

**INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
AGENDA
August 25, 2014
5:30 PM**

CALL TO ORDER

- | | | |
|--------------|--|----------------|
| I. | APPROVE AGENDA | 1 min. |
| II. | INTRODUCTIONS | 1 min. |
| | A. Debbie Sullivan, Intercity Transit Authority Representative
<i>(Michael Van Gelder)</i> | 1 min. |
| III. | MEETING ATTENDANCE | 3 min. |
| | A. September 3, 2014, Regular Meeting <i>(Quinn Johnson)</i> | |
| | B. September 17, 2014, Joint Meeting of ITA/CAC | |
| | C. October 1, 2014, Regular Meeting <i>(Kahlil Sibree)</i> | |
| IV. | APPROVAL OF MINUTES - July 21, 2014 | 1 min. |
| V. | CONSUMER ISSUES CHECK-IN
<i>(This is to identify what issues you wish to discuss later on the agenda in order to allocate time).</i> | 3 min. |
| VI. | NEW BUSINESS | |
| | A. TRANSIT DEVELOPMENT PLAN <i>(Steve Swan)</i> | 15 min. |
| | B. CAC RECRUITMENT <i>(Nancy Trail)</i> | 10 min. |
| | C. COMMUNITY PRESENTATIONS <i>(Ann Freeman-Manzanares)</i> | 20 min. |
| | D. STRATEGIC PLAN <i>(Ann Freeman-Manzanares)</i> | 20 min. |
| VII. | CONSUMER ISSUES - All | 20 min. |
| VIII. | REPORTS | |
| | A. August 6, 2014, ITA Regular Meeting <i>(Julie Hustoft)</i> | |
| | B. August 20, 2014, ITA Work Session <i>(Faith Hagenhofer)</i> | |
| | C. General Manager's Report <i>(Ann Freeman-Manzanares)</i> | |
| | D. WSDOT Wall of Fame Conference <i>(Ann Freeman-Manzanares/Valerie Elliott)</i> | |
| | E. September meeting cancelled - joint ITA/CAC meeting <i>(Ann Freeman-Manzanares)</i> | |
| IX. | NEXT MEETING - September 17, 2014 - JOINT ITA/CAC MEETING. | |
| X. | ADJOURNMENT | |

Attendance report is attached.

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Minutes
INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
July 21, 2014

CALL TO ORDER

Chair Van Gelder called the July 21, 2014, meeting of the Citizen Advisory Committee (CAC) to order at 5:34 p.m. at the administrative offices of Intercity Transit.

Members Present: Chair Michael Van Gelder; Vice Chair Carl See; Leah Bradley; Valerie Elliott; Joan O'Connell; Kahlil Sibree; Victor VanderDoes; Sue Pierce; Faith Hagenhofer; Charles Richardson; Dale Vincent and Julie Hustoft.

Absent: Quinn Johnson; and Mitchell Chong.

Staff Present: Erin Scheel; Carolyn Newsome; Emily Bergkamp; and Nancy Trail.

Others Present: Authority member, Ed Bricker, Intercity Transit Authority.

APPROVAL OF AGENDA

It was M/S/A by ELLIOTT and SIBREE to approve the agenda with the addition of a report by Elliott on the July 16, 2014 ITA meeting.

INTRODUCTIONS

Van Gelder introduced Authority member, Ed Bricker.

MEETING ATTENDANCE

A. August 6, 2014, Regular Meeting - Julie Hustoft.

B. August 20, 2014, Work Session - Faith Hagenhofer.

APPROVAL OF MINUTES

It was M/S/A by ELLIOTT and HUSTOF to approve the minutes of the June 16, 2014 meeting.

CONSUMER ISSUES CHECK-IN - Issues for discussion later in the meeting include:

- *VanderDoes* - Comment about bus break down; and DAL scheduling.
- *Pierce* - Training on how to ride the bus.

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- *Hustoft* – Wi-Fi availability on buses and at transit centers.
- *Sibree* – Resolution for schedule conflicts with neighboring transit agencies.

NEW BUSINESS

A. YOUTH PROGRAM UPDATE - (*Erin Scheel*) Scheel identified the new logo for the Walk and Roll program. She indicated the program works with elementary students and middle school students to identify challenges to riding transit. The program provides walk to school days every month and the local police departments assist with ushering the students to school. The program is in partnership with Thurston Regional Planning Commission (TRPC). TRPC works to address issues including where schools are sited and if they are conducive to walking.

O'Connell arrived.

Scheel stated a recent survey indicated that 90% of those responding believed walking/biking were healthy ideas. Respondents also indicated the reasons they don't include, weather, traffic and safety at crossings, etc.

In conjunction with TRPC they create school route maps with walking/biking routes; transit information and identify where safe intersections are located.

Scheel spoke about the Earn a Bike program that includes an after school class. The participants earn a bike and helmet once they complete the program. The program includes 4th through 8th graders. The bikes for the program are abandoned or left on buses. Intercity Transit keeps the bikes for a month and then donates them to the program. The Tumwater Police also donate bikes. A team of 15 volunteers meet weekly to fix the bikes up. In a good year the program gives away approximately 120 bikes to participants. Scheel indicated last year was the first year the program included middle school students.

Scheel indicated the youth outreach program teaches students how to use the bus. The training includes picking the kids up on a hybrid bus, showing them how transit works, and includes using an app on their phone. The kids go on a tour of the maintenance department at Intercity Transit and they also get to visit the very popular bus wash.

Scheel indicated the Youth Program has two grants, the first is the Safe Routes to School grant that brings \$63,000 over two years that is site specific (City of Olympia/Washington Middle School). The second is the Transportation Alternatives Program (TAP) which is county-wide and includes sidewalk and roundabout improvements.

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Scheel stated the youth program is working to bring bike riding into Physical Education (PE) classes at area schools. The program is in 42 other school districts. This year, four local PE teachers will teach month-long biking classes as part of their curriculum. They have a fleet of bikes that will move to a different school each month. Scheel indicated staff took the training with them and it provides real skills, rules of the road, etc. Intercity Transit was awarded a new TAP grant that will pick up where this one left off.

Scheel indicated the Youth Program worked on long range plans to help shape the first Sustainable Thurston plan.

Scheel answered questions:

Hagenhofer - Stated schools near the Chehalis Western Trail would benefit immensely based on their proximity.

Scheel - Mt. View received a Safe Routes to School grant and they held a bike rodeo on the weekend.

See - Are you working with anyone on the Eskridge/Henderson neighborhood - near Pioneer Elementary?

Scheel - Every 2 years there is a Safe Routes to School grant process that opens. We build in the education piece to support that. We are doing a monthly ride called Kidical Mass from Pioneer to a park nearby, teaching safe riding habits. We will do these rides monthly and they are open to everyone.

See - Recommended sending notice to the local neighborhoods.

Kester - Indicated the principal of Pioneer is interested and has been vocal about considering altering school start time. They are aware that traffic is a mess and there is a real concern about safety. The Olympia Police Department was at the last walk to school day and they periodically do speed patrols and are aware of concerns about safety in the corridor.

Scheel - This year participating school principals received proclamations from their local jurisdictions supporting Walk to School day. Scheel indicated the Youth Program has a really great partnership with Community Youth Services. We currently have 2 students in the program and have had many in the past. If you would like to volunteer please give me a call.

B. VANPOOL UPDATE - (*Carolyn Newsome*) Newsome provided an update on the agency's vanpool program. Newsome described a vanpool as a group of 5 to 15

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people who commute together in a passenger van. Vanpool riders pay a low monthly fare based on the number of miles traveled and number of riders. Some employers pay part or all of their employees' vanpool fares.

Newsome stated the program has 220 active vanpools, including 1700 members. The average cost per boarding is \$2.59. The vanpool program has grown steadily, except during the economic downturn, and when we raised fares. Currently we have a lot of opportunities for growth given that I-5 congestion is the 4th worst in the nation. We have 104 vans going through the JBLM area, removing 1,000 cars from the congestion.

Newsome stated the vanpool program collects 100% of the operating costs of the program. Fares were raised in 2013 and then we were a tad over because we hadn't filled all the allocated positions. If we did a fully-allocated cost breakdown we would still be sitting at 63%.

Newsome indicated we are looking to start 10 new vans and starting a "Baby Come Back" program offering some incentives. Or possibly using the "All Out of Love" or in the vanpool program's case space. The program is 30 years old and we are out of space in our current location. Currently our customer must navigate the parking lot to get gas. We are looking at locating the vanpool office on the corner to eliminate this.

Newsome identified her staff – the vanpool coordinators. Newsome provided a testimonial on how great the vanpool customer service is.

Newsome answered questions:

Vincent – Asked how many customers come back?

Newsome – Stated approximately 10%, and most were disgruntled people over circumstances in their previous van.

Vincent – Asked if vanpool fares were raised at the same time as fixed route's last fare increase?

Newsome – Stated we raised them at the beginning of the month instead of mid-month since it better coincides with billing.

Vincent – Asked what the longest commute is?

Newsome – Indicated right now it is probably Bellevue, and used to be North Bend.

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Hagenhofer – Asked if there are vanpools that go south?

Newsome – Answered, yes the furthest south they go right now is to Onalaska.

Richardson – Asked if they originate or come here?

Newsome – Answered they must start or end in Thurston County.

VanderDoes – Asked what the rates are?

Newsome – Our average is about \$84 per month, but depends on the number of riders and miles.

VanderDoes – Asked about the fraud situation and if the agency notified current vanpool customers?

Newsome – Responded that we believe we found fraud on May 1, 2013. We changed the policy on May 2, 2013 and sent letters to all vanpool groups. A rider sent us an email saying we are paying a different rate than what is listed for the van. The first thing we noticed is the bookkeeper had removed a person and was continuing to charge his fare. In the past we required that everyone have a bank account that was just for the vanpool and the bookkeeper wrote us a check. At the time we still had 4 or 5 left that did it this way. We then went to everyone paying individually. As soon as this email came to us, we investigated and questioned this gentleman. We started pulling records; got the information to the Auditor's office and it took them some time to get through the issue.

VanderDoes – Asked if the individual that volunteered was taking funds?

Newsome – Indicated the smallest amount taken was from the people in the group. The entire amount is about \$10,000 and we will try to recover all of it.

C. SURPLUS VAN GRANT/COMMUNITY VAN PROGRAM - (Carolyn Newsome)

Newsome explained the difference between the surplus van grant and community van programs. The surplus van grant involves 4 surplus vanpool vehicles and an application process for local non-profits. The agencies must provide how many transportation trips they will take during the year. There are rules around the use of the van and the recipients must provide quarterly reports for a year, and after that the van is theirs.

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Newsome indicated we have an issue with our vans this year and they are trying to be proactive. When we get the vans we will notify you so you can get the information out.

Newsome provided that in the Community Van program the van stays with Intercity Transit. The users must be located in the PTBA, sign a contract, provide their own abstracts; and attend a defensive driving class. The vans used are held back from the surplus process. The users pay \$0.68 per mile and \$5.00 for billing. We track reservations in outlook and everyone has access. They are first come, first served. Newsome provided a testimonial about a great community van experience.

Newsome answered questions:

Bradley – Asked why the vans have an in-state and 150 mile limitation?

Newsome – Responded because we have to go get them if they break down and our insurance is WSTIP – for Washington State.

Bradley – Stated she works for the Boys and Girls Clubs and they love it. She believes using the van has increased their memberships.

D. REVISING DIAL-A-LIFT NO SHOW POLICY – (*Emily Bergkamp*) Bergkamp provided some background on the Dial-A-Lift (DAL) program, indicating riders must apply and become certified to use the service. First a rider must be unable to board a ride or exit accessible bus without assistance; rider needs to use a ramp and it cannot be deployed safely at their bus stop; and a rider has a disability that prevents them to travel to and from a bus stop under certain conditions.

Bergkamp stated riders can book 5-1 days in advance of travel; rider can book over the phone 7 days a week and online 7 days per week, but only 3 days ahead of time online. DAL provides reminder calls the night before to remind clients of their ride details. The web portal is fairly limited at this time, but an upgrade may occur soon. The reminder calls are an effort to curb the no-shows.

Bergkamp identified what a no-show is: when a rider fails to cancel a ride two hours before the scheduled pick-up time; or when the rider is not available to take a ride within five minutes of the operator arriving in the 15 minute pickup window. If the drivers arrive and no one appears, they contact dispatch to see if they have additional information. Sometimes the dispatcher might ask them to wait a bit longer. We know our clients well and drivers get concerned if our clients aren't where they are supposed to be. A no-show is not charged to a client if they are not available because of circumstances beyond their control. If a client receives a no-show they can appeal utilizing the agency's appeal process. We do everything we

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can to work with riders to avoid issuing suspensions. We will also leave a courtesy card to let clients know we were there and when we left.

Bergkamp stated the average cost of a DAL trip is approximately \$46. The drivers take a lot of extra time with clients and are trained to work with people with disabilities. The FTA recognizes a pattern or practice of no-shows can have a detrimental effect on operational efficiency, cost, and the quality of the service for other riders

Bergkamp indicated the FTA recommends reviewing a rider's no-show rate when they have missed 5 trips in a calendar month; when the no-show rate is several times the average for the month for all clients, for example 10%; to begin notification letters and suspensions if the pattern persists. Right now we send a letter to let them know the client has an excessive amount of no-shows. If we can still see a consistent 10% pattern we would implement a suspension. Bergkamp stated if she knows a client has a doctor visit they cannot miss, then she will curtail the dates of the suspension. Bergkamp provided DAL had 150,224 rides in 2013 and 3% were no-shows.

