in Olympia as part of a technology enhancement project, which significantly reduced safety issues and on-site remodeling needs. Intercity Transit received the Thurston County Chamber of Commerce "Green Business of the Year Award," and ridership growth began to stabilize — recording a modest 1% percent annual increase in fixed route ridership. This became the agency's third-highest ridership year.

2015

The 'Walk N Roll' program continued to grow. Four bus shelters were installed, and 30 bus stops received accessibility enhancements throughout the PTBA. Intercity Transit Travel Trainers assisted 72 individuals, coaching them to use bus service safely and confidently, and Intercity Transit was awarded the first-ever statewide Grand Champion honor at the annual State Public Transportation Roadeo competition.

2016-2017

In partnership with the City of Tumwater, Intercity Transit received a regional grant to improve pedestrian accessibility and safety at the Tumwater Square transfer station. In 2016, the 29th annual Bicycle Commuter Contest, sponsored by Intercity Transit, set a record of over 107,990 miles traveled by 1,853 registrants and 112 teams, reducing an estimated 54 tons of Carbon dioxide (CO2). IT's sustainability program was recertified and met the ISO 14001 – 2015 Standards, remaining one of a few public transit systems in the country to do so.

2018

A significant public outreach effort, labeled the "Road Trip," was completed, and the results of the outreach were included in the completion of a Short- and Long-Range Plan. Short-range elements of the plan, which included several route restructures and timepoint changes, were implemented in September, while the long-range elements of the plan were adopted by the Authority Board in November. This followed the successful passage of the Proposition 1 voter initiative that increased the local transit sales tax from 0.4% to 1.2%.

2019

In early 2019, Intercity Transit continued its efforts to implement the service elements approved as part of Proposition 1, including: "Change the way fares are paid." During the late winter and spring of 2019, Intercity Transit completed a comprehensive technical evaluation of the fare policies and structure. The evaluation reviewed operational, capital, and revenue aspects of Intercity Transit's fare policy and equipment lifecycle, as well as access to other regional transit systems. IT also reviewed the fare policy through the Title VI equity lens, and also considered community goals. Following review of the study including additional outreach with key stakeholders, Intercity Transit presented the public with the "zero-fare" demonstration project. As part of the 2019 budget process, Intercity Transit, citing significant community benefits consistent with the approval of Proposition 1, adopted a resolution suspending fare collection for fixed route and DAL service thereby implementing a five-year zero-fare demonstration project, effective January 1, 2020. Service expansion, consistent with the Long-Range Plan, continued in 2019 with a 13% expansion of fixed route service that yielded a 7% increase in ridership. In November, Intercity Transit implemented a bus rapid transit (BRT) demonstration route called *The One*. The "BRT-light" project operated from the Martin Way Park & Ride in north Lacey, to the Capital Mall station in west Olympia. The route, which features fewer stops and shorter dwell times, took an estimated 30 minutes to complete a one-way trip. This was a fraction of the time it took to operate the same trip using traditional fixed route bus service. Progress on major capital programs including fleet expansion and replacements (24 new coaches) and construction on a major expansion of the downtown Olympia Transit Center was on schedule for completion toward the end of 2019.

2020

During the first two months of 2020, Intercity Transit's ridership was up nearly 40% from the same two month January and February time period a year prior. This was likely due, in part, to Intercity Transit's elimination of bus fares ("zero-fare" demonstration project) in January 2020. On March 12, however, IT began making incremental reductions to bus service due to the COVID-19 pandemic. On April 13, IT halted its fixed route bus service completely and instead offered advance reservation service for essential trips only. Examples of essential trips included those passengers needing to get to jobs at area hospitals or trips to grocery stores. The advance reservation service was supplemental to IT's Dial-A-Lift paratransit service, which continued to operate. On June 21, IT began a gradual resumption of bus service, and required that riders must wear masks and social distance while riding on buses. As a result of these emergency service changes, IT's systemwide bus ridership plummeted 38.7% through the first half of 2020 compared to the same period a year prior. At the end of 2020, IT's fixed route bus service was about 42% of pre-pandemic levels (before March 2020).

2021

IT continued to operate reduced levels of service due to the ongoing COVID-19 pandemic. Increased employee retirements and resignations, combined with unprecedented Operator absenteeism forced Intercity Transit to continue to provide reduced levels of service. A robust focus on recruitment and hiring new classes of Operators was initiated; however, low staffing levels continued into 2022. Gains were made compared to 2020, but fixed route service hours remained less than 79% of pre-pandemic levels. Most reductions in service were in late night span by eliminating *Nightline* service (targeted late-night service between OTC and Evergreen State College), as well as reduced frequency on secondary routes serving local neighborhoods and on the *Olympia Express* (inter-county) service. *The Dash route* and *Nightline service* remained suspended indefinitely and service on *The One* (BRT demonstration route) was provided intermittently as labor resources were available. An extension of the five year "Zero-Fare" demonstration project, which began on January 1, 2020, was authorized and the revised

end date was moved to either January 1, 2028, or a date three years following the full return of pre-pandemic fixed route service (271,000 annual revenue service hours), whichever comes first.

