

Interchange

A Report to the Community from Intercity Transit

Special
Double
Issue!

Intercity Transit Receives Highest Honor

In 2006, Intercity Transit officially set its vision to be a leading transit system in the country, committed to enhancing the quality of life for all citizens of Thurston County.

Three years later, that vision has been realized. In June, the American Public Transportation Association named Intercity Transit the best transit system of its size in the nation. The American Public Transportation Association (APTA) presented the Outstanding Public Transportation System Achievement Award to just three transit systems in the country this year, based on size categories. Intercity Transit won the title in the mid-size category of transit systems providing between 4 and 30 million rides annually. There are a total 108 mid-sized transit systems in operation across the U.S.

"As a strong supporter of Intercity Transit, I am excited that they have been selected as the best public transportation system in the country," said Senator Patty Murray. "Their vision and resourcefulness serve as a national model for multi-modal transportation services, and we all have good reason to feel proud."

APTA bestows the award each year to those transit systems that best demonstrate efficiency and effectiveness over a three-year period. The 2009 award was based on quantifiable performance data related to Intercity Transit's safety record, customer service delivery, financial management, ridership growth, operational innovations, sustainable practices, technological applications and community involvement during 2006, 2007 and 2008. Intercity Transit is one of only three transit systems in Washington State to receive the award and the only one since 1991.

The 2009 award was based on quantifiable performance data related to Intercity Transit's safety record, customer service delivery, financial management, ridership growth, operational innovations, sustainable practices, technological applications and community involvement during 2006, 2007 and 2008.

William Millar, President of the D.C.-based American Public Transportation Association, visited Thurston County in July to congratulate Intercity Transit for its achievement. "Intercity Transit's increased ridership and their focus on quality service make them an excellent choice for this prestigious award. Their innovative van programs, their sustainability and environmental programs, their use of technology to enhance customer service and their active role in the community are just some of the outstanding initiatives that make them a model for public transit systems around the country." *continued on page 2*

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Intercity Transit receives the nation's top public transportation award October 2009 before 1,000 transit professionals. Pictured are Intercity Transit General Manager Mike Harbour (L) and Chairman Tom Green (C), and American Public Transportation Association awards official Charles Odimgbe (R).

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The Intercity Transit Authority redefined the agency's mission and vision in 2006 to reflect its focus not only as a high-performing bus system but as the community's mobility manager as well. Today, Intercity Transit's mission is to provide and promote transportation choices that support an accessible, sustainable, livable and prosperous community.

"This award represents years of work by the Intercity Transit team to make this transit system exceptional in every way," stated Tom Green, Intercity Transit Authority Chair. "The honor belongs not just to our employees and leaders, but to the community that supports us, and to our federal and state elected officials who have enabled our vision to become reality."



Congressman Adam Smith spoke to a crowd of 500 people at a community awards celebration in Olympia in August 2009. He stated, "Transit drives economic growth and economic development. We thank Intercity Transit for its outstanding leadership in public transportation issues."



American Public Transportation Association President William Millar (L) was joined by Intercity Transit Chair Tom Green, Washington State Transportation Secretary Paula Hammond, The Evergreen State College President Dr. Les Purce, Federal Transit Administration Regional Administrator Rick Krochalis and Intercity Transit General Manager Mike Harbour (R) at a community celebration of Intercity Transit's 2009 Outstanding Public Transportation System Achievement Award. Not pictured but also in attendance was U.S. Representative Adam Smith.

Over the last three years, Intercity Transit has seen an increase in its fixed-route ridership of more than 50 percent. Dial-A-Lift ridership increased by nearly 14 percent, and vanpool ridership grew by almost 80 percent. Last year, 86 percent of riders responding to a systemwide customer survey rated Intercity Transit service as "good" or "excellent."

Federal Transit Administration Honors Intercity Transit

The Federal Transit Administration has recognized Intercity Transit as one of ten U.S. transit systems to earn the prestigious "Success in Enhancing Ridership" Award.

Although the award was just recently presented, it recognizes outstanding performance by Intercity Transit during 2006 and 2007. During those years, Intercity Transit implemented innovative initiatives that helped increase its fixed-route ridership by 12.8 percent and 12.2 percent respectively. The agency also increased its vanpool program during the same time period from 90 vans to 151. Intercity Transit received the award for the 50,000 to 200,000 service population category.

Intercity Transit achieved these substantial ridership increases largely prior to the onslaught of spiking gas prices and a volatile economy. A combination of efforts, which included improving the frequency of transit service in major corridors, enhancing bus stops and facilities, and implementing successful marketing and commuter programs resulted in the increases.

The improvements implemented in 2006 and 2007 were those the system's riders and members of the public had indicated were their top priorities. "We could not have made these improvements without the public's support," states Intercity Transit General Manager Mike Harbour.



FTA Regional Administrator Rick Krochalis stated, "We have a very special agency in this region."

Strategic Plan Sets Course for Next Six Years

The Intercity Transit Authority is currently working on the annual update of the Strategic Plan. The 2010-2015 Strategic Plan outlines the levels and types of public transportation service Intercity Transit will operate on behalf of the community it serves. It also identifies the capital investments and other transportation related projects anticipated over the next six years based on population growth, regional development and financial forecasting.