Bergkamp answered questions:

See - Asked how many clients have no-shows or how many are suspended.

Bergkamp - Responded we don't have anyone who is suspended right now. At the end of June we had 2 and it is usually the same people. Our clients are really frail and have memory issues. There is often times confusion and so we try to keep that in mind. Bergkamp indicated she thinks this policy will better serve the people that travel more. The new policy gives a little more breathing room.

Elliott - Asked how long clients are suspended?

Bergkamp - Responded that the amount increases incrementally. If for a month they have less than 10% their record gets clear. If somebody has worked hard then we should clear their record so they have a fresh start.

VanderDoes - Indicated it would be good to provide workshops for parent providers, group homes, and individual providers. There are so many different things you need to know about scheduling.

Bergkamp - Indicated she agreed, and now that there is two travel training staff we could incorporate it.

CONSUMER ISSUES

- *Hustoft* - Asked if it would be possible to have Wi-Fi on the buses and at the transit centers

Newsome – Responded we don't have Wi-Fi on the buses. Pierce Transit has some custom buses with Wi-Fi. Most people have a data plan and it is possibly something that is going to go away. There is Wi-Fi downtown.

- *VanderDoes* – Commented about a recent bus break down. His wife and daughter were on a bus and it started to smoke profusely. It was right next to Capital Lake and the driver was very nice, and didn't suggest that people get off, but most did. He was wondering how long it takes to get a replacement bus.

Newsome – Responded that it depends on where you are when the bus breaks down. Most replacements arrive fairly quickly.

- *Sibree* – Asked about getting better connections with neighboring transit agencies, specifically Mason County

Staff will relay the information to Dennis Bloom in Planning for additional information.

Vincent left.

- *Pierce* – Stated earlier this year Ann presented about hiring a new travel trainer. My father has since moved here into a retirement community and every chance I get I talk the buses up. The information is much better received if it comes from someone other than a family member when someone is losing their independence. Curt Daniel arranged a travel trainer class at my dad's retirement community. He attended on his own and he was pretty impressed.

Bergkamp – Responded we've learned we create our own flyers and to bring treats to increase participation.

- The group discussed things that can be done to increase communications between riders and drivers to facilitate making connections.

Bricker – Suggested letting the drivers know when you get on that you may need the help, and reminding them as you get near the end of your ride.

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REPORTS

- *Van Gelder* – Acknowledged Sue Pierce for the additional work she has done on the analysis of the self-assessments to allow us to be a better committee. Sue volunteered and she has done a lot of good work that you will see at a future meeting.
- *Pierce* – Reported on the June 18, 2014, ITA special meeting and the ITA had the same budget agenda item presentation with a lot of the same comments. They had a few ideas for ways to make vehicles last longer and refurbishing buses. They had a conversation about the new mandate for unpaid leave for religious purposes.

VanderDoes left.

- *Elliott* - Reported on the July 16, 2014, ITA special meeting – Carolyn presented both of the same agenda items she provided tonight. The ITA received a presentation on the Pattison Street Expansion/UST Replacement from Tetra Tech. Ann indicated she would provide the CAC with a copy of that design. The ITA had several comments about the design on the frontage along Martin Way and the Vanpool office location. The Expansion project is on hold pending funding.
- *O'Connell* – Reported on the July 2, 2014 ITA regular meeting – the CAC Bylaws and Charter proposals were accepted and they discussed the UST replacement and the project is moving forward.
- *Trail* – Provided a reminder for Transit Appreciation Day on **August 13, 2014**. The program begins at 12:04 pm. Please join us to celebrate the good work our employees do every day and acknowledge those receiving special awards.

NEXT MEETING: August 25, 2014 – rescheduled.

ADJOURNMENT

It was M/S/A by HUSTOFT and ELLIOTT to adjourn the meeting at 7:39 p.m.

Prepared by Nancy Trail, Recording Secretary/
Executive Assistant, Intercity Transit

**INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
AGENDA ITEM NO. VI-A
DATE: August 25, 2013**

FOR: Citizen Advisory Committee
FROM: Steve Swan, 705-5834
SUBJECT: Review Draft of Annual Update of the Transit Development Plan

- 1) **The Issue:** Review update of the Transit Development Plan (TDP) for 2013-2019.

- 2) **Recommended Action:** For information and discussion purposes. Staff will provide a brief presentation on the highlights of the 2013 Annual Report and the 2014-2019 Transit Development Plan.

- 3) **Policy Analysis:** The State requires the local transit's governing body to conduct a public hearing each year on the annual Transit Development Plan. Authority policy also provides an opportunity for public comment prior to approval of this plan.

- 4) **Background:** The State of Washington, under RCW Section 35.58.2795, requires each public transit system provide an annual status report and update of its Transit Development Plan (TDP). This requires the transit system to conduct a public hearing on the plan.

The update must include three elements:

- a) Description of the system from the previous year (a 2013 Summary);
- b) Description of planned changes, if any, to services and facilities (2014-19); and
- c) Operating and capital financing elements for the previous year (2013), budgeted for current year (2014), and planned for five years (2015 - 19).

This year's update is more of an administrative process due to the requirement that all transit systems comply with the September deadline. However, development of an Intercity Transit "strategic plan" for policy, service, capital projects and budget, which has been traditionally a part of the TDP process, will continue later this year after submission of this document.

A public hearing on the TDP is scheduled for August 20, 2014, with adoption by the Authority at their September 3, 2014, meeting.

- 5) **Alternatives:** N/A

- 6) **Budget Notes:** This is currently covered under the 2014 Budget. The TDP simply reports on past and projected agency elements based on the current budget year.

The development of next year's budget will be accomplished later in 2014, when discussions on the annual update of the agency's Strategic Plan takes place.

7) **Goal Reference:** This discussion provides background leading up to the public hearing for the draft TDP. In particular, Goal #1: *"Assess the transportation needs of our community."* This is achieved by providing clear and comprehensive information related to the transportation needs of our community.

8) **References:** Draft: 2013 Annual Report & Transit Development Plan 2014-2019.

2014 Timeline for TDP Process:

- ✓ August 6 ITA: Request Public Hearing for August 20.
- ✓ August 8 Public: Draft available to the public/CAC.
 - August 20 ITA: Conduct Public Hearing.
 - August 25 CAC: Present Draft TDP.
 - September 3 ITA: Request to Adopt TDP.

DRAFT

Intercity Transit

2013

Annual Report

&

2014 – 2019

Transit Development Plan

Prepared by the

Intercity Transit Executive Department - Planning Division

Draft released: August 6, 2014

Public Hearing: August 20, 2014

Final approval anticipated: September 3, 2014

Intercity Transit Authority:

Karen Messmer - Chair - Citizen Representative
Nathaniel Jones - Vice Chair - City of Olympia
Joe Baker - City of Yelm
Ed Bricker - Labor Representative
Jeff Gadman - City of Lacey
Don Melnick - Citizen Representative
Debbie Sullivan - City of Tumwater
Karen Valenzuela - Thurston County
Ryan Warner - Citizen Representative

Ann Freeman-Manzanares - General Manager:

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Introduction to Intercity Transit's 2014 - 2019 Transit Development Plan

This year's Transit Development Plan (TDP) continues a practice adopted by Intercity Transit in 2005. Prior to 2005 the "TDP process" was an opportunity to engage our governing body – the Intercity Transit Authority – our employees, customers and the general public to help define the direction of the transit system for the next six years.

At the time the TDP was combined with the update of the agency's "Strategic Plan," which provided an in-depth process for considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also served as the basis for developing the coming year's annual budget. The time frame for this process covered several months and was completed each year in June and submitted to the WSDOT as required by Washington State law, RCW 36.57A.

With changes in WSDOT reporting requirements for the TDP in 2004 the current Intercity Transit process, established in 2005, now provides the basic reporting components and sections required under Washington State law. Intercity Transit however, continues to involve the public, agency staff, our Citizen Advisory Committee (CAC) and Transit Authority in annually reviewing and updating our "Strategic Plan," which is a separate process and document. The 'Plan' utilizes components of the TDP, but provides the more in-depth analysis and discussions for developing next year's annual budget (2015) and provides guidance for the future direction of the agency.

This year's "Draft 2013 Annual Report and 2014 – 2019 Transit Development Plan" will be presented at the Intercity Transit Authority meeting on August 6, 2014. Distribution of the draft document will then be made available on Intercity Transit's web site, at local public libraries, Intercity Transit's Customer Service Center at the downtown Olympia Transit Center or by contacting Intercity Transit's administrative staff. Local media news will be notified about the document and a notice and invitation to the public to comment on the TDP either electronically, by mail, fax, telephone, or in person at the hearing will be provided through the distribution of an on-board Rider Alert newsletter (August, 7th) with details on our web site and other social media outlets. This year it is anticipated the public hearing will be held at the Transit Authority meeting, 526 Pattison St SE, Olympia, WA, on August 20, 2014, starting at 5:30 pm.

Section 1: Organization

This document represents Intercity Transit's annual update of a 5-year Transit Development Plan (TDP), as required under Washington State RCW Section 35.58.2795 and the federal *Moving Ahead for Progress in the 21st Century* (MAP-21). This report provides summary information for 2012 as well as projected changes for 2013 – 2018.

Intercity Transit, the business name for the Thurston County Public Transportation Benefit Area (PTBA), 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 sales tax of up to 3/10ths of 1% 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. Thurston County voters outside the urban area approved the 3/10ths of 1% sales tax to support the expansion of the PTBA to include all of Thurston County. This included the south county cities and towns and rural areas of unincorporated Thurston County.

1995 - 1999: Local sales tax revenue slowed dramatically and resulted in the gradual reduction of service as a way of balancing service costs with revenues. In March 1999, a proposed 2/10ths of 1% increase in the sales tax for preserving service and a modest expansion failed, forcing an 8% reduction in service. Then in November '99, statewide Initiative 695 passed, which cut Motor Vehicle Excise Tax (MVET) revenue for transit. The courts found it unconstitutional, but the State Legislature subsequently eliminated it for public transit use.

2000 - 2002: The loss of MVET funding resulted in a decrease of 40% in revenue and required a 42% service reduction in February 2000. In early 2002, a Public Transportation Improvement Conference was convened of the jurisdictions in Thurston County resulting in agreement that reduced the service boundary to the urbanized areas of Olympia, Lacey, Tumwater and Yelm. The new boundary, established September 2002, became effective January 2003. In September '02, voters within the new boundary approved an increase of 3/10ths to 6/10ths of 1% in local sales tax. The new rate went into effect in 2003.

2003 - 2005: Incremental service increases in 3 phases began. This reversed a trend that saw over a 50% reduction in fixed-route service since 1995. Both Phase 1 (February '03) and Phase 2 (September '04) included 15% increases in service hours. A new corporate logo, bus graphics, and uniforms were also introduced in '04. During 2005 the focus was on rebuilding the fleet, updating operational software and systems, improving facilities, accessibility and shelters at bus stops and completing market research and ridership studies.

2006 - 2007: Implemented a Phase 3 increase of over 15% in service hours. A circulator route, "Dash," was begun between the Capitol Campus and downtown Olympia. Completed a fixed route Short and Long Range Service Plan; 26 expansion vanpools acquired; installation of a communications system with advanced digital radio, AVL tracking, stop announcements and auto-passenger counters were completed in '07. In '07 a new multi-year service plan and a foundation for technological investments got underway. A small increase in service hours was implemented and upgrading of the fleet included 23 new buses (5 expansion), three Dial-A-Lift vans and 44 vanpools (27 expansion). Total system boardings in '07 increased 12% above '06. A

new education program, "Smart Moves," for middle and high school students began; completed state funded Trip Reduction program with state offices in Tumwater; engaged over 1,000 participants in the annual Bicycle Commuter Contest.

2008 - 2009: An 11% increase in service hours focused on local service enhancements and 15 minute service on major corridors. Expansion of the Martin Way Park & Ride Lot (Lacey) began. Installation of on-board security camera for the fleet was completed. System wide ridership hit new record of over 5.1 million boardings in '08 as fuel prices nationwide rose to \$3.50 gal. Received two national awards in '09: APTA's "Outstanding Public Transportation System" for medium sized systems and FTA's "Success in Enhancing Transit Ridership." Martin Way P&R expansion completed (138 to 319 stalls); completed major market research and ridership studies; completed master site plan for expansion of the operations base and updated plan for the Olympia Transit Center (OTC) expansion; received WSDOT grants to construct a 300 stall P&R on the Thurston County Waste and Recovery Center; and a 'Safe Routes to Schools' program for bicycle youth program at several schools. System's base fare increased from \$.75 to \$1.

2010: First of six hybrid (electric-diesel) buses were acquired as replacements. District voters approved an increase of 0.2% in local sales tax in August. New rate for transit became .8% Jan '11. Plans for the OTC continued including provision for accommodating Greyhound/interstate transit service. Pre-construction got under way for the Hawks Prairie Park & Ride in NE Lacey. A pilot program for discounted bus passes began, aimed at assisting local non-profit and human service agencies dealing with cuts in funding while still trying to meet the needs of their clients. State Legislature approved changes in CTR law that significantly increased affected state agency worksites in Thurston County.

2011: Our 30th Anniversary. Implemented a modest 3.1% increase in service focused on improvements for heavily used routes and weekend service. Implemented a website based trip planning feature (Google Maps) and participation in a regional mobile device application for 'next bus' information. Selected by Federal Transit Administration as one of ten transit systems in the nation to receive ISO 14001-certified Environmental and Sustainability Management System training, and implemented objectives for reaching those goals. Continued major capital facility projects for the OTC, Operations Base and the Hawks Prairie P&R Lot. DAL client survey completed. Record ridership on fixed route service, 4.5 million, and 5.3 million for all services (Fixed Route, Dial-A-Lift, Vanpool, Community Vans and Village Vans).