2022

As with 2021, fixed route service in 2022 remained reduced when compared to service levels prior to the onset of the COVID-19 pandemic. Aggressive efforts to recruit, hire and train multiple classes of coach operators allowed for a modest restoration of pre-pandemic service. Intercity Transit ended the year having delivered approximately 15,000 more hours of fixed route service when compared to 2021, a net increase of 7.8%. Dial-A-Lift service by comparison delivered 78,956 hours of revenue service in 2022, an amount nearly identical to the 78,734 hours provided in 2021. Fixed route ridership in 2022 began to indicate a positive return as average weekday boardings grew 23% compared to 2021 and boardings per revenue service hour increased nearly 15% when compared to 2021. Despite the gains, total fixed route ridership remained near 60% of pre-pandemic levels. Dial-A-Lift ridership in 2022 was 12.8% higher than 2021. Intercity Transit's Vanpool service implemented a flat fare policy as part of a 5-year pilot intended to simply fares. Beyond service, in late 2022 Intercity Transit celebrated the long-awaited completion of the new Pattison Base Administration and Operations Facility. The Pattison site remained in a transformative state as construction progressed to the southern parcel, a focused project intended to remodel the Maintenance building for continued use into the future with a particular readiness for anticipated shifts toward alternatively fueled vehicles and related fuel delivery systems.

2023

Services continued restoration of that had been impacted by the COVID-19 pandemic. Successful hiring and retention efforts allowed for 16,945 additional fixed route service hours to be restored in 2023, or an increase of 8.3%. At year end, fixed route revenue hours totaled nearly 240,000, reflective of a 92% restoration of pre-pandemic volumes. Ridership on fixed routes improved 20% compared to 2022 annual boardings and approximately 85% of pre-pandemic ridership activity. Dial-A-Lift implemented a new scheduling software program, Via, intending to improve operating efficiencies of the shared ride service.

Facilities 2023

Intercity Transit directly operates several facilities, including:

- Olympia Transit Center (OTC)
- Lacey Transit Center (LTC)
- Pattison Base Administration and Operations Facility

Additional facilities are administered jointly with other governmental entities:

- Centennial [Amtrak] Station: Thurston County, Port of Olympia, and Cities of Lacey, Olympia, Tumwater, and Yelm
- Martin Way Park & Ride: State of Washington
- Hawks Prairie Park & Ride: Thurston County

All maintenance, administration and dispatch functions are performed from the Pattison base. In 2005, Intercity Transit purchased property adjacent to the Pattison base with the intent of expanding the facility to better accommodate agency growth. In 2012, nearby office space was leased to provide necessary workspace relief. In 2017, the Pattison base expansion project (Phase 1) began with final design and replacement of existing underground fuel storage tanks. Through 2023, Intercity Transit continued to receive state and federal funding to support completion of the Pattison base expansion

and rehabilitation project. Construction on the north portion of the base site began in 2020 and reached substantial completion in late 2022. The Pattison base remains under construction as rehabilitation of the existing maintenance building and final site work continued in 2023 on the south part of the site.

Service Description 2023

During 2023, Intercity Transit provided a variety of transportation services benefiting the residents and visitors of Thurston County.

View Intercity Transit fixed route system map:
intercitytransit.com/bus/system-map

Fixed Route Service

In response to the COVID-19 pandemic, Intercity Transit significantly decreased its systemwide fixed route bus service during 2020. This decreased the number of routes from 22 to 18. By the end of 2023, Intercity Transit had restored roughly 92% of pre-pandemic service. The complete restoration of service volumes to 100% is expected in September 2024 contingent upon the continued successful hiring and retention of bus operators. Hours of service as of September 2023 were generally 6:00 a.m. to 10:00 p.m. on weekdays, and 7:30 a.m. to 10:00 p.m. on weekends. Service that operates later on weekdays and weekends is currently planned for September 2025. No service was provided on three national holidays (New Year's Day, Thanksgiving Day, and Christmas Day).

- ***Ridership***: In 2023, Intercity Transit recorded 3,563,390 fixed route boardings, an increase of 20% compared to 2022.

Zero-Fare Program

Intercity Transit stopped collecting fares for fixed route and Dial-A-Lift trips in January 2020, the start of a multi-year "Zero-Fare" demonstration project. In 2021 an extension of the five-year project was authorized and revised end date was moved to either January 1, 2028, or a date three years following the full return of pre-pandemic fixed route service (271,000 annual revenue service hours), whichever comes first.

ADA Complementary Paratransit Service

Dial-A-Lift is the brand name of Intercity Transit's complementary ADA Paratransit program, which provides door-to-door service for people with eligible limitations that prevent reasonable access to the fixed 'route bus service. Dial-A-Lift hours of operation reflect all fixed route service, which includes no service on three national holidays (New Year's Day, Thanksgiving Day, and Christmas Day).

- ***Ridership:*** In 2023, Intercity Transit recorded 134,032 Dial-A-Lift trips, a 5.3% increase when compared to 2022.

The Travel Training and Bus Buddy programs also work with individuals to transition from Dial-a-Lift service to fixed route. These same programs also help residents who are not eligible for Dial-A-Lift service with becoming comfortable riding fixed route buses independently.

Village Vans

This meaningful and innovative program operated by Intercity Transit leverages partnerships with Thurston County service agencies whose programs are intended to help jobseekers and low-income families. Coastal Community Action Program, Department of Social and Health Services, and WorkSource Thurston County are just some of the examples of important Village Vans partnerships . Over the course of the first 17 years, Village Vans averaged 5,633 trips a year and the fleet grew to six vans. Throughout 2020 and 2021, service was periodically suspended due to the COVID-19 pandemic. During this time, Village Vans staff assisted the demand-response temporary service called Advanced Reservation, an alternative transportation option provided to the community to support transportation needs during the COVID-19 lockdown. Village Vans service was reinstated in July 2021. From reinstatement to the end of 2023, Village Vans averaged 2,926 trips a year. In late 2023, Village Vans reconnected with the WorkFirst Community Jobs program, now stewarded by Coastal Community Action Program. This partnership has been the greatest source of volunteer drivers. In 2023, one returning volunteer and one WorkFirst Community Jobs participant completed Village Vans in full time employment with the state of Washington.