"It is critical that the public participate in this process," according to Authority Chairman Tom Green. "This Strategic Plan is the community's plan, and it will be a much more responsive plan if we have a robust public conversation about it."

A major question tied to the six-year plan is whether the Intercity Transit Authority should put a ballot measure before local voters asking whether or not the local sales tax should be increased to support future Intercity Transit services. Intercity Transit's sales tax revenue—the agency's primary revenue source—has been impacted substantially by the sustained economic downturn and has been dropping dramatically. Sales tax receipts are projected to fall more than 10 percent in 2009 over 2008 levels. Tax revenues in 2008 were already down by 3 percent over 2007. To partially compensate, the Authority increased rider fares by 33 percent (25 cents) in January 2009. However, economic forecasts indicate that service reductions of about 20 percent may be required as soon as 2011 if local sales tax revenues remain low. Many other transit districts here in our region and throughout the country have already been forced to cut services due to these lean economic times.

The last sales tax increase for Intercity Transit services occurred in 2002, made necessary after 42 percent of the agency's operating revenue was cut by the loss of motor vehicle excise tax revenue. (Initiative-695 was overturned by the state Supreme

Court, but the state Legislature enacted the reduction in the "car tab" tax thereafter.) Since 2002, Intercity Transit has implemented four service improvement phases, essentially rebuilding the local transit system, implementing a popular shuttle service, dramatically expanding its vanpool program and introducing several small specialized van transportation programs.

The Transit Authority is now considering three options for its Strategic Plan. Each option is defined by operating revenue and corresponding fixed-route public transportation service for the 2010-2015 period:

Option 1: Make Do with Existing Resources

Intercity Transit would have to reduce service by approximately 22 percent in early 2011 unless new revenue is found. Frequency of service would be reduced on a number of routes, and some routes could be eliminated altogether. Affected routes could include the downtown Olympia Dash shuttle, Routes 13 (Tumwater), 41 and 42 (Olympia), 62 and 67 (Lacey) and 620 (Olympia-Tacoma). This option requires no increase in sales tax.

Option 2: Maintain and Moderately Grow Service

Intercity Transit would increase service by approximately 9 percent between 2011 and 2013. This would provide a moderate response to demand, particularly for improving evening and weekend service. Very little facility improvements and other capital infrastructure work would be feasible over the next six years. Affected routes that receive improved service could include Routes 21, 41 and 48 (Olympia), 62 (Lacey), 68 (Lacey-Tumwater), 94 (Yelm) and 603 (Olympia-Tacoma). This option will require a 0.2 percent increase in the local sales tax.

Option 3: Grow with Demand

Intercity Transit would increase service levels by approximately 23 percent between 2011 and 2014 and carry out several capital improvement projects necessary to support expanded system operation. This could include improved evening and weekend service, more frequent bus trips on some routes, and expanded regional express service. It could also enable the creation of a few new routes, including service to a developing but as yet unserved area (Northeast Lacey) and cross-town service (south Lacey-Tumwater and west Olympia-Tumwater). This option will require a 0.3 percent increase in the local sales tax.

The 2010-2015 Strategic Plan development comes at a time when Intercity Transit is experiencing record demand, facilities are at capacity, and major economic questions loom. If service is expanded, purchase of additional buses would be necessary along with the expansion of facilities in order to accommodate system operation and maintenance.

The Intercity Transit Authority is seeking public comment on the draft 2010-2015 Strategic Plan this fall. Refer to the survey in this newsletter, go online for information and/or attend the public hearing November 18, 2009.

See more information on the above options and the Strategic Plan Survey inside this newsletter.

Market Research Shows Growing Use of Commute Options

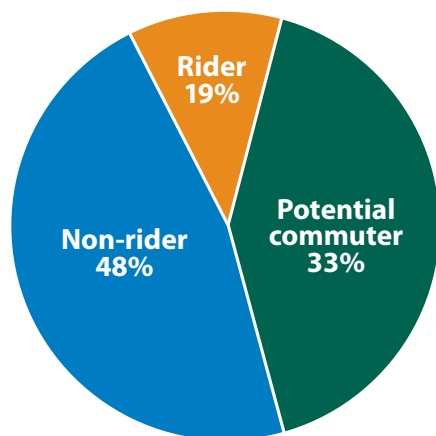
With last year's record gas prices, worsening congestion, and growing concerns about climate change and public health, the findings of Intercity Transit's recent market research are especially timely. A total of 10,800 area residents and commuters recently gave input about their use of and attitudes toward public transportation. The research, conducted in fall 2008 through spring 2009, included a Market Segmentation Study that

involved random telephone interviews with residents in 600 area households; a Worksite Commuter Survey conducted via a web-based survey of 7,874 commuters at 96 area worksites; and a survey of 2,334 transit riders. The work was performed by professional research firms CJI Research and Transit Marketing.

The findings will help us understand more fully who our current—and potential—customers are and how Intercity Transit

is doing in meeting the transportation needs of our community. The findings also help us understand the interests of local taxpayers who may not use our services but certainly want their money spent wisely. This research, similar to that done in 2004 and 2005, will help define how Intercity Transit prioritizes its resources to best serve the public.