2012: First transit system in the country to be awarded 'Gold Level' APTA Sustainability Commitment status. Continuation of innovative programs including Smart Moves youth outreach and BikePARTners that supports healthy commutes to schools. Bicycle Commuter Contest celebrates 25th Anniversary. Mike Harbour, GM for 17 years, moves on. Ann Freeman-Manzanares, Development Director, appointed Interim GM. Base adult fare increase of 25% approved for fixed route service and a 10% increase for vanpool fares. Demonstration Discounted Pass Program, begun in 2010, approved for future years. New federal legislation under "MAP-21" eliminates discretionary funding for buses and bus facilities.

2013: IITA selects Ann Freeman-Manzanares as new General Manager. Local base fare increase from \$1 to \$1.25 implemented. New 332 stall Hawks Prairie Park & Ride Lot officially opens in NE Lacey and receives American Public Works Assoc. "Project of the Year" for Washington State. Agency earns ISO 14001 Certification for Sustainability and Environmental practices, one of only nine transit systems in the country that have earned it to date. Implements two WSDOT grant funded demonstration Express routes for service between Tumwater/Lakewood and limited Sound Transit peak service between Olympia/Seattle; includes partnering and opening a 30 stall park & ride at a State Dept. of Health lot in Tumwater.

Governing Board

The Intercity Transit Authority governs the organization. The board increased to nine members with a state mandated addition of a labor representative in 2010. The other members consist of five elected officials representing the jurisdictions of Thurston County, Lacey, Olympia, Tumwater, and Yelm, plus three citizen representatives appointed by the Transit Authority. Citizen representatives serve three-year terms and elected officials are appointed by their respective jurisdiction. Intercity Transit is the only system in Washington State with citizen members serving on its governing board.

Table of Organization

At the end of March 2014, Intercity Transit's budget included 313.75 full-time equivalent staff positions (see table below for FTE's and Appendix A for organization chart).

Department	Jan 1 2011	Jan 1 2012	Jan 1 2013	March 2014
<i>Executive</i>	4.5	4.5	4.5	3.0
Human Resources - Assistants & Analysts	4.5	4.5	4.5	6.0
Finance & Administration	9.75	10.75	11.0	11.0
<i>Accounting, Inventory, Clerical,</i>	5.75*	5.75	6.0	6.0
<i>*Information Systems to Maintenance mid '08 back to Finance late-'10</i>	4.0*	5.0	5.0	5.0
Operations:	209.75	215.75	221.0	229.0
<i>Operators</i>	169.0	169.0	179.0	185.0
<i>Customer Service</i>	8.0	8.0	8.0	8.0
<i>Vanpool</i>	5.0	5.0	5.0	5.0
<i>Dial-A-Lift</i>	11.0	11.0	11.0	11.0
<i>Supervisors and Administrative</i>	15.0	15.0	15.0	18.0
<i>*Village Vans to Operations in '10</i>	1.75	1.75	2.0	2.0
Maintenance: (moved under Operations early 2014)	45.0	47.0	48	47
<i>Coach/Auto Technicians</i>	20.0	21.0	22.0	22.0
<i>Facilities maintenance</i>	7.0	7.0	7.0	7.0
<i>Other Maintenance</i>	18.0	19.0	19.0	18.0
<i>Information Systems to Finance late '10</i>	5.0	---	---	---
Development – (moved under Executive mid-2013)	16.5	18.5	18.25	17.75
<i>Administration/Grants/Sustainability</i>	2.0	4.0	3.0	2.0
<i>Planning</i>	4.0	4.0	4.0	4.0
<i>Procurement/Inventory</i>	6.0	6.0	6.0	6.0
<i>Marketing & Communications</i>	4.50	4.5	5.25	5.75
Total Employees	290.00	301.00	307.25	313.75

Section 2: Physical Plant

Intercity Transit dispatches all services from its administrative/operations base facility at 526 Pattison Street SE, Olympia. See Appendices for the completed forms for the State's information about Intercity Transit's rolling stock, owned equipment, and facility inventories.

Section 3: Service Characteristics - 2013

During 2013, Intercity Transit provided a variety of transportation services benefiting the citizens of Thurston County (See Appendix for service area district maps):

Fixed Route Service Operation

During 2013, 24 fixed routes as well as ADA paratransit (Dial-A-Lift) service were provided. Days of service on weekdays, generally 5:40 a.m. – 11:55 p.m.; Saturdays, generally 8:15 a.m. – 11:55 p.m.; and Sundays between 8:30 a.m. – 9:00 p.m. No service on three national holidays.

Fares: Recovered 11.6% of operating costs for Local service and 19.5% for Express.

Total Boardings: 4,434,071, a decrease of 2.92% from 2012.

Services for Persons with Disabilities Operation

“Dial-A-Lift” provides door-to-door service for people with qualified ADA disabilities, which prevents them from using regular bus services. Dial-A-Lift hours of operation reflect all Fixed Route service. No service on three national holidays.

Fares: Recovered about 2.9% of operating costs.

Total Boardings: 150,244, an increase of 4.4% above 2012.

2013 Fare Structure for Fixed Route and Dial-A-Lift Service

Local Service			Express Service		
Fixed Route	Per Ride	Daily Pass	Monthly Pass	Olympia/Tacoma Per Ride	Monthly Pass
Regular Adult	\$1.25	\$2.50	\$36.00	\$3.00	\$90.00
Youth (6 -17 yrs) [Under 5 ride free]	\$1.25	\$2.50	\$15.00	\$3.00	\$90.00
Reduced*	\$.50	\$1.00	\$15.00	\$1.25	\$37.50
Dial-A-Lift Reduced*	\$1.00	\$2.00	\$36.00 \$15.00*	NA	NA

* Reduced Fare Permit required. Eligibility based on age, disability or possession of a Medicare card.

Vanpool Services Operation

By the end of 2013 there were 218 Intercity Transit commuter vanpools in operation throughout the Puget Sound region. This was an increase from 213 the year before. Over the year, the vanpools carried an average of 1,550 daily riders.

Intercity Transit staff markets the vanpool program to employers and individuals, facilitates group formation and provides defensive driver training. Vanpool groups lease the vehicles on a monthly mileage basis, operate independently and are generally in service weekdays, from 5 a.m. – 6:30 p.m.

Fares: Recovered 100% of the operating costs.

Total Boardings: 761,750, an increase of 2.8% above 2012.

Ridematching: Free service. Intercity Transit is a member of Washington State Ridematch network that provides a computerized database of individuals interested in carpooling and vanpooling. Established in 1997, it allows commuters the ability to make contacts throughout the state either through a toll free call, over the internet or with a local transit system.

Village Vans Operation

Service began in 2002 for this grant-funded program. Intercity Transit operates with three vans to help meet work-related transportation challenges for families with low incomes. For the 234 individuals that participated in the program, there were a total of 6,349 boardings in 2013 (7.1% above 2012). Of the client base, 67% of those were qualified under Temporary Assistance for

Needy Families and 33% were low-income receiving some type of state or federal assistance. Vans are driven by eligible job seekers referred by a variety of agencies to participate in the Village Vans Customized Job Skills Training Program. Nineteen drivers found good jobs as did dozens of riders while using the service. This innovative program works with representatives from the Departments of Employment Security, Social and Health Services, South Puget Sound Community College, WorkSource Thurston County, Pacific Mountain Workforce Development Council and other local service agencies to support their client needs.

Commute Trip Reduction Program

In 2005, the Thurston region implemented a program transition with a cooperative effort that includes the Thurston Regional Planning Council overseeing program administration and worksite support and Intercity Transit providing outreach and marketing efforts. The partnership continues for the 2013-15 biennium. It makes a commitment to the goals of the CTR law while providing on-going assistance to both local jurisdictions and affected worksites. With the goal of reducing the number of single occupant vehicle trips, vehicle miles traveled, congestion, greenhouse gases, and providing other options for commuters, the region is now required under Senate Bill 6088 that all state worksites and state colleges - no matter the size - in the urban portions of Lacey, Olympia and Tumwater to participate in CTR. Currently, the regional team supports 198 active worksites of which 192 are affected sites and 6 are voluntary.

Land Use Review and Support Program

Intercity Transit is one of a number of local agencies to review land use permitting requests. Staff works with local government staff (Development and Public Works departments), Planning Commissions, as well as public and private developers to maximize the opportunities for public transportation through effective land use planning and urban design. During 2013 staff received 212 submissions, reviewed 26 and commented on 14 applications requesting transit amenities that typically are for a stop, shelter or improved ADA access to an existing stop.

Agency Performance

Intercity Transit actively pursues efforts to improve the internal operations of the agency through improved communications, increased employee involvement and better understanding of the needs and desires of customers and employees. These efforts are aimed at making Intercity Transit a valued employer and enabling employees to effectively serve their customers.

Intercity Transit reviews financial and ridership performance on a monthly basis, and provides updates to the Citizen Advisory Committee and the Intercity Transit Authority as needed. Intercity Transit also distributes a twice-yearly Performance Report to the community highlighting system performance and surveyed customer satisfaction indicators. And a twice yearly "Interchange" newsletter that provides additional transit details and information to stakeholders and the public.

Section 4: Service Connections

In 2013 Intercity Transit provided connections with five other public transit operators, two rural regional service providers, as well as Greyhound and Amtrak service:

Grays Harbor Transit	Service between Aberdeen, WA and the Westfield Mall transfer station, Greyhound bus terminal and Olympia Transit Center in Olympia.
Mason County Transit	Service connections from Shelton to the Westfield Mall transfer station and Olympia Transit Center in Olympia.

Lewis County (TT)	Twin Transit service between Centralia/Tumwater and Olympia utilizing IT bus stops at state offices.
Pierce Transit (PT)	IT's Express service connects with PT's local service in Lakewood (Lakewood Station and S.R. 512 P&R Lot) and Tacoma (connections at the Tacoma Dome Station, Tacoma Mall, and at numerous stops in downtown Tacoma.
Sound Transit (ST)	IT's Express services connect with ST in Lakewood (Lakewood Station and S.R. 512 P&R Lot), Tacoma Dome Station, and in Downtown Tacoma. From these locations riders can transfer to ST buses that travel to Seattle and Sea-Tac Airport. Intercity Transit provides limited connections to Sounder, a regional commuter rail service, at the Tacoma Dome Station.
AMTRAK	Intercity Transit Routes 64 and 94 provide half hour peak and hourly off-peak service 7 days a week to the Olympia-Lacey station location.
Greyhound	Four local Intercity Transit routes provide service within a block of the downtown Olympia Greyhound bus terminal.
Rural Transportation (South Thurston Co - Olympia)	South Thurston County system funded by a WSDOT grant provides regional connections with Intercity Transit routes in a number of locations within the service district.
Park & Ride Lots (P&R)	Fixed routed service available at four lots: Lacey: Martin Way P&R (Local & Express) Hawks Prairie P&R (Express) Tumwater: DOH Lot (Local & Express) Thurston Co: Amtrak rail station (Local)
Educational Facilities	Fixed route service is available to many public and private schools throughout the service district. Of four school districts that exist within Intercity Transit's service district, 43 of the 50 public schools are served by transit routes. A number of these routes also have schedules that coincide with the school's opening and closing hours of operation. Intercity Transit provides service to the Olympia campuses of South Puget Sound Community College and The Evergreen State College. The school's participate in local Commute Trip Reduction incentives and have a transit pass program for students, faculty and staff. Service is also available to Saint Martin's University (Lacey), but not onto the campus. The University has a student pass program for undergraduates.

Section 5: Activities in 2013

Fixed route ridership was down slightly (2.9%) from the year before with 4.34 million boardings and about a -2% decline overall for all services at 5.35 million boardings. Significant agency activity during the year continued with on-going capital facility project reviews and work on environmental sustainable goals. The effort to limit the use of non-renewable resources, reducing waste and pollution, promoting public stewardship and protecting the natural environment as

much as possible has been incorporated into training of all Intercity Transit staff and earned the agency the prestigious international ISO 14001 Certification.

Capital facilities involved the continuing effort to accommodate needed growth with retrofitting of the Olympia Transit Center and opening the new 332 stall Hawks Prairie Park & Ride Lot in NE Lacey. Highlights of other agency efforts during the year included:

New Fleet Vehicles: Forty four (44) replacement and eleven (11) expansion commuter vanpool vehicles were acquired.

Transit Service: Service hours increased slightly (0.8%) with the addition of demonstration grant funding of Express service between Tumwater/Lakewood and contracted peak only Sound Transit trips between Olympia/Seattle.

New Shelters and Amenities: Retrofitted 4 additional shelters with interior solar lighting. Accessibility improvements and shelters were added to 31 stops. This included 4 that were completed through private developer improvements.

Service Planning: Implemented a \$.25 fare increase, from \$1 to \$1.25, for the Local Adult base fare. A similar increase was also applied to Express service, which was implemented in February. The increase did not go into effect until the February 2013 service change. The Reduced fare categories in Local and Express service remained unchanged.

Ridership: System-wide Total Boardings (Fixed Route, DAL and Vanpool) decreased 1.95% from 2012, which is attributable to fixed routed service. The general decrease in ridership appears to reflect both a response to the increase in fares and a drop of student enrollment and ridership associated with two local colleges. Fixed Route boardings decreased 2.9% whereas Vanpooling was up 2.8%, and Dial-A-Lift increased 4.4%.