Vanpool Service

At the end of 2023, there were 161 Intercity Transit commuter vanpools in operation throughout the Puget Sound Region, an increase of 25.8% compared to the year prior (2022 ended with 128 vanpools). The average number of vanpool groups for 2023 was 149 which is a 12% increase from 2022 (the 2022 average was 133).

Intercity Transit staff promote the Vanpool program to employers and individuals as well as facilitate group formation as well as provide defensive driver training. Vanpool groups lease the vehicles on a monthly mileage basis and operate the vehicles independent of other Intercity Transit services. Vanpools are generally in service weekdays from 1:45 a.m. to 10:00 p.m. It is important to note that one end of a vanpool trip needs to begin or end within the PTBA.

- ***Fares:*** 28% of the operating costs were recovered in 2023.
- ***Ridership:*** In 2023 Intercity Transit recorded 198,302 vanpool trips, which was a decrease of 7% from 2022. This can be explained in part by how trips are calculated. Our new vanpool software calculates these trips more accurately.
- ***Ride matching:*** Intercity Transit provides online ride matching on our website. Commuters may enter their commute information to find active vanpools that may serve them.

Service Connections 2023

In 2023, Intercity Transit provided connections with six other regional public transit operators, as well as Greyhound, FlixBus, and Amtrak rail service:

Regional Transportation Operators

- ***Grays Harbor Transit (GHT):*** GHT currently provides service between Aberdeen and west Olympia via the Olympia Transit Center.
- ***Mason Transit Authority (MTA):*** MTA currently provides service between Shelton and west Olympia via the Olympia Transit Center.

- ***Pierce Transit (PT):*** Intercity Transit's *Olympia Express* service connects with PT's local service in Lakewood (Lakewood Station and SR 512 Park & Ride lot). Note that as of this writing Intercity Transit has indefinitely suspended fixed route express service to Tacoma Mall and the Tacoma Dome Station.
- ***Sound Transit (ST):*** Intercity Transit's *Olympia Express* service connects with Sound Transit service in Lakewood (Lakewood Station and SR 512 Park & Ride lot). From these locations, riders can transfer to *Sounder* passenger rail service, or ST Express buses, with service destinations that include Tacoma, Seattle and Sea-Tac Airport.
- ***Amtrak:*** Intercity Transit Routes 64 and 94 provide regular service seven days a week to the Olympia-Lacey Centennial Station, which offers access to 10 passenger rail trips each day.
- ***Greyhound:*** Connections to Greyhound bus service are available from the downtown Olympia Transit Center.
- ***FlixBus:*** Connections to FlixBus service are available from the downtown Olympia Transit Center. FlixBus is a private, regional and international bus service with a large network of destinations throughout the Pacific Northwest, and service to these destinations was first introduced in August 2022.
- ***Rural Transit (RT):*** Connections from Intercity Transit fixed route service to RT service are available primarily at the Tumwater Square stops. RT provides basic fixed route service throughout southern Thurston County and is managed by the Thurston Regional Planning Council (TRPC).
- ***Lewis County Transit:*** Connections from Intercity Transit fixed route service to Lewis County Transit, (formerly Twin Transit) service are available at Olympia Transit Center and the Washington State Labor & Industries office building in Tumwater. Lewis County Transit provides public transit options throughout Lewis County located south of Thurston County.

Park & Rides

Intercity Transit fixed route service is available at the following park & ride lots:

- Martin Way Park & Ride
    - Routes 62A, 62B, 65, *Olympia Express* and *The One*
- Hawks Prairie Park & Ride (north Lacey)
    - Short walk northwest to access Routes 62A and 65 at the Willamette at Hogum Bay Rd bus stop on Willamette Dr NE.
- Centennial Station (Amtrak)
    - Routes 64 and 94
- SR 512 Park & Ride (Lakewood)
    - *Olympia Express* (Currently route 620)

Educational Sites

Intercity Transit provides regular fixed route service to the Olympia and Lacey campuses of South Puget Sound Community College, Saint Martin's University, and The Evergreen State College. Additionally, fixed route serves many public and private high and middle schools throughout the service area.

Walk N Roll

Intercity Transit's Walk N Roll education program increases independence, improves safety and inspires a healthy lifestyle by making walking, biking, rolling and riding public transit more accessible to people of all races, ages, incomes and abilities. Walk N Roll highlights from 2023 included:

- Partnered with local school districts to educate 370 youth about public transportation through presentations and Rolling Classroom field trips. Participants met a bus operator, toured a bus and learned why transit is important to our community.
- Provided bike safety education to 100 middle and high school students who learned essential bicycle safety and maintenance skills through a series of hands-on activities and group bicycle rides on city streets. All participants received a refurbished bicycle, new helmet, and lock.
- Helped eight schools organize monthly walk and bike to school events encouraging families to get to school using active transportation options.
- Assisted with organizing bike rodeo events that served 300 youth. Participants visited stations where they practiced bicycle safety skills, had their helmets fitted, and received bicycle safety checks.
- Took our Mobile Traffic Garden to schools and summer camps teaching 411 youth bicycle and pedestrian safety skills. The traffic gardens are used to teach bicycle and pedestrian safety skills during physical education classes and are open to the public when school is not in session.