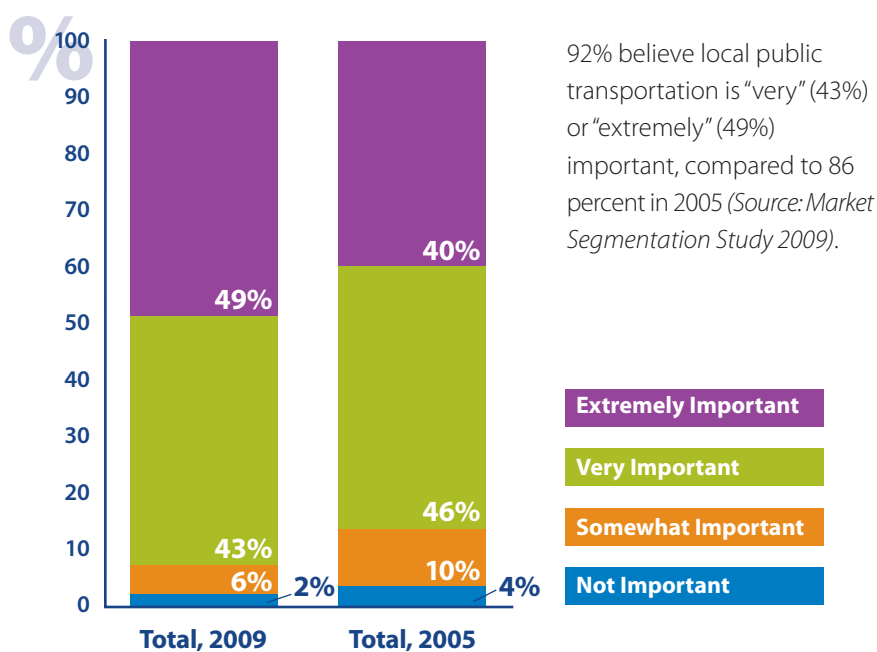
Market Segments



19% of the adult population uses Intercity Transit once a month or more and are defined as "riders." Thirty-three percent of local residents would consider using the bus regularly and can be categorized as "potential" riders. The balance of the population (48%) has no interest in using the bus (Source: Market Segmentation Survey 2009).

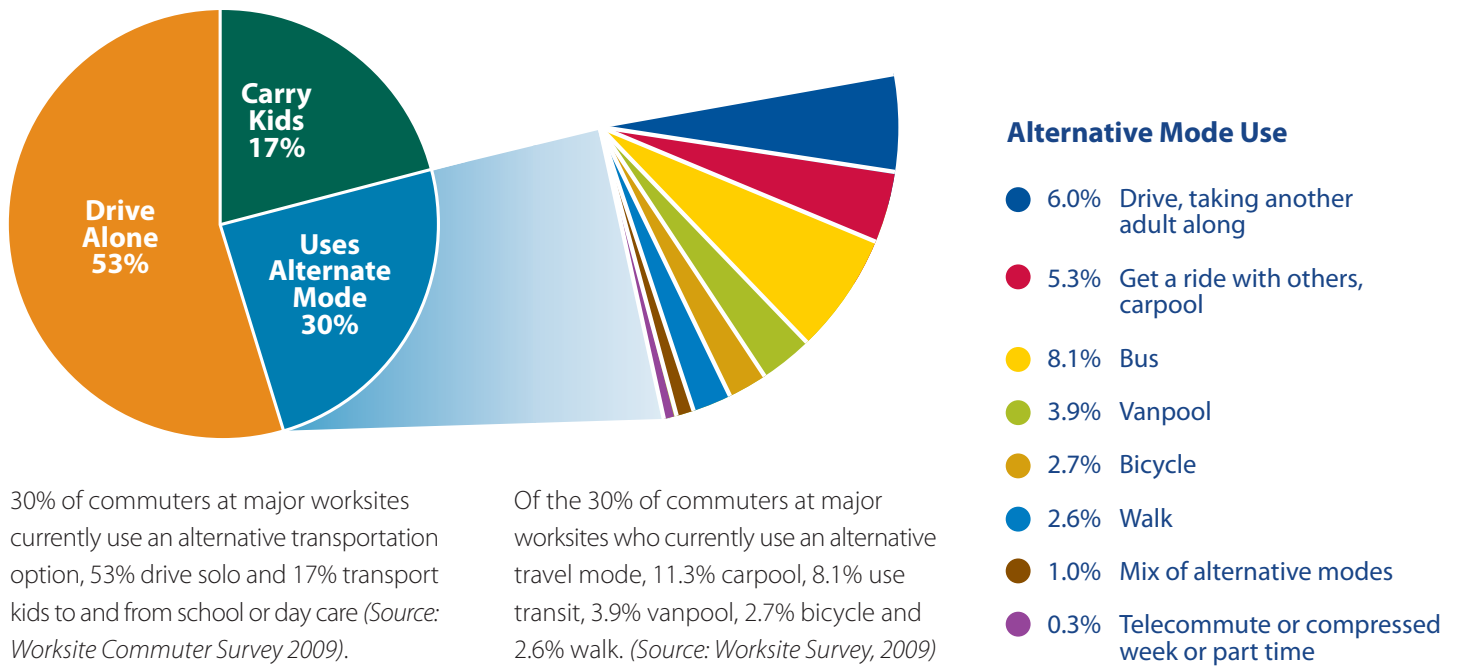
Need for Local Transit

How important is it to have public transportation available in your community?