Village Van: This unique 'Welfare-to-Work' transportation program had 6,349 boardings (7.1% increase) and provided transportation to 234 low-income job seekers or workers during 2013. This program operates in partnership with 16 local social and public service agencies, including the South Puget Sound Community College and WorkSource Thurston County. The program trains individuals to become skilled employees and provides rides to qualified individuals.

Vanpool Program: The 761,750 passenger trips recorded during 2013 was an increase of 2.8% from the previous year's tally. The increase appears to reflect a small and continuing uptick in the regional economy. Vanpool groups again moved back up from the 213 vans on the road in 2012 to 220 in early 2014. Groups operate throughout a five countywide region. With certified and trained volunteer drivers in place, these vanpools carried an average of 1,700 daily riders removing over 1,300 vehicles from our congested roadways each weekday.

Innovative Programs: Intercity Transit continued the growth of its "Walk N Roll" youth education program throughout the year reaching an estimated 7,000 students in 15 schools through field trips, school assemblies, and special events, and participation in school-wide programs like, "Bike and Walk to School Days." Other sponsored school related programs included, "Build-a-Bike", and "Undriving." The intent of this award winning program is to build the next generation of safe and healthy bikers, walkers and transit riders. We continued to maintain and improve internet social media to broaden the agency's relevance and relationships with customers and community members. We also provided on-line trip planning for fixed route service and participate in regional smart phone application for 'next bus' arrival information. Our Travel Training program also works with individuals to help transition them from paratransit/DAL service to fixed route or to help with people becoming comfortable with riding a bus.

Section 6: State Proposed Action Strategies 2014 - 2019

The Washington State Department of Transportation (WSDOT) requires transit agencies report how they are accomplishing the state's public transportation objectives as identified in state's Transportation System Policy Goals (RCW 47.04.280). This supersedes WSDOT's "Investment Guidelines" previously requiring listing of accomplishments.

1. PRESERVATION

Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.

2013	2014 - 2019
Continued Effort	Continuing Effort

2013

- Programmed funds continued for facility repairs at the central base as well as maintenance of all transit centers.
- Vehicle replacements included 7 coaches, 9 replacements and 1 expansion Dial-A-Lift vans and 1 replacement van for Village Vans.
- Vanpool program had 19 replacements and 11 expansion vans which increased the fleet to 235 vans.
- Continued efforts on master planning for expanding the current Intercity Transit base of operations.
- Continued master plan for expansion plans of the Olympia Transit Center for fixed route service and an interstate private carrier (Greyhound).
- Opened 332 stall Hawks Prairie Park & Ride Lot (6.5 acres) in NE Lacey at the Thurston County Waste and Recovery Center.
- Implemented two WSDOT Regional Mobility Grants for service enhancements of Express service along the I-5 corridor between Thurston and Pierce Counties. Includes weekday service added between Tumwater - Lakewood and extension of existing ST 592 (DuPont/Seattle) to Olympia.

2014-2019

- Depending on how much local economic recovery might occur it appears that basic service levels may remain the same over the next 3 - 5 years.
- Update fixed route Short (6 yr) and Long Range (20 yr) Service Plan.
- Intercity Transit will continue to provide performance measurement reports that provide summaries to the public, twice a year, providing attributes, costs and utilization of the existing system services.
- Continue to replace aging fleet vehicles but the expected loss of federal discretionary grants will have a major impact on agency finances.
- Continue work on capital facility projects but expansion/remodeling of Operations Base in Olympia is on hold due to change in federal assistance. Continue effort to expand the downtown Olympia Transit Center as a transportation hub, including accommodating Greyhound service.

2. SAFETY

Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.

2013	2014 - 2019
Made Progress	Continuing Effort

2013

- Safety is the system's #1 priority. A Safety Committee meets monthly and, if necessary, confers on major events. Reviews monthly safety report, maintains ongoing safety records, and makes recommendations to General Manager on issues involving employee and customer safety.
- Regular and on-going training of Operations and Maintenance staff as well as other agency support staff, remains a vital component of the organization.
- Participates in local and regional efforts to increase and improve security components within the service district and improve coordination between agencies, especially with local emergency services.
- On-bus security camera upgrades to capture image and audio continue. Cameras dramatically improved the ability to document safety concerns and to provide additional evidence in the case of on-bus incidents and vehicle accidents. Cameras also added to park & ride lots.
- Continued participation in the regional coordination of the *Puget Sound Transportation Recovery Plan* for major disruptions to vital transportation facilities and links at both the local and regional level.

2014 - 2019

- Agency will continue to develop programs for agency staff. In-house safety programs and committees meet on a regular basis to review existing conditions with an eye toward making improvements.
- Continue to work with and make improvements as needed with other public agencies regarding safety on both the local and regional level.
- Provide training to ensure understanding and integration of National Incident Management System, the Emergency Preparedness and Security Plan and the continuity of an Operations Plan. Continue to acquire and implement modifications to facilities and vehicles to increase safety and security for customers and employees.

3. STEWARDSHIP

Continuously improve the quality, effectiveness, and efficiency of the transportation system.

2013	2014 - 2019
Continued Effort	Continuing Effort

2013

- Intercity Transit continues to be involved with working with local jurisdictions and employers to promote the use of alternative transportation modes as well as Transportation Demand Management and Commute Trip Reduction efforts.
- Active in local and regional partnerships that regularly review, plan, coordinate and implement improvements to the local transportation network of roads, technology and services.
- Transit staff regularly attend community business association meetings to

2014 - 2019

<p>update and provide leadership in efforts to support and improve local and regional transportation network.</p> <ul style="list-style-type: none"> • Actively participate in a coordination network of human service organizations to improve mobility for those challenged by income, age and/or disabilities. • Actively participating in on-going efforts for developing a regional Sustainability Plan (MPO/TRPC lead) that includes housing and transportation choices.
<ul style="list-style-type: none"> • Staff will continue to work with and participate in community based efforts to improve transportation efficiency in both the technical and service fields. • Staff will actively participate in continuing partnerships that address transportation issues locally and regionally, including but not limited to updates of local Comprehensive Plans, Joint Base Lewis McChord/I-5 impacts, Community Challenge Projects (Lacey, Tumwater, Olympia) and Regional Transportation Plan updates.

4. MOBILITY

Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

2013	2014 - 2019
Made Progress	Continuing Effort

2013

<ul style="list-style-type: none"> • Intercity Transit staff continues to participate in local and state planning efforts to develop and improve alternatives to single occupant vehicles. Staff also takes an active role with regional long range transportation planning activities dealing with congestion and environmental impacts. • Intercity Transit and Thurston Regional Planning Council cooperatively participate in local CTR efforts including promotional marketing efforts with employers around Thurston County. We continued to provide significant education and outreach program efforts to public schools (over 7,000 students). And staff coordinates annual county-wide bicycle commuting contest. • Staff regularly participates in local jurisdictional land use reviews, development of community design components (land and roads) and comments on transportation/transit integration and ADA accessibility. • Provided service integration with four other public transit providers, one rural regional service provider, as well as interstate bus and passenger rail service. • Continued to provide regional integration of transportation services for fixed route and Dial-A-Lift (paratransit) services to providing a commuter Vanpool program and Village Van program for qualified low-income recipients. • Continued fare integration partnerships with public agency employers and colleges that support employees and students use of transit. This included on-going work with WSDOT on state employee’s transit ‘STAR Pass’ program. The pass is available to all State employees working in Thurston County. Locally, student pass programs with the South Puget Sound Community College, Evergreen State College and St. Martin’s University
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	<p>continued. Pass agreements with Thurston County, the Thurston Regional Planning Council and City of Olympia continued.</p> <ul style="list-style-type: none"> • Intercity Transit staff regularly participates in local and regional meetings and with local, regional, state and tribal staff. Over the past year, staff continued participation in a regional effort, now funded with federal CMAQ funds, to make improvements in local traffic control technologies that will incorporate a 'transit signal priority' system. • Opened a new 332 stall park & ride lot, funded with a WSDOT Regional Mobility Grant that utilized land-fill acreage at Thurston County's Waste and Recovery Center. • Worked with Twin Transit (Chehalis/Lewis Co.) to help them begin cross-county weekday express service to state office campuses in Tumwater/Olympia with connections to Intercity Transit service. • Implemented two WSDOT Regional Mobility Grants for service enhancements of Express service along the I-5 corridor between Thurston and Pierce Counties.
2014 - 2019	<ul style="list-style-type: none"> • Intercity Transit staff will continue to work proactively on a range of transportation planning activities on the local and state level. • Additional community based and target marketing efforts will continue. • The agency will continue to work with the other regional transportation providers to improve service connections between providers. • Staff will continue to work with local jurisdictions in partnership to improve public transportation accessibility between residential and commercial areas as well as on-going partnerships for road and safety improvements. • Staff will also continue to work with local jurisdictions, state, and tribal organizations in partnership to improve public transportation in the region for services along state roads and the federal interstate. • Intercity Transit will continue to integrate improvements in information technology and transportation services. This includes web-based information, fare payment systems, mobile phone applications, on-street displays and other information materials that encourage and promote transportation alternatives.

5. ENVIRONMENTAL QUALITY AND HEALTH

Bring benefits to the environment and our citizens' health by improving the existing transportation infrastructure.

2013	2014 - 2019
Made Progress	Continuing Effort

2013

	<ul style="list-style-type: none"> • Intercity Transit continues to utilize biodiesel fuel to of a 5 - 20% blend throughout the fleet. All buses run on ultra-low sulfur diesel. The agency meets all on-site water quality standards including recycling antifreeze, engine oil, office paper, cardboard and printer inks. • In-house Sustainability Committee continued to review and analyze existing conditions, made recommendations for improving the agency's sustainability efforts, and developed and provided in-house training of agency staff. • Intercity Transit, the first transit system in the country awarded 'Gold Level' APTA Sustainability Commitment status for Environmental & Sustainability
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2014 - 2019

<p>Policies, gained ISO 14001 certification of meeting those standards. Staff also developed and coordinated in-house efforts for training, monitoring and improving agency-wide sustainability efforts.</p> <ul style="list-style-type: none"> • On-going effort to coordinate and implement sustainability practices into a variety of transportation related programs and projects around our service district and region.
<ul style="list-style-type: none"> • Intercity Transit will continue to utilize biodiesel and ultra-low sulfur diesel. Higher blends of biodiesel maybe possible depending on cost. • Agency core staff will continue work on <i>Environmental and Sustainability Management Systems</i> as a certified agency. Implement an audit and reporting process that continues to “analyze, control and reduce the environmental impact of the agencies activities, products and services and to operate with greater efficiency and control.” • Fixed route bus replacements will continue to be hybrid vehicles but newer cleaner diesel engine technology may become an option. • Continue growth of the “Smart Moves” youth education program involving students, parents, teachers and community members to help students confidently and safely bicycle, walk, and ride transit. Support healthy choices year-round of biking, walking and transit use, including hosting the annual Thurston County Bicycle Commuter Contest and increasing our outreach efforts at employment sites effected by state and local Commute Trip Reduction requirements.

Section 7: Summary of Proposed Changes 2014 - 2019

In addition to the efforts Intercity Transit will engage in to meet Washington State’s *Transportation System Policy Goals*, the following table provides a summary of proposed changes for service, facilities and equipment over the next six years:

2014	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	Fixed Route: 9,657 hours (Express) WSDOT grant funded
Facilities	Bus stop improvements Facility improvements	Tumwater P&R (WSDOH lot) Preliminary OTC/Greyhound
Equipment	Buses: 7 Vanpools: 38 Village Vans: 2	Buses: 3 Vanpools: 11
2015	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop improvements	No Change
Equipment	DAL: 5 Vanpools: 38	DAL: 2 Vanpools: 11

<u>2016</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	DAL: 2 Vanpools: 38	Vanpools: 11
<u>2017</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements	Tumwater P&R
Equipment	Vanpools: 38	DAL: 1 Vanpools: 11
<u>2018</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	Buses: 4 DAL: 18 Vanpools: 37	Vanpools: 11
<u>2019</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements Facility Improvements	No Change
Equipment	Buses: 4 Vanpools: 30 Village Vans: 1	DAL: 2 Vanpools: 11

Section 8: Capital Improvement Program 2013 - 2019

VEHICLE PROJECTIONS

	2013	2014	2015	2016	2017	2018	2019
Total Revenue Vehicles at Y/E	352	366	379	390	402	413	426
Fixed Route Coaches							
Beg. Yr. # of Vehicles in Fleet	68	68	71	71	71	71	71
Replacement Vehicles		7				4	4
Expansion Vehicles		3					
From Contingency Fleet							
End of Yr. Fleet Size	68	71	71	71	71	71	71
Total Actual Coach Purchases	0	10	0	0	0	4	4
Major Vehicle Components							
2013	2014	2015	2016	2017	2018	2019	
Replacement Batteries				6	0	7	
Dial-A-Lift Vans							
Beg. Yr. # of Vehicles in Fleet	35	35	35	37	37	38	38
Replacement Vehicles		5	2		1	18	2
Expansion Vehicles							
End of Yr. Fleet Size	35	35	37	37	38	38	40
Total Actual DAL Van Purchases	0	0	7	2	1	18	2
Vanpools							
Beg. Yr. # of Vehicles in Fleet	235	246	257	268	279	290	301
Replacement Vehicles	44	38	38	38	38	37	30
Expansion Vehicles	11	11	11	11	11	11	11
End of Yr. Fleet Size	246	257	268	279	290	301	312
Total Actual Vanpool Purchases	55	49	49	49	49	48	41
Village Vans							
Beg. Yr. # of Vehicles in Fleet	3	3	3	3	3	3	3
Replacement Vehicles		2				0	1
Expansion Vehicles							
End of Yr. Fleet Size	3	3	3	3	3	3	3
Total Actual V/V Van Purchases	0	2	0	0	0	0	1
Total Vehicles Purchased by Year	2013	2014	2015	2016	2017	2018	2019
	55	61	56	51	50	70	48