Capital Activities 2023

Significant agency activity during 2023 continued with ongoing capital facility projects. The effort to limit agency use of non-renewable resources, reduce waste and pollution, promote public stewardship and protect the natural environment has been incorporated into training of all Intercity Transit staff.

Capital projects included the on-going construction of the Pattison base expansion and rehabilitation project, as well as continued bus stop enhancements intended to improve access and consistency in bus stop design and functionality. Highlights of efforts during the year included:

- Intercity Transit was awarded federal and state grants to improve bus stop locations throughout the network. The project is currently in the planning phase and aims to improve the safety, accessibility and efficiency of 145 stops throughout the PTBA.
- Smart Corridor and Transit Signal Priority technology came online at select intersections for the purpose of data collection to inform further phases of the project. The goal of the project is to provide operational efficiencies and develop bus corridors with fast, frequent, and predictable service.
- A comprehensive assessment of Intercity Transit's legacy accounting software and related work-flow processes is underway. A consultant-supported effort, the goal of the project is to prepare for the anticipated transition to an updated enterprise resource planning (ERP) solution.

Section 3 – State and agency goals, objectives, and action strategies

Plan Requirement – Identify your priority goals, objectives and strategies for the current year and next five years. Identify which of your objectives and strategies support attainment of the transportation policy goals in RCW 47.04.280 and the Washington State Transportation Plan.

Intercity Transit goals, objectives and strategies are updated annually with the review and adoption of the Strategic Plan. Goals and end policies (or objectives and action strategies), taken from the Strategic Plan and its correlation to the transportation policy goals published in the Washington State Transportation Plan, are provided below.

Goal 1 – Assess the transportation needs of our community throughout the Public Transportation Benefit Area.

- End Policy – Intercity Transit, staff, and the public will have access to clear and comprehensive information related to the transportation needs of our Public Transportation Benefit Area.

Relevant State Goal(s):

- *Economic vitality* – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to **ensure a prosperous economy**.
- *Safety* – To provide for and **improve the safety and security** of transportation customers and the transportation system.
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Environment* – To enhance Washington's quality of life through transportation investments that promote energy conservation, **enhance healthy communities**, and protect the environment.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 2 – Provide outstanding customer service.

- End Policy – Customers, staff and the broader community will report a high level of satisfaction.

Relevant State Goal(s):

- *Safety* – To provide for and **improve the safety and security** of transportation customers and the transportation system
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Environment* – To enhance Washington's quality of life through transportation investments that promote energy conservation, **enhance healthy communities**, and protect the environment.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 3 – Maintain a safe and secure operating system.

- End Policy – Focus on the continual improvement of the safety and security of all customers, employees and facilities.

Relevant State Goal(s):

- *Preservation* – To **maintain**, preserve, and extend the life and utility of **prior investments** in transportation systems and services, including the state ferry system.
- *Safety* – To provide for and **improve the safety and security** of transportation customers and the transportation system.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 4 – Provide responsive transportation options within financial and staffing limitations.

- End Policy – Customers and staff will have access to programs and services that benefit and promote community sustainability, focused on serving the mobility needs and demands of our community.

Relevant State Goal(s):

- *Economic vitality* – To promote and develop transportation systems that stimulate, support, and **enhance the movement of people** and goods to ensure a prosperous economy.
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 5 – Integrate sustainability into all agency decisions and operations to lower social and environmental impact to enhance our community and support the Thurston County Regional Climate Mitigation Plan.

- End Policy – Resources will be used efficiently to minimize the overall impact on the environment and community, and to the extent possible, efforts will be pursued that integrate or otherwise align with broader sustainability goals.

Relevant State Goal(s):

- *Environment* – To enhance Washington's quality of life through transportation investments that promote energy conservation, **enhance healthy communities**, and protect the environment.
- *Economic vitality*: To promote and develop transportation systems that stimulate, **support**, and enhance the **movement of people** and goods to **ensure a prosperous economy**.

- *Safety*: To provide for and improve the safety **and security of transportation customers** and the transportation system

Goal 6 – Encourage use of our services, reduce barriers to access and increase ridership.

- End Policy – Educate and encourage community members to explore, appreciate and utilize the benefits of our services and programs while making the system easier to use.

Relevant State Goal(s):

- *Economic vitality* – To promote and develop transportation systems that stimulate, support, and **enhance the movement of people** and goods to ensure a prosperous economy.
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 7 – Build partnerships to identify and implement innovative solutions that address mobility needs, access, and equity as a service provider and as an employer.

- End Policy – Work with governmental entities, educational institutions, businesses, not-for-profit community partners, and customers to facilitate great mobility options as well as educational and socio-economic opportunities in our community.

Relevant State Goal(s):

- *Economic vitality* – To promote and develop transportation systems that stimulate, support, and **enhance the movement of people** and goods to ensure a prosperous economy.
- *Preservation* – To **maintain**, preserve, and extend the life and utility of **prior investments** in transportation systems and services, including the state ferry system.
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Stewardship* – To continuously **improve the quality**, effectiveness, resilience, and efficiency of the transportation system.

Goal 8 – Integrate resiliency into all agency decisions to anticipate, plan, and adapt given the critical functions of transit operations.

- End Policy – Promote community, organizational and individual resiliency.

Relevant State Goal(s):

- *Stewardship* – To continuously **improve** the quality, effectiveness, **resilience**, and efficiency of the transportation system.
- *Safety* – To provide for and **improve the safety and security** of transportation customers and the transportation system.
- *Mobility* – To **improve** the predictable **movement of** goods and **people** throughout Washington State, including congestion relief and improved freight mobility.
- *Economic vitality* – To promote and develop **transportation** systems that stimulate, support, and enhance the movement of people and goods **to ensure a prosperous economy**.