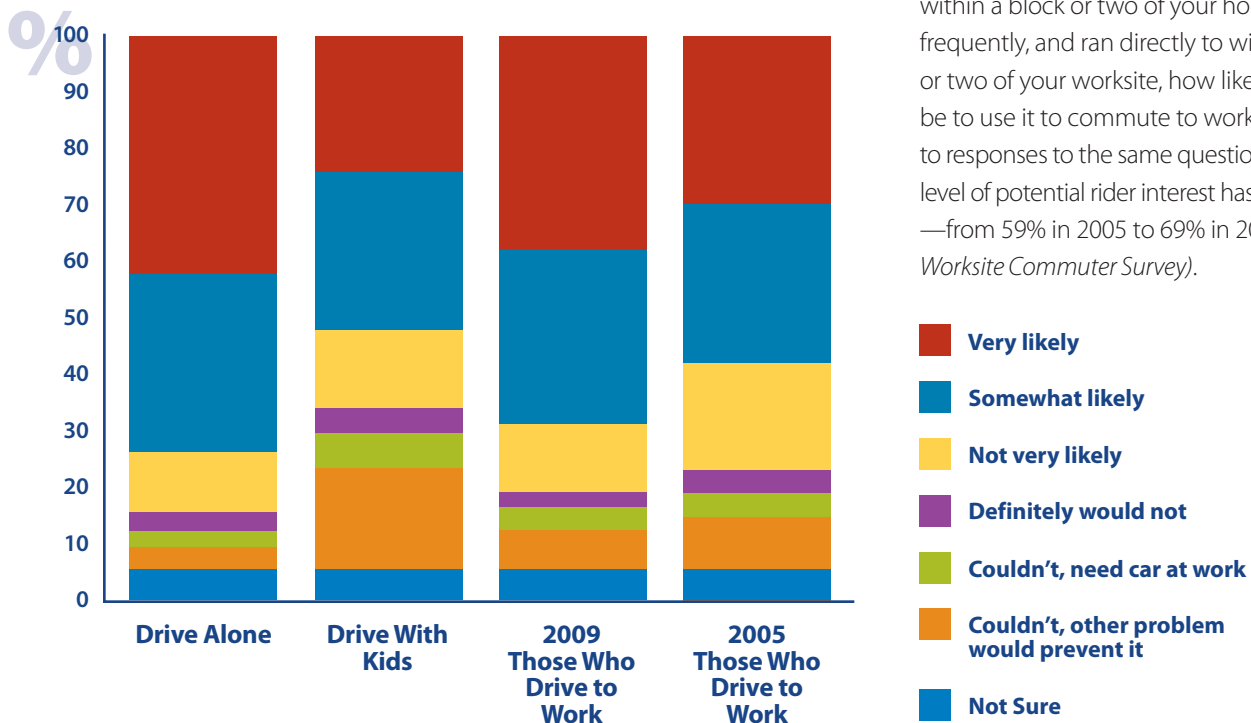


Research Notes Significant Use of Alternative Modes

Current Commute Practices



Potential Interest in Commuting by Intercity Transit



continued on page 6

Findings

According to findings, Intercity Transit is doing many things right. There is strong community support for public transportation services and current users rate most aspects of our service very positively. However, the research also points to areas for improvement and key challenges. Highlights include:

- **84% feel public transportation is a “good” or “excellent” use of tax funds.** 4% feel it is a “poor” use (2009 Market Segmentation Study).
- **Intercity Transit has dramatically increased its market share** for people using transit and other alternative travel modes, from 11% in 2005 to 19% of the total general adult population in 2009 (2009 Market Segmentation Study).
- **60% of survey respondents stated they made a change in their commuting habits when gas reached \$4 per gallon** (2009 Market Segmentation Study).
- **94% stated they would make changes if prices rose to \$4 per gallon again.** 49% stated they would use the bus (2009 Market Segmentation Study).
- **Transit plays an important role in the community’s economy** with 80% of transit riders using the service primarily for work (34%), school (23%) and shopping or personal business (23%) (2008 Rider Survey).
- When looking at the commuter market alone, **a full 30% of commuters use the bus or another alternative travel mode to get to work** (an increase of 6% since 2005), 53% drive solo, and another 17% drive dropping kids at school or child care (2009 Worksite Commuter Survey).