Vehicle Expenses

Coaches	2013	2014	2015	2016	2017	2018	2019
Coach Unit Cost	\$700,000	\$723,200	\$744,896	\$767,243	\$790,260	\$813,968	\$838,387
Vehicle Cost Inflation Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total Units Purchased	0	10	0	0	0	4	4
Total Expense	0	\$7,232,000	0	0	0	\$3,255,872	\$3,353,548
Major Vehicle Components	2013	2014	2015	2016	2017	2018	2019
Battery Unit Cost					\$200,000	\$200,000	\$200,000
Total Units Purchased					6	0	7
Total Expense	0	0	0	0	\$1,200,000	0	\$1,400,000
Dial-A-Lift Vans	2013	2014	2015	2016	2017	2018	2019
DAL Van Unit Cost	\$ 133,000	\$ 140,655	\$ 145,578	\$ 150,673	\$ 155,947	\$ 161,405	\$ 167,054
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	7	2	1	18	2
Total Expense	0	0	\$1,019,045	\$301,346	\$155,947	\$2,905,287	\$334,108
Vanpools	2013	2014	2015	2016	2017	2018	2019
Vanpool Van Unit Cost	\$ 26,910	\$ 27,674	\$ 28,643	\$ 29,645	\$ 30,683	\$ 31,757	\$ 32,868
Total Units Purchased	55	49	49	49	49	48	41
Total Expense	\$1,480,050	\$1,356,026	\$1,403,487	\$1,452,609	\$1,503,450	\$1,524,314	\$1,347,589
Village Vans	2013	2014	2015	2016	2017	2018	2019
Village Vans	\$ 26,708	\$ 27,642	\$ 28,610	\$ 29,611	\$ 30,647	\$ 31,720	\$ 32,830
Total Units Purchased	0	2	0	0	0	0	1
Total Expense	0	\$55,285	0	0	0	0	\$32,830

Total Expenses

Expenses	2013	2014	2015	2016	2017	2018	2019
Coaches	0	\$7,232,400	0	0	0	\$3,255,872	\$3,353,548
Major Vehicle Components	0	0	0	0	\$1,200,000	0	\$1,400,000
Dial-A-Lift Vans	0	0	\$1,019,045	\$301,346	\$155,947	\$2,905,287	\$334,108
Vanpools	\$1,480,050	\$1,356,018	\$1,403,487	\$1,452,609	\$1,503,450	\$1,524,314	\$1,347,589
Village Vans	0	\$55,285	0	0	0	0	\$32,830
Total Expenses for Vehicles	\$1,480,050	\$8,643,703	\$2,422,532	\$1,753,955	\$2,859,397	\$7,685,474	\$6,468,076

Staff Vehicles

Total Staff Vehicles at Y/E	14	14	14	14	15	15	15	15
VM Service Trucks								
Beg. Yr. # of Vehicles in Fleet	2	2	2	2	2	2	2	2
Replacement Vehicles						1		1
Expansion Vehicles								
End of Yr. Fleet Size	2	2	2	2	2	2	2	2
Total Actual VM Service Truck Purchases	0	0	0	0	0	1	1	0
Ops Service Trucks - 5 Year Cycle								
Beg. Yr. # of Vehicles in Fleet	3	3	3	3	3	3	3	3
Replacement Vehicles	1					2		1
Expansion Vehicles								
End of Yr. Fleet Size	3	3	3	3	3	3	3	3
Total Actual Ops Service Van Purchases	1	0	0	0	0	2	1	0
General Staff Vans								
Beg. Yr. # of Vehicles in Fleet	1	1	1	1	1	1	1	1
Replacement Vehicles								
Expansion Vehicles								
End of Yr. Fleet Size	1	1	1	1	1	1	1	1
Total Actual Staff Van Purchases	0	0	0	0	0	0	0	0
General Staff Car								
Beg. Yr. # of Vehicles in Fleet	2	2	2	2	2	2	2	2
Replacement Vehicles								
Expansion Vehicles		-1						
End of Yr. Fleet Size	2	1	1	1	1	1	1	1
Total Actual Staff Car Purchases	0	0	0	0	0	0	0	0
General Staff Car - Electric								
Beg. Yr. # of Vehicles in Fleet	1	1	1	2	2	2	2	2
Replacement Vehicles								
Expansion Vehicles		1						
End of Yr. Fleet Size	1	2	2	2	2	2	2	2
Total Actual Staff Car Purchases	0	1	0	0	0	0	0	0
General Staff Station Wagon								
Beg. Yr. # of Vehicles in Fleet	1	1	1	1	1	1	1	1
Replacement Vehicles		1						
Expansion Vehicles								
End of Yr. Fleet Size	1	1	1	1	1	1	1	1
Total Actual Staff Station Wagon Purchases	0	1	0	0	0	0	0	0

	2013	2014	2015	2016	2017	2018	2019
Facility Truck							
Beg. Yr. # of Vehicles in Fleet	5	5	5	5	6	6	6
Replacement Vehicles			1	1		3	1
Expansion Vehicles							
End of Yr. Fleet Size	5	5	5	6	6	6	6
Total Actual Facility Truck Purchases	0	0	1	1	0	3	1
Facility Maintenance Trailers							
Beg. Yr. # of Vehicles in Fleet	0	0	0	1	1	1	1
Replacement Vehicles			1				
Expansion Vehicles							
End of Yr. Fleet Size	0	0	1	1	1	1	1
Total Actual Facility Truck Purchases	0	0	1	0	0	0	0
Total Staff Vehicles Purchased by Year	2013	2014	2015	2016	2017	2018	2019
	1	2	2	1	3	5	1

Vehicle Expenses and Revenues

	2013	2014	2015	2016	2017	2018	2019
VM Service Trucks							
VM Service Truck Unit Cost	\$56,800	\$68,800	\$60,900	\$63,000	\$65,200	\$67,500	\$69,900
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	0	0	1	1	0
Total Expense	0	0	0	0	\$65,200	\$67,500	0

	2013	2014	2015	2016	2017	2018	2019
Ops Service Trucks							
Op Service Van Unit Cost	\$35,000	\$36,200	\$37,500	\$38,800	\$40,200	\$41,600	\$43,100
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	1	0	0	0	2	1	0
Total Expense	\$35,000	0	0	0	\$80,400	\$41,600	0

	2013	2014	2015	2016	2017	2018	2019
General Staff Vans							
General Staff Van Unit Cost	\$28,600	\$29,600	\$30,600	\$31,700	\$32,800	\$33,900	\$35,100
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	0	0	0	0	0
Total Expense	0						

General Staff Car	2013	2014	2015	2016	2017	2018	2019
General Staff Car Unit Cost	\$30,000	\$31,100	\$32,200	\$33,300	\$34,500	\$35,700	\$36,900
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	0	0	0	0	0
Total Expense	0						

General Staff Car - Electric	2013	2014	2015	2016	2017	2018	2019
General Staff Car Unit Cost	\$41,400	\$42,800	\$44,300	\$45,800	\$47,400	\$49,100	\$50,800
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	1	0	0	0	0	0
Total Expense	0	\$42,800	0	0	0	0	0

General Staff Station Wagon	2013	2014	2015	2016	2017	2018	2019
General Staff Station Wagon Unit Cost	\$24,500	\$25,400	\$26,300	\$27,200	\$28,200	\$29,200	\$30,200
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	1	0	0	0	0	0
Total Expense	0	\$25,400	0	0	0	0	0

Facility Truck	2013	2014	2015	2016	2017	2018	2019
Facility Truck Unit Cost	\$66,800	\$69,000	\$71,415	\$73,910	\$76,492	\$79,165	\$81,930
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	1	1	0	3	1
Total Expense	0	0	\$71,415	\$73,910	0	\$237,494	\$81,930

Facility Trailers	2013	2014	2015	2016	2017	2018	2019
Facility Trailer Unit Cost	14,700	10,000	10,400	10,800	11,200	11,600	12,000
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	1	0	0	0	0
Total Expense	0	0	\$10,400	0	0	0	0

Total Expenses/Revenues

Expenses	2013	2014	2015	2016	2017	2018	2019
VM Service Trucks	0	0	0	0	\$65,200	\$67,500	0
Ops Service Vans	\$35,000	0	0	0	\$80,400	\$41,600	0
General Staff Vans	0	0	0	0	0	0	0
General Staff Car	0	0	0	0	0	0	0
General Staff Car - Electric	0	\$42,800	0	0	0	0	0
General Staff Station Wagon	0	\$25,400	0	0	0	0	0
Facility Truck	0	0	\$71,415	\$73,910	0	\$237,494	\$81,930
Facility maintenance Trailers	0	0	\$10,400	0	0	0	0
Total Expenses for Staff Vehicles	\$35,000	\$68,200	\$81,815	\$73,910	\$145,600	\$346,594	\$81,930

OTHER CAPITAL AND FACILITIES-Amended

	2014	2015	2016	2017	2018	2019
MIS & Communication Equipment						
Computer Room remodel	400,000					
Data Deduplication System (Single Sys/5 Yr)			60,000			
Laptops - Tough Book Type (7/4YR)			10,000			
Personal Computers	30,000	70,000	70,000	70,000	70,000	70,000
Phone System Replacement	50,000	150,000				
Plotter (1/5 Yr)			15,000			
Projector Equipment OTC conference room		20,000				
Projectors-Normal replacements			5,500			
Radio Equipment (IP Based Centracoms)		50,000	50,000			
Security Cameras (Lenel) for Existing OTC & Pattison Buildings	130,000					
Servers - High Performance (8 @ 5 Yr)			70,000			
Servers - Standard (10 @ 5 yr cycle)	30,000	30,000	30,000	30,000	30,000	30,000
Storage Area Network (SAN) (1/5YR)				150,000		
Tremble Unit						
Network Hardware						
Ethernet Switches (14/7 YR)	10,000			150,000		
Fiber Optics/High Speed Links	60,000	90,000				
Firewalls (7 Yr)	36,000					
Network Wiring (10 year cycle)						
OTC new building network equipment		60,000				
Wireless access point replacement				5,000		
Software						
ACS Orbital/Radio System Replacement	9,000					2,000,000
Analytical Software Used by Development						
Adobe Software Upgrades		10,000				
Antivirus Software Upgrades					6,000	
Backup Software					50,000	
FleetNet Additional Moduals	15,000				15,000	
FleetWatch						
Microsoft Server Software Upgrades/Repl.			135,000	130,000		
Office Upgrades (130/5yrs)	20,000					
POS system updates - VP in 2014 and OTC in 2018					60,000	
Routermatch Replacement						
SharePoint Maintenance/Upgrades			60,000			
TMS Replacement					100,000	
VMWare Software (8 Units/5 Yrs)			25,000			
Windows OS replacement (PC Operating Systems)			35,000			
Total	\$790,000	\$480,000	\$565,500	\$535,000	\$331,000	\$2,100,000

Facilities	2014	2015	2016	2017	2018	2019
Amtrak Floor Tile Replacement				30,000		
Glass Block and Soffit Replacement - Both Pattison Facilities		400,000				
Replace Roof - Pattison, Both Facilities		412,000				
Replace OTC Roof			210,000			
Pattison Carpet Replacement			50,000			
Pattison Mezzanine Replacement			14,000			
Amtrak Seal Coat - South Lot			14,000			
Amtrak Seal Coat - North Lot		12,000				
OTC Tile Replacement			8,000			
OTC HVAC Replacement		25,000				
OTC Interior Painting				9,000		
Martin Way P&R Seal Coat (7 yrs)		30,000				
Exterior Painting All Facilities (7 yrs)			275,000			
Interior Painting Pattison (10 yrs)			250,000			
Pattison HVAC Engineering					9,000	
Pattison HVAC #9-9a Replacement					12,000	
OTC HVAC # 16- 16a Replacement					12,000	
LTC Interior Painting (10 yrs)		5,000				
Pattison Rubber Flooring Replacement						30,000
Pattison Auto Bay Lift Replacements						200,000
Pattison Tire Bay Mezz w/stairs			200,000			
Pattison Jlb Crane (Taller / battery packs)			200,000			
Pattison Additional Fall Protection in bays				75,000		
Pattison Fill Pits/add 2 Eco Lifts				450,000		
Pattison Bus Air Shears / Blowers					100,000	
Pattison Office Window Replacement		100,000				
Pattison Lube Room Renovation	600,000					
Pattison UST Tank Replacement	3,400,000					
Pattison Facility Phase One Upgrades		2,500,000				
Pattison Landscaping (drought tolerant)			30,000			
LTC Landscaping (drought tolerant)			25,000			
Amtrak Landscaping (drought tolerant)			25,000			
Pattison Electrical Upgrades						1,500,000
Pattison Maint Office Renovation			400,000			
Pattison Fencing/security/gate openers				150,000		
Amtrak Gate Opener				25,000		
Pattison Fire/Security Alarm Replacement			100,000			
Total	\$4,000,000	\$3,484,000	\$1,801,000	\$739,000	\$133,000	\$1,730,000

Intelligent Transportation Systems Projects						
	2014	2015	2016	2017	2018	2019
<i>Expansion</i>						
Signal Priority Project				150,000		
Replacement						
Advanced Communications Systems						
Fare boxes/Smartcards		1,050,000				
Total	\$0	\$1,050,000	\$0.00	\$150,000.00	\$0.00	\$0.00