Section 4 – Local Performance Measures and Targets

Plan Requirement – Identify performance measures and targets that you use to evaluate performance of your system.

The following safety goals were adopted and published in Intercity Transit's *Public Transportation Agency Safety Plan* (PTASP) as of December 2022. The complete PTASP can be viewed at the following URL: intercitytransit.com/about-us/publications/Safety%20Plan

Goal 1 – Safety Management Systems (SMS) to reduce casualties/occurrences.

Use a Safety Management Systems framework to identify hazards and mitigate risk to reduce injuries and property losses.

Goal 2 – Safety Management Systems (SMS) to foster a robust safety culture.

Foster agency-wide support for transit safety by establishing a culture that holds agency leaders accountable for safety and ensures all employees take an active role in securing transit safety. Cultivate a safety culture in which employees are comfortable and encouraged to bring safety concerns to the attention of agency leaders.

Goal 3 – Safety Management Systems (SMS) to enhance system reliability.

Provide safe and reliable transit operations by assuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed.

The following are the agency's transit asset management targets, as contained in the 2023 National Transit Database (NTD):

Rolling Stock – percent of revenue vehicles that have met or exceeded their useful life benchmark		
Asset	***2023 Performance***	***2024 Target***
Bus	5.88%	5.88%
Cutaway	50.94%	0.00%
Minivan	52.04%	55.00%
Van	100.00%	100.00%

Equipment – percent of vehicles that have met or exceeded their useful life benchmark		
Asset	***2023 Performance***	***2024 Target***
Automobiles	60.00%	60.00%
Trucks and other Vehicles	35.00%	35.00%

Facility – percent of facilities rated below 3 on the condition scale		
Asset	***2023 Performance***	***2024 Target***
Passenger/Parking Facilities	0.00%	0.00%
Admin/Maintenance Facilities	100%	25.00%

Section 5 – Plan Consistency

Plan Requirement – Identify steps that you have taken to ensure that your transit development plan is consistent with the local comprehensive plans adopted by cities, counties, and towns within your service area.

Intercity Transit works collaboratively with local and regional jurisdictions to coordinate the investment of transit services consistent with new and changing community needs. While the 2018 adopted Long Range Plan continues to be the primary guiding document, a vision of various service enhancements intended to address mobility patterns prior to the COVID-19 pandemic altered many aspects of life, specifically community travel patterns and land use development. As cities work to update their respective Comprehensive Plans, Intercity Transit will continue to share information, resources, and planning intentions in an overall cooperative effort to adapt to changes in land use development and transportation.

Jurisdictional Development Review

Intercity Transit serves as a stakeholder in jurisdictional development, providing review and correspondence in response to proposed development projects. Intercity Transit staff coordinate with public works departments, community development departments, landowners, professional architects, professional engineers, as well as other related stakeholders in the planning and development process.

Regional Transportation Planning

Intercity Transit coordinates with partners in the regional planning process administered by the Thurston Regional Planning Council (TRPC). Regional planning efforts include several active forums for cooperating on federal requirements and related grant funding opportunities.

Section 6 – Planned Capital Expenses

Plan Requirement – Present your planned capital expenses for the current year and next five years, including rolling stock, facilities, equipment and infrastructure.