- **The percentage of persons using the bus doubled** from 4.0% in 2004 to 8.1% in 2008. The percentage driving alone decreased from 56.8% to 53.1% (2009 Worksite Commuter Survey).
- **69% of riders said they would continue to use the bus even if they had a car available**—and increase from 59% in 2004. Only 15% said they would switch to a car compared to 33% in 2004 (2008 Rider Survey).
- **Overall rating of Intercity Transit improved** with 43% of riders giving a rating of “excellent” compared to 39% in 2004. Significant increases were seen in “Courtesy of drivers”, “Frequency of service”, and “Availability of bus shelters” (2008 Rider Survey).
- **The most important areas to improve, according to bus riders, are later evening service, more bus shelters, more frequent service, and earlier morning service** (2008 Rider Survey).
- **The main factors in considering a commute alternative are reducing transportation costs (48%), helping with clean air and counter global warming by reducing emissions (32%), avoiding traffic congestion (7%) and making better use of one’s time (11%)** (Worksite Commuter Study).
- **Travel time is the major barrier to people using the bus** (Worksite Commuter Study).
- **Primary motivators for using an alternative transportation mode include: employer-subsidized bus pass, vanpool fare or other costs; knowing one has a guaranteed ride home in the case of an emergency; and having a staff car**

available at work (Worksite Commuter Survey).

- **Workers in worksites with Commute Trip Reduction programs in place are much more likely to use alternative modes than those who do not** (Worksite Commuter Survey).

Who Uses Intercity Transit (Fixed-Route Bus Service)

- **Gender splits evenly** 50% men, 50% women riders.
- **58% of frequent transit riders, using the bus at least once a week are under 30** (Rider Survey).
- **When considering all transit riders, including those who use the bus only occasionally, age splits more evenly,** 24% under age 30, 17% age 30-39, 7% age 40-49, 29% age 50-60, and 22% age 61 or older (Rider Survey).
- In 2008, **61% of transit riders were employed, 9% were either retired or homemakers, 9% unemployed, and 21% students (many of whom were also employed)** (Rider Survey).
- **49% of transit users have a car available to them** (compared to 43% in 2004) (Rider Survey).
- **22% of all transit riders are State of Washington employees** (Rider Survey).
- **Average income of bus riders has increased** from 2004 to 2008 (Rider Survey).

Capital Projects Update

In the midst of growing public demand and record ridership over the last several years, Intercity Transit has been working to upgrade its facilities and develop a more robust public transportation infrastructure. Some of this work is now complete while other, sizable projects are in early stages of development.

The project to expand the **Martin Way Park and Ride lot** project completed this fall with the grand re-opening of the facility in September. The much-improved facility more than doubled the lot's parking capacity to 318 spaces for bus, carpool and vanpool commuters. It also includes a new transit island with bus shelters, sidewalks and pedestrian access, bike racks, lighting, security cameras and environmentally sustainable landscaping. The \$2.795 million project was funded through a state Regional Mobility Grant of \$1.259 million, a match of \$630,000 from Intercity Transit, and state Department of Transportation property valued at \$906,000.

Design for another park and ride lot in the rapidly expanding area of east Lacey is beginning. Located on a portion of the former Thurston County landfill site, the **Hawks Prairie Park and Ride project** will include over 300 parking stalls and provide an innovate land use application. The project will restore a six-acre portion of the former landfill to productive public use. Expected to be ready for commuter use in three years, this \$7 million project is



The newly expanded Martin Way Park & Ride lot, adjacent to I-5 exit 109 in Lacey, is the largest and most-used lot in Thurston County.

“With increased congestion, climate change concerns and pocketbook issues, more people have been turning to transit, carpools and vanpools,” states Tom Green, Intercity Transit Chairman.

made possible through Washington State Regional Mobility Program.

The **Olympia Transit Center expansion**, currently in early development, will ease bus overcrowding by adding more bus bays for local transit use. The facility is the main operating hub of all Intercity Transit fixed-route bus service, and it also acts as the connecting facility for all other transit systems that link up in Thurston County—Pierce, Mason, and Grays Harbor transit systems. The transit center expansion will increase the multi-modal nature of the facility to allow for the long-anticipated incorporation of Greyhound to operate from the facility. This will enable greater regional and local transit access and is a model already working effectively in other communities.

Federal budget appropriations in 2008 and 2009 provide the major funding for the project.

Work began this past winter on a long-term master plan to expand

Intercity Transit's maintenance, operations and administrative

headquarter facility. The Pattison Street expansion plan looks ahead 25 years to anticipate emerging needs for continued public transportation operation. A multi-phased development plan is drafted that identifies several phases of construction over the next several decades. To address future changes in community and system needs, the development plan is flexible to allow for unanticipated needs. The master plan and preliminary design is funded with local funds. Final design and construction are dependent on future federal grants.

With the help of funding from the American Reinvestment and Recovery Act (federal stimulus funding), Intercity Transit purchased four **hybrid diesel-electric buses** earlier this year. Additional federal grants and local funds allowed purchase of two additional buses under the same contract. Delivery of the buses is anticipated for mid-2010. They will replace the oldest buses in the fleet.



The Olympia Transit Center is the main hub for the Intercity Transit system, with approximately 5,000 boardings and 462 bus departures daily.

We Need to Hear From You

The draft 2010-2015 Strategic Plan defines the level and type of public transportation service Intercity Transit will operate for the next six years. The plan also determines the amount and sources of revenue needed to finance this level of service.