Shop Equipment						
	2014	2015	2016	2017	2018	2019
Replace Two Bus Washers						
Hotsty Parts Washer			15,000			
Tire Machine		20,000				25,000
Spin Balancer						
Bead Blaster			10,000			
Articulated Boom Lift		55,000				
Total	\$0	\$75,000	\$25,000	\$0	\$0	\$25,000

FACILITIES & LAND						
	2014	2015	2016	2017	2018	2019
Bus Stop Improvements Facilities	150,000	100,000	100,000	100,000	100,000	100,000
Bus Stop Improvements - Planning						
OTC-Additional Grant Work	537,100					
Pattison Street Phase I						
Pattison Street Phase II						
Pattison Street Phase III						
Pattison Street Preliminary Engineering/Construction						
Total	\$687,100	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000

TRANSIT CENTERS & PARK and RIDES						
	2014	2015	2016	2017	2018	2019
Turnwater Park and Ride						
Yelm Park and Ride						
Total	\$0	\$0	\$0	\$0	\$0	\$0

TOTAL OTHER CAPITAL COSTS	\$5,477,100	\$5,189,000	\$2,491,500	\$1,524,000	\$564,000	\$3,955,000
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Section 9: Operating Revenues 2013 - 2019

WSDOT Report - 2013	General Fund	Working Capital	Total
Beginning Balance January 1, 2013	\$14,958,412	\$8,438,205	\$23,396,617
Revenues			
Sales Tax	29,250,739		29,250,739
Motor Vehicle Excise Tax			-
Farebox	4,918,827		4,918,827
Sales Tax Equalization			
Federal Operating Grants	135,509		135,509
State Operating Grants	1,021,137		1,021,137
Other	343,688		343,688
Contribution To Accounts	340,365	(340,365)	-
Total Available	\$50,968,677	\$8,097,840	\$59,066,517
Operating Expenses			
Vanpool/Rideshare P&M	1,881,953		1,881,953
Vanpool/Rideshare System Expansion	88,091		88,091
Fixed Route P&M	21,050,719		21,050,719
Fixed Route System Expansion			-
Commuter Bus P&M	2,082,741		
Commuter Bus System Expansion			
Paratransit ADA P&M	7,234,090		7,234,090
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	53,766		53,766
Annual Depreciation	5,177,241		5,177,241
Contribution To Accounts			-
Total Expenses	\$37,568,601	-	\$37,568,601
Add Back Depreciation	5,177,241		5,177,241
Net Cash Available	\$18,577,317		\$18,577,317
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	149,702		149,702
State Capital Grants	883,842		883,842
Total Capital Revenue	\$1,033,544	-	\$1,033,544
Capital Expenses			
System P&M			
Equipment & Furnishings	226,746		226,746
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	1,282,217		1,282,217
Replace Vanpool Vans -	1,099,236		1,099,236
Replace Staff Vehicles	37,185		37,185
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van	137,159		137,159
Vanpool Van	268,702		268,702
Facilities	201,057		201,057
Total Capital Expenses	\$3,252,302		\$3,252,302
Ending Balance December 31, 2013	\$16,358,559	\$8,097,840	\$24,456,399

WSDOT Report - 2014	General Fund	Working Capital	Total
Beginning Balance January 1, 2014	\$16,358,559	\$8,097,840	\$24,456,399
Revenues			
Sales Tax	30,406,199		30,406,199
Motor Vehicle Excise Tax			-
Farebox	5,149,468		5,149,468
Sales Tax Equalization			
Federal Operating Grants	5,317,955		5,317,955
State Operating Grants	530,922		530,922
Other	586,237		586,237
Contribution To Accounts	(731,267)	731,267	-
Total Available	\$57,618,073	\$8,829,107	\$66,447,180
Operating Expenses			
Vanpool/Rideshare P&M	2,147,947		2,147,947
Vanpool/Rideshare System Expansion	96,046		96,046
Fixed Route P&M	22,855,636		22,855,636
Fixed Route System Expansion			-
Commuter Bus P&M	2,270,821		
Commuter Bus System Expansion			
Paratransit ADA P&M	7,887,357		7,887,357
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	58,621		58,621
Annual Depreciation	5,332,558		5,332,558
Contribution To Accounts			-
Total Expenses	\$40,648,986	-	\$40,648,986
Add Back Depreciation	5,332,558		5,332,558
Net Cash Available	\$22,301,645		\$22,301,645
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	11,069,996		11,069,996
State Capital Grants	1,319,989		1,319,989
Total Capital Revenue	\$12,389,985	-	\$12,389,985
Capital Expenses			
System P&M			
Equipment & Furnishings	800,152		800,152
Replace Coaches -	7,232,400		7,232,400
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	55,285		55,285
Replace Vanpool Vans -	1,051,606		1,051,606
Replace Staff Vehicles	68,200		68,200
Facilities	4,880,100		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	304,412		304,412
Facilities	8,192,282		8,192,282
Total Capital Expenses	\$22,584,437		\$22,584,437
Ending Balance December 31, 2014	\$12,107,193	\$8,829,107	\$20,936,300

WSDOT Report - 2015	General Fund	Working Capital	Total
Beginning Balance January 1, 2015	\$12,107,193	\$8,829,107	\$20,936,300
Revenues			
Sales Tax	31,318,385		31,318,385
Motor Vehicle Excise Tax			-
Farebox	5,344,271		5,344,271
Sales Tax Equalization			
Federal Operating Grants	5,098,288		5,098,288
State Operating Grants	530,922		530,922
Other	858,245		858,245
Contribution To Accounts	(440,188)	440,188	-
Total Available	\$54,817,116	\$9,269,295	\$64,086,411
Operating Expenses			
Vanpool/Rideshare P&M	2,355,871		2,355,871
Vanpool/Rideshare System Expansion	100,835		100,835
Fixed Route P&M	23,894,301		23,894,301
Fixed Route System Expansion			-
Commuter Bus P&M	2,384,036		
Commuter Bus System Expansion			
Paratransit ADA P&M	8,280,592		8,280,592
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	61,544		61,544
Annual Depreciation	5,492,535		5,492,535
Contribution To Accounts			-
Total Expenses	\$42,569,714	-	\$42,569,714
Add Back Depreciation	5,492,535		5,492,535
Net Cash Available	\$17,739,937		\$17,739,937
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	758,893		758,893
State Capital Grants	349,315		349,315
Total Capital Revenue	\$1,108,208	-	\$1,108,208
Capital Expenses			
System P&M			
Equipment & Furnishings	1,705,000		1,705,000
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	1,019,045		1,019,045
Replace Vanpool Vans -	1,088,419		1,088,419
Replace Staff Vehicles	81,815		81,815
Facilities	3,484,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	315,068		315,068
Facilities			-
Total Capital Expenses	\$7,693,347		\$7,693,347
Ending Balance December 31, 2015	\$11,154,798	\$9,269,295	\$20,424,093

WSDOT Report - 2016	General Fund	Working Capital	Total
Beginning Balance January 1, 2016	\$11,154,798	\$9,269,295	\$20,424,093
Revenues			
Sales Tax	32,257,937		32,257,937
Motor Vehicle Excise Tax			-
Farebox	5,543,094		5,543,094
Sales Tax Equalization			
Federal Operating Grants	4,204,076		4,204,076
State Operating Grants	385,922		385,922
Other	862,382		862,382
Contribution To Accounts	(433,307)	433,307	-
Total Available	\$53,974,902	\$9,702,602	\$63,677,504
Operating Expenses			
Vanpool/Rideshare P&M	2,571,548		2,571,548
Vanpool/Rideshare System Expansion	105,549		105,549
Fixed Route P&M	24,905,729		24,905,729
Fixed Route System Expansion			-
Commuter Bus P&M	2,495,481		
Commuter Bus System Expansion			
Paratransit ADA P&M	8,667,681		8,667,681
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	64,421		64,421
Annual Depreciation	5,657,311		5,657,311
Contribution To Accounts			-
Total Expenses	\$44,467,720	-	\$44,467,720
Add Back Depreciation	5,657,311		5,657,311
Net Cash Available	\$15,164,493		\$15,164,493
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	785,455		785,455
State Capital Grants	310,877		310,877
Total Capital Revenue	\$1,096,332	-	\$1,096,332
Capital Expenses			
System P&M			
Equipment & Furnishings	690,500		690,500
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	301,346		301,346
Replace Vanpool Vans -	1,124,417		1,124,417
Replace Staff Vehicles	73,910		73,910
Facilities	1,801,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	328,192		328,192
Facilities			-
Total Capital Expenses	\$4,319,365		\$4,319,365
Ending Balance December 31, 2016	\$11,941,460	\$9,702,602	\$21,644,062

WSDOT Report - 2017	General Fund	Working Capital	Total
Beginning Balance January 1, 2017	\$11,941,460	\$9,702,602	\$21,644,062
Revenues			
Sales Tax	33,225,675		33,225,675
Motor Vehicle Excise Tax			-
Farebox	5,746,077		5,746,077
Sales Tax Equalization			
Federal Operating Grants	4,176,585		4,176,585
State Operating Grants	385,922		385,922
Other	901,667		901,667
Contribution To Accounts	(413,156)	413,156	-
Total Available	\$55,964,230	\$10,115,758	\$66,079,988
Operating Expenses			
Vanpool/Rideshare P&M	2,791,093		2,791,093
Vanpool/Rideshare System Expansion	110,043		110,043
Fixed Route P&M	25,856,220		25,856,220
Fixed Route System Expansion			-
Commuter Bus P&M	2,601,744		
Commuter Bus System Expansion			
Paratransit ADA P&M	9,036,768		9,036,768
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	67,164		67,164
Annual Depreciation	5,827,030		5,827,030
Contribution To Accounts			-
Total Expenses	\$46,290,062	-	\$46,290,062
Add Back Depreciation	5,827,030		5,827,030
Net Cash Available	\$15,501,198		\$15,501,198
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	812,946		812,946
State Capital Grants	320,007		320,007
Total Capital Revenue	\$1,132,953	-	\$1,132,953
Capital Expenses			
System P&M			
Equipment & Furnishings	785,000		785,000
Replace Coaches -	1,200,000		1,200,000
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	155,947		155,947
Replace Vanpool Vans -	1,163,772		1,163,772
Replace Staff Vehicles	145,600		145,600
Facilities	739,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	339,678		339,678
Facilities			-
Total Capital Expenses	\$4,528,997		\$4,528,997
Ending Balance December 31, 2016	\$12,105,154	\$10,115,758	\$22,220,912

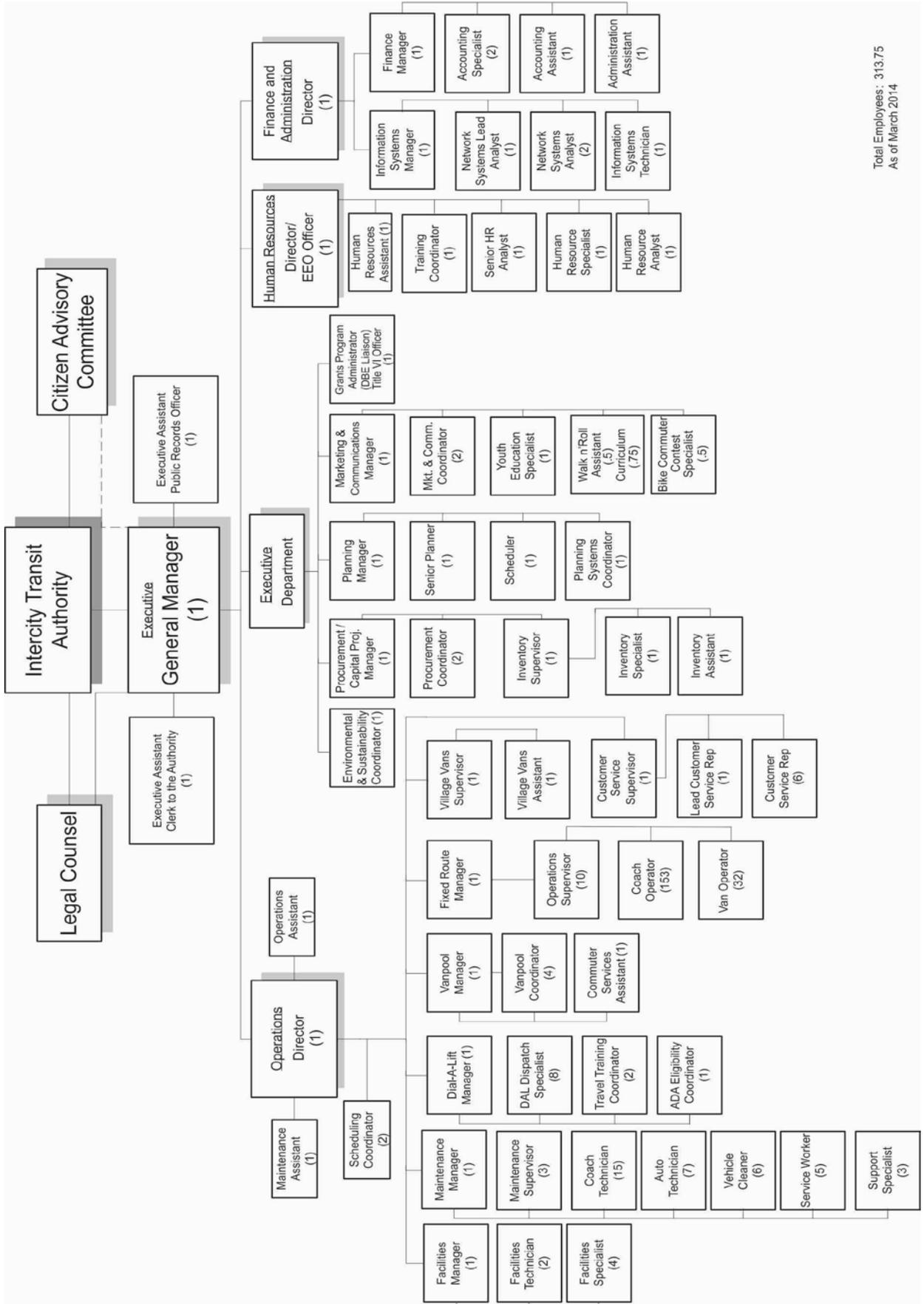
WSDOT Report - 2018	General Fund	Working Capital	Total
Beginning Balance January 1, 2018	\$12,105,154	\$10,115,758	\$22,220,912
Revenues			
Sales Tax	34,222,445		34,222,445
Motor Vehicle Excise Tax			-
Farebox	5,953,367		5,953,367
Sales Tax Equalization			
Federal Operating Grants	4,165,304		4,165,304
State Operating Grants	385,922		385,922
Other	928,612		928,612
Contribution To Accounts	(437,545)	437,545	-
Total Available	\$57,323,259	\$10,553,303	\$67,876,562
Operating Expenses			
Vanpool/Rideshare P&M	3,020,885		3,020,885
Vanpool/Rideshare System Expansion	114,585		114,585
Fixed Route P&M	26,808,893		26,808,893
Fixed Route System Expansion			-
Commuter Bus P&M	2,709,135		
Commuter Bus System Expansion			
Paratransit ADA P&M	9,409,776		9,409,776
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	69,936		69,936
Annual Depreciation	5,827,030		5,827,030
Contribution To Accounts			-
Total Expenses	\$47,960,240	-	\$47,960,240
Add Back Depreciation	5,827,030		5,827,030
Net Cash Available	\$15,190,049		\$15,190,049
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	1,824,477		1,824,477
State Capital Grants	329,458		329,458
Total Capital Revenue	\$2,153,935	-	\$2,153,935
Capital Expenses			
System P&M			
Equipment & Furnishings	431,000		431,000
Replace Coaches -	3,255,874		3,255,874
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	2,905,287		2,905,287
Replace Vanpool Vans -	1,174,992		1,174,992
Replace Staff Vehicles	346,594		346,594
Facilities	133,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	349,322		349,322
Facilities			-
Total Capital Expenses	\$8,596,069		\$8,596,069
Ending Balance December 31, 2016	\$8,747,915	\$10,553,303	\$19,301,218