Intercity Transit
Capital Improvement Projects 2025-2029

Projects	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Administrative Buildings (6300)						
Pattison Rehabilitation & Expansion	$ 19,739,390	$ 8,141,641				$ 27,881,031
Total Administrative Buildings (6300)	**$ 19,739,390**	**$ 8,141,641**	**$ -**	**$ -**	**$ -**	**$ 27,881,031**
Communications & Information Systems (6800)						
Emergency Operations Center (EOC)	$ 65,000					$ 65,000
ERP FTE Support	600,000	600,000				1,200,000
Agency Enterprise Resource Planning (ERP) Software System	2,000,000	1,000,000				3,000,000
Core Infrastructure and Communications	465,000	325,000	100,000	290,000		1,180,000
ADOPS Audio/Visual Redesign	150,000					150,000
Vehicle Telematics	300,000	80,000				380,000
Real Time Signage and Core Customer Info Navigation	2,000,000	1,937,000	400,000	400,000		4,737,000
Total Communications & Information Systems (6800)	**$ 5,580,000**	**$ 3,942,000**	**$ 500,000**	**$ 690,000**	**$ -**	**$ 10,712,000**
Guideway (6100)						
Smart Corridor Phase 4	$ 437,965	$ 500,000	$ 500,000			$ 1,437,965
High Performance Transit - Bus Rapid Transit (BRT) Light - Corridor Prgm	5,428,000	12,500,000	6,000,000	6,072,000		30,000,000
High performance Transit - BRT Light - Modeling/Corridor Assessment	280,000					280,000
Total Guideway (6100)	**$ 6,145,965**	**$ 13,000,000**	**$ 6,500,000**	**$ 6,072,000**	**$ -**	**$ 31,717,965**
Maintenance Buildings (6400)						
Fueling Equipment and Site Upgrades - Hydrogen Pilot Project	$ 5,200,000	$ 100,000				$ 5,300,000
Maintenance Facility Upgrades - Hydrogen Demonstration Project	520,000	100,000				620,000
Alternative fuel infrastructure design	650,000	250,000		300,000		1,200,000
Underground Storage Tank (UST) Large Vault Repair	50,000					50,000
Total Maintenance Buildings (6400)	**$ 6,420,000**	**$ 450,000**	**$ -**	**$ 300,000**	**$ -**	**$ 7,170,000**
Other (6900) Furniture & Equipment						
Maintenance Shop Equipment	$ 3,056,030	$ 162,840	$ 50,000	$ 50,000	$ 50,000	$ 3,368,870
Facility Capital Equipment and Improvements	430,000	250,000	250,000	200,000	200,000	1,330,000
Miscellaneous equipment (plotter, printer, etc..).	7,000	5,000				12,000
Pattison Furniture, Fixtures, Equipment (FF&E) & Technology	2,495,787	935,920	935,920			4,367,627
Total Other (6900) Furniture & Equipment	**$ 5,988,817**	**$ 1,353,760**	**$ 1,235,920**	**$ 250,000**	**$ 250,000**	**$ 9,078,497**
Other (6900) Shelters, Signs and passenger amenities						
Bus Stop Enhancements and Accessibility	$ 2,282,438	$ 260,000	$ 260,000	$ 260,000		$ 3,062,438
Total Other (6900) Shelters, Signs and passenger amenities	**$ 2,282,438**	**$ 260,000**	**$ 260,000**	**$ 260,000**	**$ -**	**$ 3,062,438**
Passenger Stations (6200)						
Amtrak Centennial Station Restroom Remodel	$ 250,000	$ 30,000				$ 280,000
Lacey Transit Center (LTC) Expansion & Restroom Remodel	850,000	200,000				1,050,000
Amtrak Centennial Station Security System	10,000					10,000
Amtrak Centennial Station Site Stormwater Swale Restoration	85,000	20,000				105,000
Lacey Transit Center (LTC) Stormwater Repair and Improvement	600,000	60,000				660,000
West Olympia Transit Facility	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	9,000,000
High Performance Transit (BRT Light) Station	200,000	218,750	437,500			856,250
NE Lacey Operation Terminal Facility - Roundabout and Right of Way	945,653	2,018,116	2,018,116	2,018,115		7,000,000
Total Passenger Stations (6200)	**$ 3,940,653**	**$ 4,546,866**	**$ 4,455,616**	**$ 4,018,115**	**$ 2,000,000**	**$ 18,961,250**
Revenue Vehicles (6500)						
Vehicle Replacement Contingency	$ 262,135	$ 269,999	$ 278,099	$ 286,442	$ 295,035	$ 1,391,710
Vanpool Replacement Vehicles	840,480	608,957	1,532,003	952,180	1,463,004	5,396,624
Fixed Route Bus Replacement		13,230,000		18,232,594		31,462,594
Demand Response Van Replacement	3,707,856	123,064	4,028,074	53,529		7,912,523
Zero Emission Bus purchase - Hydrogen Pilot Project	3,372,174					3,372,174
Zero Emission Bus purchase - Hydrogen Demonstration Project	5,578,261					5,578,261
Total Revenue Vehicles (6500)	**$ 13,760,906**	**$ 14,232,020**	**$ 5,838,176**	**$ 19,524,745**	**$ 1,758,039**	**$ 55,113,886**
Service Vehicles (6600)						
Non-Revenue Vehicles and Equipment	$ 1,596,931	$ 356,107	$ 229,789	$ 236,469	$ 475,073	$ 2,894,369
Total Service Vehicles (6600)	**$ 1,596,931**	**$ 356,107**	**$ 229,789**	**$ 236,469**	**$ 475,073**	**$ 2,894,369**
Total Project Types	**$ 65,455,100**	**$ 46,282,394**	**$ 19,019,501**	**$ 31,351,329**	**$ 4,483,112**	**$ 166,591,436**

Section 7 – Planned Operating Changes

Plan Requirement – Provide a yearly plan of changes to existing services that you have scheduled to occur within the plan horizon.

For the years 2024 – 2029 Intercity Transit intends to complete a 100% restoration of service volumes depleted from the COVID-19 pandemic, as well as reach substantial completion of enhancement elements defined in the 2018 Long-Range Plan. The year-by-year forecast outlined below is contingent upon the following assumptions:

- The volume of operators will not decrease from current (2024) levels.
- Demand for unscheduled (or Extra Board) operators will remain stable.
- Year-over-year increases to Operations labor will result in a sustainable net gain.
- Dial-A-Lift service will gradually increase and remain proportionate to the total volume of local fixed route service.

Year	New Hours	Restoration percent	Potential Change in Service	Schedule	Major Change?
2024	17,000	100%	Improved frequency on Route 94	September	No
			Restored night service on Routes 12, 13, 41, 62A, 62B, 65, 66:	September	No
2025	16,000	106%	New DASH Service between Capitol Campus and the Olympia Transit Center	January	Yes
			Improved Route 42 frequency and weekend service	January	No
			Improved frequency on Route 67	January	No
	7,000	108%	Improved late night span on Routes 21, 45, 47, 60 [corrected August 22, 2024]	May	No
	28,000	119%	Transition “The One” to a Bus Rapid Transit (BRT) influenced corridor service between west Olympia and east Lacey	September	Yes
	6,000	121%	Alignment changes to most existing routes thereby introducing new service on several segments*	September	Yes
			Introduction of new cross-town routes	September	Yes
	9,000	124%	“Lacey Express”: introduction of a grant-supported commuter route with connections to Joint Base Lewis-McChord (JBLM)	September	Yes
2026	<3,000	125%	Schedule maintenance	TBD	No
2027	<3,000	125%	Schedule maintenance	TBD	No
2028	<3,000	125%	Schedule maintenance	TBD	No
2029	<3,000	125%	Schedule maintenance	TBD	No

*The fixed route network is likely to be restructured in 2025 to improve the directness of routing, as well as connections with frequent corridor service. Other considerations in routing include improved circulation around community high schools, along with cross-town service to college campuses and the State Capitol Campus

Section 8 – Multi-Year Financial Plan

Plan Requirement – Provide a multiyear financial plan that includes a capital investment program, operating financial plan, and cash flow analysis.