The draft 2010-2015 Strategic Plan attempts to merge the key elements of Intercity Transit's existing service with the needs of a growing urban area and the realities of reduced revenue. We rely on public input, key stakeholder discussions, and service design and planning expertise to identify the level and type of public transportation services most appropriate for the communities within our service boundary.

The plan is based on seven service design goals:

1. **Operate local service to meet the needs of specific areas they serve**, including Dial-A-Lift service for people with disabilities.
2. **Strengthen service along major corridors** by operating weekday services more frequently and by extending hours of operation in the mornings and/or evenings.
3. **Reduce customer travel times** by improving direct service links to major origin and destination points for fixed-route and Express commuter service; encourage cities and the county to improve major corridors so that transit can operate more efficiently.
4. **Keep pace with major area developments** to effectively serve or improve transit service to those locations.
5. **Expand regional Express commuter routes** to Pierce County, including connections to Sound Transit's Express bus and Sounder train service.
6. **Maintain and support a range of transportation alternatives** by increasing Intercity Transit's commuter vanpool fleet, providing assistance for developing carpools, and encouraging walking and bicycling.
7. **Provide facilities and equipment that support the region's public transit infrastructure.** This includes adding or improving park and ride lots, developing new transit stations and expanding customer information programs.

In addition to service operation and resource implications, the plan also identifies 21 policy positions that guide Intercity Transit. It also draws on significant market research Intercity Transit completed over the past year.

The full 2010-2015 Strategic Plan is available online at www.intercitytransit.com or at Intercity Transit Customer Service (360-786-1881) and Business (360-753-8585) offices. Reference copies are also available for viewing at the Olympia, Lacey, Tumwater and Yelm Timberland Libraries.

Please Participate

Complete the enclosed survey and return it no later than **November 13, 2009**.

Visit Intercity Transit's website, www.intercitytransit.com. You'll find an electronic version of the survey and the full draft 2010-2015 Strategic Plan.

Comment by email at tellus@intercitytransit.com or via our comment line at **(360) 705-5852**.

Comment at the Intercity Transit Authority **public hearing on Wednesday, November 18, 2009, 5:30pm**. The hearing will be held at Intercity Transit's business office, 526 Pattison Street SE, Olympia, (360) 786-8585. This location is served by Routes 62A, 62B and 66.

Operating Environment

The 2010-2015 Strategic Plan comes at a time when Intercity Transit is experiencing record ridership, facilities are at capacity, and major economic uncertainties exist.

Intercity Transit's local sales tax revenue—the agency's primary funding source—has been reduced substantially by the sustained economic downturn of 2008 and 2009. Rider fares were increased by 33 percent (\$0.25 cent increase on base fare) in January 2009 in an effort to partially offset the drop in sales tax receipts. However, if local sales tax revenues remain low, service reductions of about 20 percent will likely be required as soon as 2011.

Strategic Plan Survey

Based on Draft Strategic Plan 2010-2015

Service Scenarios

Intercity Transit is currently considering three options for its Strategic Plan. Each option is defined by operating revenue and corresponding public transportation service for the next six years.

Option 1: Make Do with Existing Resources

Reduces service levels by approximately 20 percent (42,500 annual operating hours) over next six years, most of which would likely occur in 2011. This does not require any change in sales tax. Possible reductions could include:

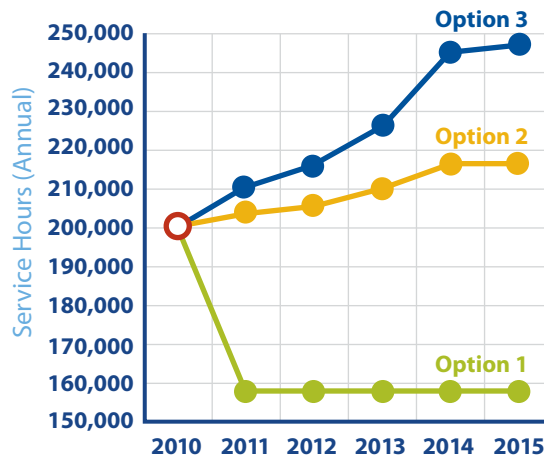
- Elimination of Dash shuttle service
- Reduce Rt 13 from 15-minute to 30-minute service
- Eliminate Sunday service
- Eliminate Rt 42
- Reduce service on Rt 41, 62A, 62B, 67, 94 and/or 620
- Reduce Dial-A-Lift service to correspond to fixed-route operational changes
- Do not proceed with capital improvement projects

Option #2: Maintain and Moderately Grow Service

Enhances service levels by approximately 9 percent (17,000 annual operating hours) over next six years, most of which would likely occur in 2011 and 2013. This requires a 0.2 percent increase in local sales tax. This option will not allow expansion of Intercity Transit's maintenance and operations facility or the addition of new routes requiring additional buses. Possible enhancements could include:

- Increase Saturday service on Rt 62
- Add later evening and Sunday service on Rt 68
- Add later evening service and off-peak service on Rt 94

Fixed-Route Service Options 2010-2015



- Current Level of Operation (200,900 Service hours)
- Option 1: Make Do with Existing Resources (Reduce Service by 42,500 Hours) No Additional Sales Tax
- Option 2: Maintain Service (Increase Service by 17,000 Hours) 0.2% Sales Tax Increase
- Option 3: Grow with Demand (Increase Service by 47,000 Hours and Make Capital Improvements) 0.3% Sales Tax Increase