WSDOT Report - 2019	General Fund	Working Capital	Total
Beginning Balance January 1, 2018	\$8,747,915	\$10,553,303	\$19,301,218
Revenues			
Sales Tax	35,249,119		35,249,119
Motor Vehicle Excise Tax			-
Farebox	6,165,115		6,165,115
Sales Tax Equalization			
Federal Operating Grants	4,260,863		4,260,863
State Operating Grants	385,922		385,922
Other	886,163		886,163
Contribution To Accounts	(409,465)	409,465	-
Total Available	\$55,285,632	\$10,962,768	\$66,248,400
Operating Expenses			
Vanpool/Rideshare P&M	3,019,421		3,019,421
Vanpool/Rideshare System Expansion	114,530		114,530
Fixed Route P&M	28,534,178		28,534,178
Fixed Route System Expansion			-
Commuter Bus P&M	2,707,822		
Commuter Bus System Expansion			
Paratransit ADA P&M	9,405,217		9,405,217
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	69,902		69,902
Annual Depreciation	5,827,030		5,827,030
Contribution To Accounts			-
Total Expenses	\$49,678,101	-	\$49,678,101
Add Back Depreciation	5,827,030		5,827,030
Net Cash Available	\$11,434,561		\$11,434,561
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	728,668		728,668
State Capital Grants	339,239		339,239
Total Capital Revenue	\$1,067,907	-	\$1,067,907
Capital Expenses			
System P&M			
Equipment & Furnishings	2,225,000		2,225,000
Replace Coaches -	4,753,549		4,753,549
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	366,938		366,938
Replace Vanpool Vans -	986,041		986,041
Replace Staff Vehicles	81,930		81,930
Facilities	1,730,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	361,548		361,548
Facilities			-
Total Capital Expenses	\$10,505,006		\$10,505,006
Ending Balance December 31, 2016	\$1,997,462	\$10,962,768	\$12,960,230

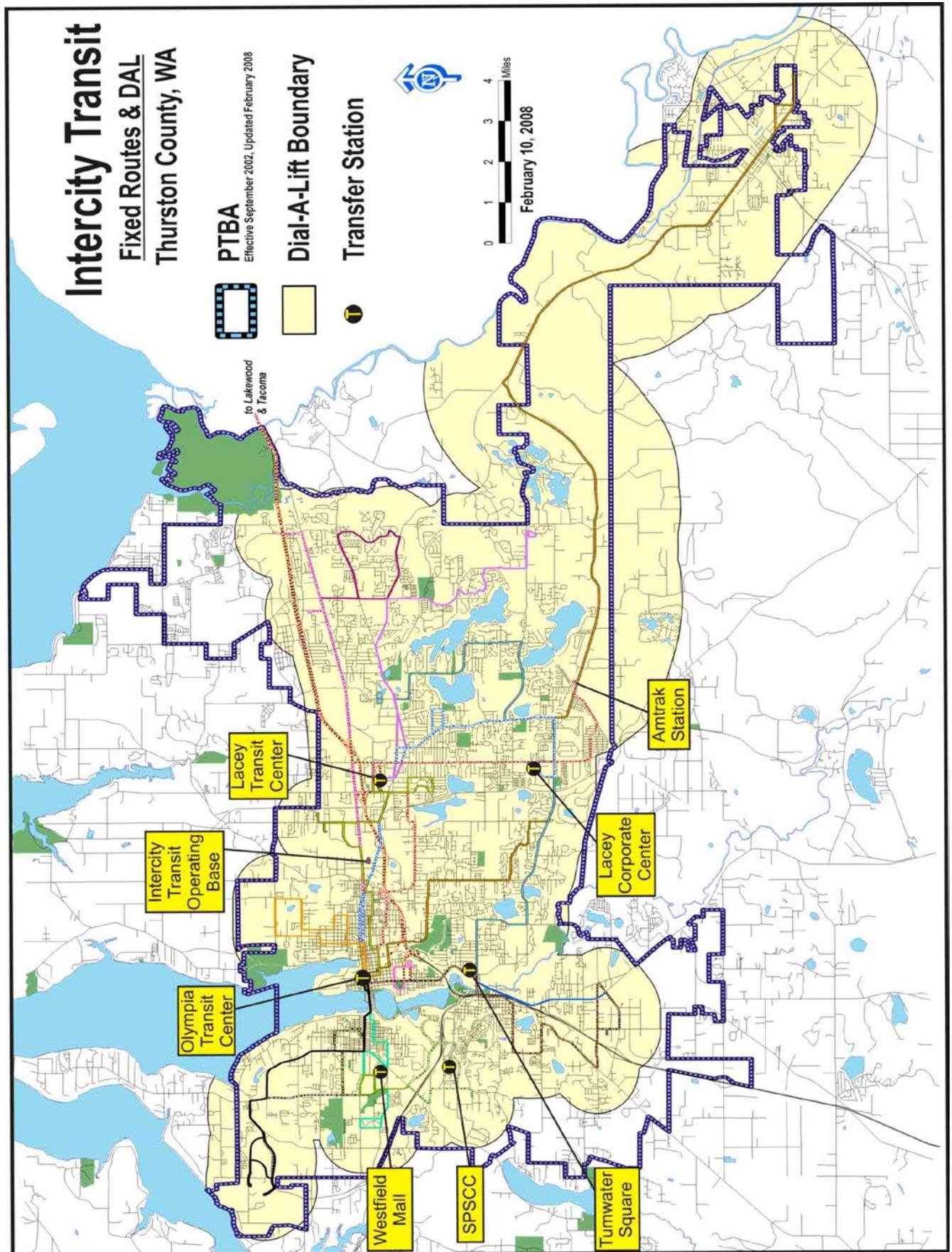
Appendix

Appendix A:	Organizational Chart
Appendix B:	System Map and Service Boundary Map
Appendix C:	Public Management System (WSDOT forms)
Appendix D:	Operating Data

Appendix A



Total Employees: 313.75
As of March 2014



Intercity Transit Mission:

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

Vision: 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 citizens of Thurston County.

Bus Service in 2013

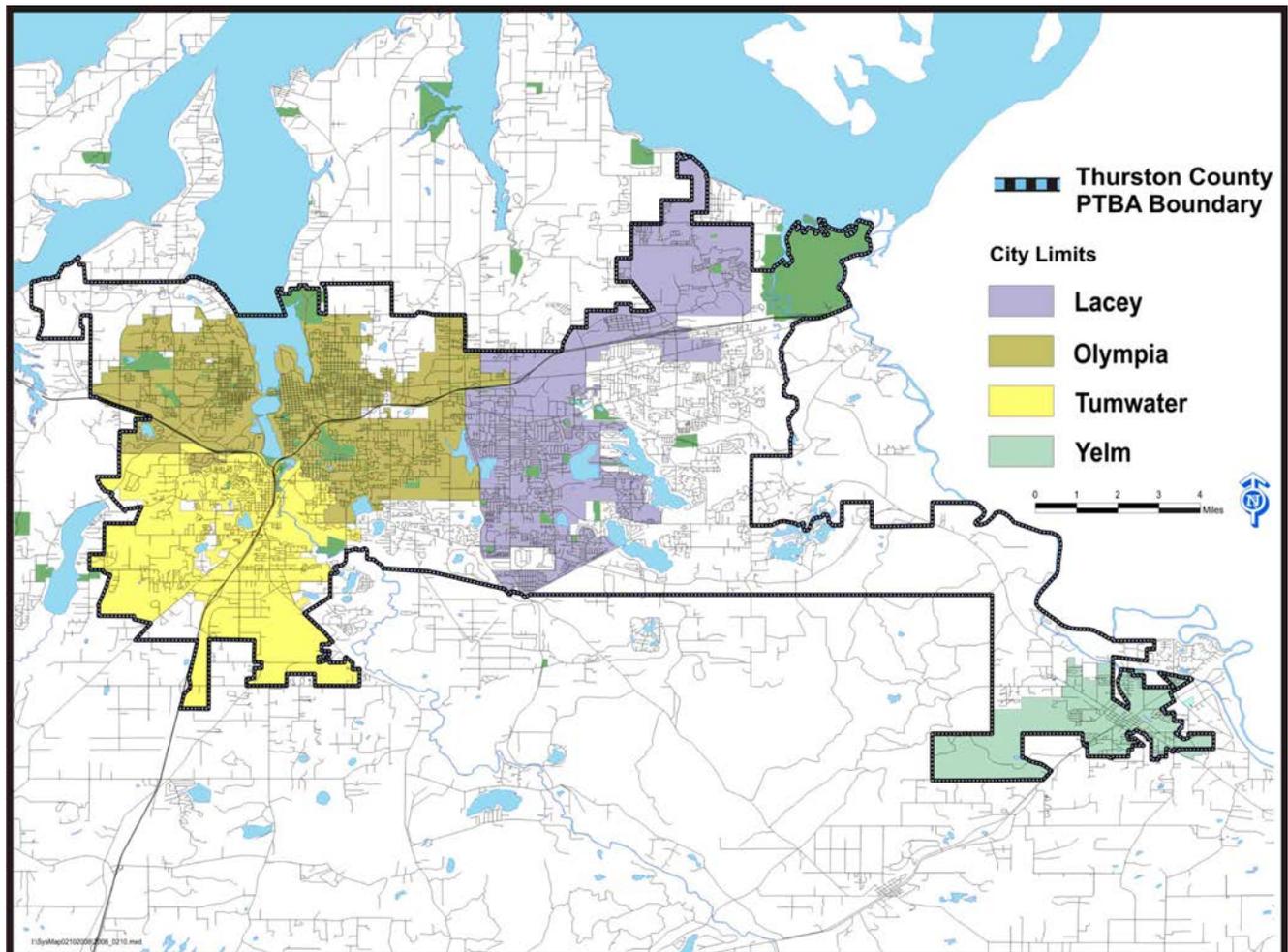
Fixed route service available weekdays on 25 routes, 18 routes operating Saturdays, 15 routes on Sundays. Dial-A-Lift (ADA/paratransit) service available during fixed route service hours. Bus fleet is ADA accessible and all fixed route coaches have two-position bike racks:

- Twenty local routes serving the greater Olympia/Lacey/Tumwater/Yelm area. Connections to Grays Harbor Transit and Mason Transit service (in Olympia) and regional connections to Amtrak and Greyhound service are also available.
- Five inter-county routes provide Express service between Thurston and Pierce Counties with connections to Pierce Transit local service and Sound Transit Express and commuter service in Lakewood and Tacoma. Grant funded contract with Sound Transit for extension of existing route for limited peak trips between Olympia and Seattle.