Long Range Financial Forecast

ITA Annual Planning Retreat May 10, 2024

Operating Financial Plan	2025	2026	2027	2028	2029
Operating Revenues					
Passenger Fares	$ 514,646	$ 540,378	$ 567,397	$ 595,767	$ 625,555
Sales Tax	88,788,162	90,119,985	91,471,784	92,843,861	94,236,519
Federal/State Operating Assistance	425,500	446,775	469,114	492,569	517,198
Interest Revenues	6,011,289	6,011,289	6,161,571	6,161,571	6,315,610
Other Revenues	371,182	371,839	381,135	381,825	391,371
Total Operating Revenues	**$ 96,110,779**	**$ 97,490,266**	**$ 99,051,001**	**$ 100,475,594**	**$ 102,086,253**
Operating Expenditures					
Wages and Benefits	60,036,980	63,038,829	66,190,771	69,500,309	72,975,325
Maintain Coach Operations	14,254,478	14,967,201	15,715,561	16,501,340	17,326,407
Maintain Commuter Operations	883,936	928,133	974,540	1,023,267	1,074,430
Maintain DAL Operations	4,356,507	4,574,332	4,803,049	5,043,201	5,295,361
Maintain Vanpool Operations	1,509,006	1,584,456	1,663,679	1,746,863	1,834,206
Insurance	2,179,910	2,288,905	2,403,351	2,523,518	2,649,694
Total Operating Expenditures	**83,220,817**	**87,381,858**	**91,750,951**	**96,338,498**	**101,155,423**
Operating Surplus/(Deficit)	**12,889,963**	**10,108,408**	**7,300,051**	**4,137,096**	**930,830**
Cash Flow from Capital Activity					
Acquisition & Construction of Assets	(65,455,100)	(46,282,394)	(19,019,501)	(31,351,329)	(4,483,112)
Net Proceeds from State Grants	12,185,338	523,229	1,203,502	476,090	731,502
Net Proceeds from Federal Grants	19,467,652	25,398,370	9,932,153	16,856,412	1,500,000
Net Cash Flow from Capital Activity	(33,802,110)	(20,360,796)	(7,883,846)	(14,018,827)	(2,251,610)
Cash and Reserve Balances					
Beginning Cash Balance	212,591,333	191,679,186	181,426,798	180,843,003	170,961,271
Less: Operating Reserves	(20,805,204)	(21,845,464)	(22,937,738)	(24,084,625)	(25,288,856)
Available Unrestricted Cash	191,786,129	169,833,721	158,489,061	156,758,378	145,672,416
Current Year Cash Flows					
Add: Operating Surplus/(Deficit)	12,889,963	10,108,408	7,300,051	4,137,096	930,830
Add: Net Cash from Capital Activity	(33,802,110)	(20,360,796)	(7,883,846)	(14,018,827)	(2,251,610)
Net Current Year Cash Flow	**(20,912,147)**	**(10,252,387)**	**(583,796)**	**(9,881,731)**	**(1,320,780)**
Ending Available Unrestricted Cash	170,873,981	159,581,334	157,905,265	146,876,647	144,351,636
Ending Total Cash (With Reserves)	**$191,679,186**	**$181,426,798**	**$180,843,003**	**$170,961,271**	**$169,640,492**

Funding Risk Considerations

Intercity Transit faces significant risks concerning a primary funding source during the 2025-2030 period covered by this TDP. In 2022, the Washington State legislature enacted Move Ahead Washington (MAW), a new state transportation funding package that allocates $3 billion for public transportation over the next sixteen years, leveraging revenues generated through the 2021 Climate Commitment Act (CCA). MAW funding supports existing programs, specifically the Bus and Bus Facility, Green Transportation, Special Needs, and Transit Support state grant programs, all of which benefit Intercity Transit. Under MAW, Intercity Transit was awarded the following grants:

Grant Program	2023-2025	Project	Anticipated Grant Revenue over 7 Additional Biennia of Move Ahead WA
Bus and Bus Facility Grants	$680,000.00	E. Martin Way Transit Support Facility	$4,760,000.00
Green Transportation	$6,857,740.00	Green Hydrogen FCEB Demo Project	$48,004,180.00
Special Needs	$7,586,615.00	Paratransit/Special Needs Operating Grant	$53,106,305.00
Transit Support Grants (Youth Ride Free)	$9,201,832.00	Fixed Route and Village Vans Operating Assistance	$64,412,824.00
Cascade Statewide Youth Development	$367,548.00	Walk N Roll Operating Costs	$2,572,836.00

Washington State Initiative 2117 (I-2117), which will appear on the ballot in November 2024, seeks to repeal the CCA. If I-2117 is approved by voters, the revenue source for MAW would be eliminated, along with the grant programs that MAW funds, beginning on July 1, 2025. This would result in a reduction of grant funding during the 2025-2030 period by $49 million. Consequently, Intercity Transit would need to adjust its operating and capital expenditures, which may include service reductions and a reduction in the scope of capital projects.