- Add peak and midday express commuter service on Rt 603
- Increase Rt 12 midday service
- Increase service to 15-minute frequency on Rt 41
- Increase Saturday Rt 48 trips
- Add Dial-A-Lift service to correspond to fixed-route operational changes

Option #3: Grow with Demand

Enhances service levels by approximately 23 percent (47,000 annual operating hours) over next six years, with increases likely to occur in 2011, 2012, and 2014. This requires a 0.3 percent increase in local sales tax. This option allows for the expansion of facilities which enable future growth in the bus fleet. Possible enhancements in addition to those listed above in Option #2 could include:

- Increase frequency on Rt 62 to address overloads
- Increase frequency on Rt 94
- Increase midday service on Rt 12/45 and Rt 21/60

- Increase frequency on express commuter Rt 603
- Add later evening service on Rt 68 and 94
- Add Sunday service to Rt 68
- Add service to northeast Lacey
- Add later evening and morning service on weekdays and weekends
- Add a cross-town route between Lacey and Tumwater
- Extend service to west Olympia
- Add a cross-town route between west Olympia and Tumwater
- Add Dial-A-Lift service to correspond to fixed-route operational changes
- Proceed with additional capital improvement project work, to include expansion of the maintenance and operations facility necessary to allow growth in the bus fleet (ten additional buses would be purchased) and the development of a Hawks Prairie Park & Ride lot near I-5.

Indicate what you think are the most important planning efforts for the next six years (rank top 3).

- ___ reduce bus service* in response to limited operating resources
- ___ maintain current bus service* (may require sales tax increase)
- ___ expand current bus service* and plan for future growth (may require sales tax increase)
- ___ maintain current vanpool service and plan for future vanpool program growth
- ___ expand operating facilities to accommodate service increase
- ___ expand park & ride lots in Thurston County
- ___ other (fill in): _____

* any reduction or expansion in bus service applies to both fixed-route (regular) and corresponding Dial-A-Lift (paratransit) service.

Do you have a suggestion for service improvement(s)? (Please be specific to fixed-route, Dial-A-Lift, vanpool, park & ride and/or facility improvements)

Do you have a suggestion for service reduction(s)? (Please be specific to fixed-route, Dial-A-Lift, vanpool, park & ride and/or facility improvements)

Tell us what aspects of the draft Strategic Plan Intercity Transit should not overlook and why.

Please indicate the type(s) of Intercity Transit service you use (pick all that apply):

- regular (fixed-route) bus service
- Dial-A-Lift
- commuter vanpool or carpool service
- park & ride lot(s) in Thurston County
- transit travel to special events
- specialized van transportation service (such as Village Vans or Community Vans)
- other (fill in): _____

I am providing comment primarily because (pick one):

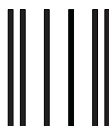
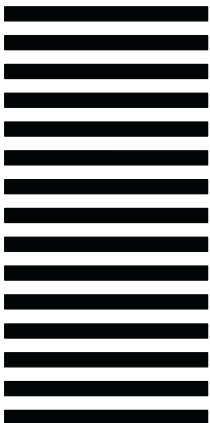
- I use (or want to use) public transportation
- I don't use but pay taxes that support public transportation
- other (fill in): _____

Fold, tape and return this form by **Friday, November 13, 2009**, by mail or fax to (360) 357-6184. You may also leave at Customer Service or Business offices.