Section 9 – Projects of Regional Significance

Plan Requirement – Identify regionally significant projects for inclusion in your regional transportation improvement program maintained by your regional transportation planning organization.

2024 – 2027 Transportation Improvement Program (TIP)
Viewable below and at the following URL:

intercitytransit.com/sites/default/files/2023-06/IntercityTransit_2024-2027_TIP_adopted060723.pdf

Intercity Transit's Transportation Improvement Program (TIP) or "Program of Projects" (POP) is an annually updated list of Intercity Transit's program of funded and potentially funded projects that utilize federal funds. The TIP includes projects programmed through the Thurston Regional Planning Council (TRPC) and the Puget Sound Regional Council (PSRC). Projects with secured funds are incorporated into the Statewide Transportation Improvement Program (STIP).

INTERCITY TRANSIT

Final 2025- 2028 Transportation Improvement Program (Adopted June 5, 2024)

	IT #	Project	2025	2026	2027	2028	TOTAL 2025 - 2028	Federal	Type	Local	Total	Funding Source
1	IT 1601	Capital Preventive Maintenance	$0	$0	$2,311,942	$2,311,942	$4,623,884	$3,699,107	PSRC Earned Share Sec. 5307 and Sec. 5339	$924,776.80	$4,623,884.00	Planned & Secured (includes PSRC 5307 & 5339 Earned Share)
2	IT 1603	Vanpool Vans - Replacement	$840,480	$608,957	$1,532,003	$952,180	$3,933,620	$3,146,896	State Public Transit Rideshare	$786,724.00	$3,933,620.00	Planned & Secured (includes PSRC 5307 & 5339 Earned Share)
3	IT 1604	Bus Stop Enhancements & Accessibility	$1,825,950	$260,000	$260,000	$260,000	$2,605,950	$2,084,760	Secured federal Community Project Funding (CPF)	$521,190.00	$2,605,950.00	Secured federal CPF. TRPC Contingency project via Regional competition
4	IT 1605	Walk N Roll Youth Education Programs - TRPC - FHWA Transfers (TAP/ STBG)	$0	$0	$660,498	$330,249	$990,747	$856,996	Secured & Anticipated Federal/ Regional	$133,750.85	$990,747.00	TRPC Secured & Anticipated Federal Funds
5	IT 1701	Replacement, heavy duty coaches - $1.5M planning (PSRC earned share and Direct Apportionment)	$7,863,038	$7,931,759.00	$6,178,602	$6,178,602	$28,152,000	$22,521,600	Sec. 5307, 5339 & PSRC Earned Share	$5,630,400.00	$28,152,000.00	Planned & Secured (includes PSRC 5307 and 5339 Earned Share)
6	IT 1901	Replacement Dial A Lift vehicles - $291K	$3,528,636	$0	$4,028,086	$0	$7,556,722	$6,045,378	State consolidated funds & Future 5310 in FY25	$1,511,344.40	$7,556,722.00	Anticipated regional federal funds (contingency list) and anticipated State funds
7	IT1903	High Performance Corridor Service or BRT "lite"	$5,428,000	$12,500,000	$6,000,000	$6,072,000	$30,000,000	$24,000,000	State RMG & Federal 5339 & 5307 or competitive	$6,000,000.00	$30,000,000.00	Partial funding, RMG project supports implementation plan
8	IT2001	Alternative Fuel Infrastructure (Facility & Site improvements)	$5,720,000	$4,000,000	$4,000,000	$3,000,000	$16,720,000	$13,376,000	State RMG & Federal 5339 & 5307 or competitive	$3,344,000.00	$16,720,000.00	Secured RMG funding
9	IT 1801	Pattison Maintenance, Operations & Admin. Facility Expansion & Rehabilitation - Construction	$0	$5,046,000	$0	$0	$5,046,000	$4,036,800	Anticipated State award	$1,009,200.00	$5,046,000.00	Anticipated State LEAP award for 2025- 2027 biennium
10	IT 2201	Northeast Lacey Operational Support Terminal Facility*	$945,653	$0	$3,027,174	$3,027,174	$7,000,000	$5,600,000	Regional Secured Federal Funds, State Bus & Bus Facilities funding and Anticipated 5339 funding.	$1,400,000.00	$7,000,000.00	Regional Secured Federal Funds, State Bus & Bus Facilities funding and Anticipated 5339 funding.
11	IT 2501	Real Time Signage and Core Customer Info Navigation	$2,000,000	$1,937,000	$400,000	$400,000	$4,737,000	$3,789,600	Secured State RMG funding & Anticipated CDS/ CPF request	$947,400.00	$4,737,000.00	Secured State RMG funding & Anticipated CDS/ CPF request
12	IT 2502	Smart Corridors Phase 4	$437,965	$500,000	$500,000	$0	$1,437,965	$1,150,372	Unsecured federal funding	$287,593.00	$1,437,965.00	Anticipated regional federal funds
	Total Federal Funded Projects		$28,589,722	$32,783,716	$28,898,304	$22,532,146	$112,803,888	$90,307,509		$22,496,379	$112,803,888	Secured and Estimated Federal Funding Sources

Notes

Grant type: Sec. 5307/ 5339 & PSRC* 5307/ 5339 Earned Share--Urban area formula program administered by the Federal Transit Administration.
Amount is determined by urban area population, population density, and NTD stats for revenue miles traveled.
Federal funding match requirements are typically 80/20. Projects with different matching requirements are noted.
Puget Sound Regional Council (PSRC) is abbreviated to PSRC.

*This project is also known as the E. Martin Way Gateway Roundabout project.