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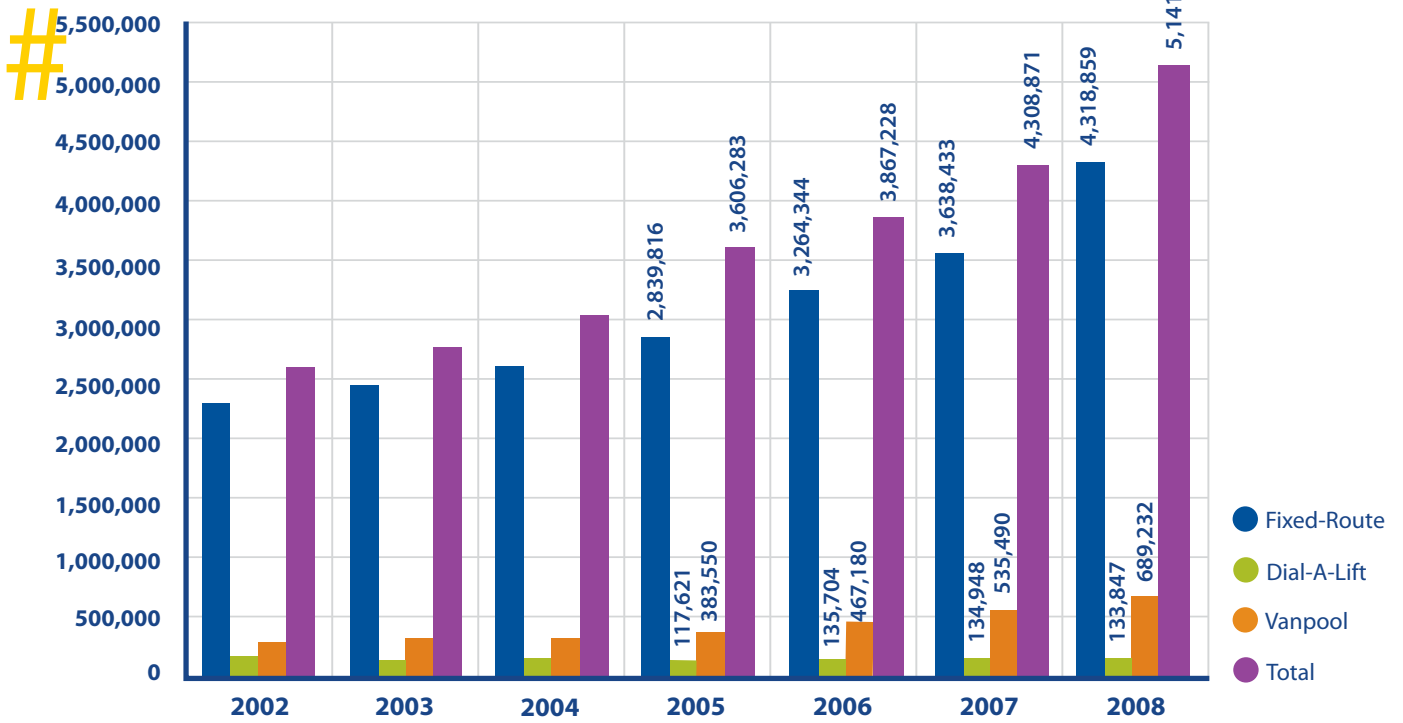


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Performance Measures

Intercity Transit Boardings Per Year

Intercity Transit ridership for the first six months of 2009 was 6.9% higher than the first six months of 2008. This follows an 18% increase in 2008 and a 12% increase in 2006 and 2007.

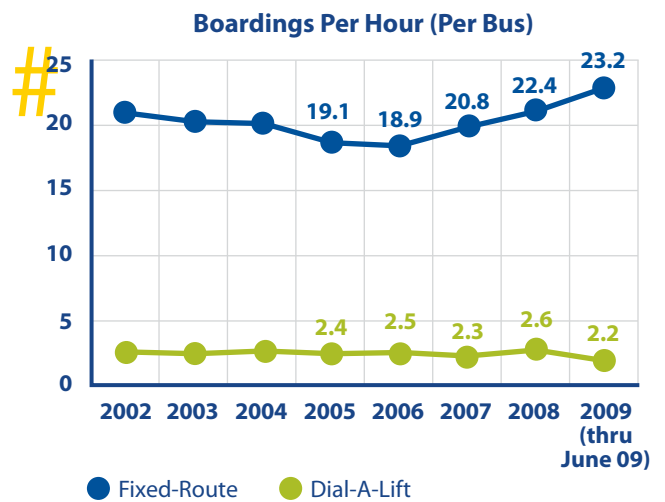


Productivity

Intercity Transit measures its productivity by the number of passengers carried per hour of service. Productivity increased to 23.2 passengers per hour for the first six months of 2009 as compared to 22.4 passengers per hour in 2008, even with a 33% fare increase that took place on January 1, 2009.

This chart shows Intercity Transit productivity since 2002. Productivity typically falls when new service is introduced as it takes time for new riders to learn of the service and change their travel habits to using public transportation.

However, Intercity Transit's productivity has risen despite significant increases in service, suggesting that more people will use public transportation if service levels are high and the service is convenient to them.



News Briefs

Intercity Transit Host Transportation Panel

About 50 community leaders, legislators, elected officials and policy makers attended a transportation panel discussion this summer. The discussion focused on the impact of federal, state, and local transportation initiatives on our region and the challenges facing public



A robust discussion among many community leaders took place at a transportation panel, August 2009.

transportation. Panelists included American Public Transportation Association President Bill Millar; Federal Legislative Representative Dale Learn; the WSDOT Director of the Public Transportation Division, Katy Taylor; and Transportation Choices Coalition Director, Rob Johnson.

Transit Equals Savings

Individuals who ride public transportation can save an average of \$9,062 annually based on an October 2009 study released by the American Public Transportation Association.

“The Transit Savings Report” calculates the average annual and monthly savings for public transit users. The report examines how an individual in a two-person household can save money by taking public transportation and living with one less car.

Transit riders can save on average \$755

per month. The savings amount is based on the national averages for the cost of parking and driving, and on the national average gas price of \$2.46 per gallon for regular gasoline.

Vans Get A Second Life

Intercity Transit recently awarded four older vanpool vehicles due for retirement to local community-based organizations here in Thurston County. The October 2009 action means that these vans will have a second life supporting transportation needs in new ways through operation by worthy agencies. Following a competitive application and review process, vans were awarded to Capital Clubhouse, Community Youth Services, the Yelm Adult Community Center and the Thurston County Food Bank.

Looking for a Speaker?

We'll talk transit! Contact us at (360)705-5857.

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