Intercity Transit Service Boundary

Approved April 2002, Implemented September 2002,

Updated with City Annexations: 2005 - 2013



Public Management System

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.
Signature and Title

Public Transportation Management System Owned Rolling Stock Inventory

Agency/Organization: Intercity Transit
Date: 7/30/2014

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2006/Eldorado/Aerotech	11	1FDXE45P76HA36268	110	192,589	30	7	0	\$133,000	yes	12	BD	no
2006/Eldorado/Aerotech	11	1FDXE45P96HA36269	111	204,155	30	7	0	\$133,000	yes	12	BD	no
2007/Eldorado/Aerotech	11	1FDXE45P96DA96141	120	156,017	40	6	1	\$133,000	yes	12	BD	no
2007/Eldorado/Aerotech	11	1FDXE45P16DB13420	121	156,747	40	6	1	\$133,000	yes	12	BD	no
2007/Eldorado/Aerotech	11	1FDXE45P96DB20874	122	149,086	40	6	1	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P68DA39644	130	164,998	50	5	2	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P88DA39645	131	192,956	50	5	2	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P88DA39646	132	200,555	50	5	2	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P18DA39647	133	214,603	50	5	2	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P38DA39648	134	162,986	50	5	2	\$133,000	yes	12	BD	no
2009/Eldorado/Aerotech	11	1FD4E45P99DA72356	140	121,610	60	4	3	\$133,000	yes	12	BD	no
2009/Eldorado/Aerotech	11	1FDE45P09DA72357	141	113,366	60	4	3	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL5B1121747	150	58,842	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1121783	151	61,469	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL3B1122279	152	51,955	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL3B1121892	153	71,960	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL7B1122351	154	75,315	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL4B1122307	155	68,728	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL1B1122085	156	55,340	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1124264	157	69,506	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1124202	158	86,704	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL2B1154169	159	63,458	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1154234	160	61,770	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1155269	161	50,942	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL4B1155128	162	50,906	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1156128	163	50,476	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1155076	164	60,383	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL8B1155617	165	57,596	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL2B1155872	166	69,132	80	2	5	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL5B1154781	167	55,055	80	2	5	\$133,000	yes	12	BD	no
2004/Eldorado/Aerotech	11	1FDXE45F03H994602	290	228,255	0	9	0	\$133,000	yes	12	BD	no
2004/Eldorado/Aerotech	11	1FDXE45F43H994604	291	232,382	0	9	0	\$133,000	yes	12	BD	no
2004/Eldorado/Aerotech	11	1FDXE45F63H994605	292	246,906	0	9	0	\$133,000	yes	12	BD	no
2004/Eldorado/Aerotech	11	1FDXE45F83H994606	293	237,623	0	9	0	\$133,000	yes	12	BD	no
2010/Gillig Hybrid	10	15GGD3013A1177058	400	181,143	70	3	12	\$630,700	yes	38	DE	no
2010/Gillig Hybrid	10	15GGD3013A1177059	401	177,149	70	3	12	\$630,700	yes	38	DE	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
37	2010/Gillig Hybrid	10	15GGD3013A177060	402	205,482	70	3	12	\$630,700	yes	38	DE	no
38	2010/Gillig Hybrid	10	15GGD3011A177061	403	179,702	70	3	12	\$630,700	yes	38	DE	no
39	2010/Gillig Hybrid	10	15GGD3013A1177062	404	188,170	70	3	12	\$630,700	yes	38	DE	no
40	2010/Gillig Hybrid	10	15GGD3015A1177063	405	204,509	70	3	12	\$630,700	yes	38	DE	no
41	1998/Gillig/Lowfloor	1	15GGD1818W1070170	901	706,996	0	15	0	\$323,000	yes	38	BD	no
42	1998/Gillig/Lowfloor	1	15GGD1811W1070172	903	383,891	0	15	0	\$323,000	yes	38	BD	no
43	1998/Gillig/Lowfloor	1	15GGD1813W1070173	904	712,835	0	15	0	\$323,000	yes	38	BD	no
44	1998/Gillig/Lowfloor	1	15GGD1815W1070174	905	294,529	0	15	0	\$323,000	yes	38	BD	no
45	1998/Gillig/Lowfloor	1	15GGD1817W1070175	906	660,085	0	15	0	\$323,000	yes	38	BD	no
46	1998/Gillig/Lowfloor	1	15GGD1819W1070176	907	677,454	0	15	0	\$323,000	yes	38	BD	no
47	1998/Gillig/Lowfloor	1	15GGD1810W1070177	908	681,892	0	15	0	\$323,000	yes	38	BD	no
48	1998/Gillig/Lowfloor	1	15GGD1814W1070179	910	722,899	0	15	0	\$323,000	yes	38	BD	no
49	1998/Gillig/Lowfloor	1	15GGD1810W1070180	911	804,307	0	15	0	\$323,000	yes	38	BD	no
50	1998/Gillig/Lowfloor	1	15GGD1812W1070181	912	670,823	0	15	0	\$323,000	yes	38	BD	no
51	2004/Gillig/Lowfloor	2	15GGB201241070833	920	468,984	10	9	6	\$323,000	yes	31	BD	no
52	2004/Gillig/Lowfloor	2	15GGB201441070834	921	471,131	10	9	6	\$323,000	yes	31	BD	no
53	2004/Gillig/Lowfloor	2	15GGB201641070835	922	437,687	10	9	6	\$323,000	yes	31	BD	no
54	2004/Gillig/Lowfloor	2	15GGB201841070836	923	442,801	10	9	6	\$323,000	yes	31	BD	no
55	2004/Gillig/Lowfloor	2	15GGB201X41070837	924	377,640	10	9	6	\$323,000	yes	31	BD	no
56	2004/Gillig/Lowfloor	2	15GGB201141070838	925	402,610	10	9	6	\$323,000	yes	31	BD	no
57	2004/Gillig/Lowfloor	2	15GGB201341070839	926	477,636	10	9	6	\$323,000	yes	31	BD	no
58	2004/Gillig/Lowfloor	2	15GGB201131070840	927	463,982	10	9	6	\$323,000	yes	31	BD	no
59	2005/Gillig/Lowfloor	2	15GGB291151075106	930	476,502	20	8	7	\$323,000	yes	32	BD	no
60	2005/Gillig/Lowfloor	2	15GGB291351075107	931	477,392	20	8	7	\$323,000	yes	32	BD	no
61	2005/Gillig/Lowfloor	2	15GGB291551075108	932	501,726	20	8	7	\$323,000	yes	32	BD	no
62	2005/Gillig/Lowfloor	2	15GGV291751075109	933	434,306	20	8	7	\$323,000	yes	32	BD	no
63	2005/Gillig/Lowfloor	2	15GGB291951075256	934	446,622	20	8	7	\$323,000	yes	32	BD	no
64	2005/Gillig/Lowfloor	2	1555B291951075257	935	512,307	20	8	7	\$323,000	yes	32	BD	no
65	2005/Gillig/Lowfloor	2	15GGB291951075258	936	420,044	20	8	7	\$323,000	yes	32	BD	no
66	2005/Gillig/Lowfloor	2	15GGB291951075259	937	404,362	20	8	7	\$323,000	yes	32	BD	no
67	2005/Gillig/Lowfloor	2	15GGB291651076509	940	404,271	20	8	7	\$323,000	yes	32	BD	no
68	2005/Gillig/Lowfloor	2	15GGB291251076510	941	357,428	20	8	7	\$323,000	yes	32	BD	no
69	2005/Gillig/Lowfloor	2	15GGB291451076511	942	360,722	20	8	7	\$323,000	yes	32	BD	no
70	2005/Gillig/Lowfloor	2	15ggb291651076512	943	326,554	20	8	7	\$323,000	yes	32	BD	no
71	2005/Gillig/Lowfloor	2	15GGB291851076513	944	384,828	20	8	7	\$323,000	yes	32	BD	no
72	2005/Gillig/Lowfloor	3	15GGE291451091095	950	125,873	20	8	7	\$300,000	yes	22	BD	no
73	2005/Gillig/Lowfloor	3	15GGE291651091096	951	158,820	20	8	7	\$300,000	yes	22	BD	no
74	2005/Gillig/Lowfloor	3	15GGE291851091097	952	162,158	20	8	7	\$300,000	yes	22	BD	no
75	2005/Gillig/Lowfloor	3	15GGE291X51091098	953	115,976	20	8	7	\$300,000	yes	22	BD	no
76	2007 Gillig Lowfloor	2	15GGD21871077683	960	324,405	40	6	9	\$323,000	yes	32	BD	no
77	2007 Gillig Lowfloor	2	15GGB21X71077684	961	318,395	40	6	9	\$323,000	yes	32	BD	no
78	2007 Gillig Lowfloor	2	15GGB211171077685	962	318,925	40	6	9	\$323,000	yes	32	BD	no
79	2007 Gillig Lowfloor	2	15GGB211371077686	963	316,855	40	6	9	\$323,000	yes	32	BD	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
82	2007 Gillig Lowfloor	2	15GGB271571077687	964	323,050	40	6	9	\$323,000	yes	32	BD	no
83	2007 Gillig Lowfloor	3	15GGE271471091376	970	158,866	40	6	9	\$300,000	yes	22	BD	no
84	2007 Gillig Lowfloor	3	15GGE271671091377	971	179,125	40	6	9	\$300,000	yes	22	BD	no
85	2007 Gillig Lowfloor	3	15GGE271871091378	972	272,705	40	6	9	\$300,000	yes	22	BD	no
86	2007 Gillig Lowfloor	3	15GGE271X71091379	973	148,300	40	6	9	\$300,000	yes	22	BD	no
87	2007 Gillig Lowfloor	3	15GGE271671091380	974	190,132	40	6	9	\$300,000	yes	22	BD	no
88	2007 Gillig Lowfloor	3	15GGE271871091381	975	154,797	40	6	9	\$300,000	yes	22	BD	no
89	2007 Gillig Lowfloor	3	15GGE271X71091382	976	195,003	40	6	9	\$300,000	yes	22	BD	no
90	2007 Gillig Lowfloor	3	15GGE271171091383	977	207,919	40	6	9	\$300,000	yes	22	BD	no
91	2007 Gillig Lowfloor	2	15GGB271571078385	980	278,227	40	6	9	\$323,000	yes	32	BD	no
92	2007 Gillig Lowfloor	2	15GGB27177078386	981	283,093	40	6	9	\$323,000	yes	32	BD	no
93	2007 Gillig Lowfloor	2	15GGB27191078387	982	299,148	40	6	9	\$323,000	yes	32	BD	no
94	2007 Gillig Lowfloor	2	15GGB271071078388	983	262,859	40	6	9	\$323,000	yes	32	BD	no
95	2007 Gillig Lowfloor	2	15GGB271271078389	984	280,737	40	6	9	\$323,000	yes	32	BD	no
96	2007 Gillig Lowfloor	2	15GGD271671078390	990	364,175	40	6	9	\$323,000	yes	32	BD	no
97	2007 Gillig Lowfloor	2	15GGD271871078391	991	343,082	40	6	9	\$323,000	yes	32	BD	no
98	2007 Gillig Lowfloor	2	15GGD271X71078392	992	337,096	40	6	9	\$323,000	yes	32	BD	no
99	2007 Gillig Lowfloor	2	15GGD271171078393	993	316,363	40	6	9	\$323,000	yes	32	BD	no
100	2007 Gillig Lowfloor	2	15GGD271371078394	994	406,720	40	6	9	\$323,000	yes	32	BD	no
101	2005/Chevrolet/Astro	13	1GNDM19X35B125699	1512	62,861	20	8	0	\$26,910	no	8	GA	no
102	2005/Chevrolet/Astro	13	1GNDM19X65B125633	1513	54,933	20	8	0	\$26,910	no	8	GA	yes
103	2005/Chevrolet/Astro	13	1GNDM19X65B125700	1516	78,404	20	8	0	\$26,910	no	8	GA	yes
104	2005/Chevrolet/Astro	13	1GNDM19X25B125693	1521	66,549	20	8	0	\$26,910	no	8	GA	yes
105	2006 Dodge Caravan	13	1D8GP24RX6B637751	1530	98,767	30	7	0	\$26,910	no	7	GA	yes
106	2006 Dodge Caravan	13	1D8GP12R16B637752	1531	92,854	30	7	0	\$26,910	no	7	GA	yes
107	2006 Ford/ Clubwagon	13	1FBNE31L46DA24647	1540	36,584	30	6	0	\$23,195	no	12	GA	yes
108	2006 Ford/ Clubwagon	13	1FBNE31L66DA24651	1542	57,134	30	6	0	\$23,195	no	12	GA	yes
109	2006 Ford/ Clubwagon	13	1FBNE31L76DA24657	1543	61,624	30	6	0	\$23,195	no	12	GA	yes
110	2006 Ford/ Clubwagon	13	1FBNE31L76DA24643	1547	73,816	30	6	0	\$23,195	no	12	GA	yes
111	2006 Ford/ Clubwagon	13	1FBNE31L86DA24652	1549	40,601	30	6	0	\$23,195	no	12	GA	yes
112	2006 Ford/ Clubwagon	13	1FBNE31L96DA24661	1550	57,541	30	6	0	\$23,195	no	12	GA	yes
113	2006 Ford/ Clubwagon	13	1FBNE31L66DA24648	1551	44,070	30	6	0	\$23,195	no	12	GA	yes
114	2006 Ford/ Clubwagon	13	1FBNE31L96DA24658	1553	52,316	30	6	0	\$23,195	no	12	GA	yes
115	2006 Ford/ Clubwagon	13	1FBNE31L26DA24663	1556	57,507	30	6	0	\$23,195	no	12	GA	yes
116	2006 Ford/ Clubwagon	13	1FBNE31L56DA24639	1557	65,815	30	6	0	\$23,195	no	12	GA	yes
117	2006 Ford/ Clubwagon	13	1FBNE31L16DA24654	1560	59,831	30	6	0	\$23,195	no	12	GA	yes
118	2006 Ford/ Clubwagon	13	1FBNE31L86DA24649	1561	38,394	30	6	0	\$23,195	no	12	GA	yes
119	2006 Ford/ Clubwagon	13	1FBNE31L46DA24664	1566	66,111	30	6	0	\$23,195	no	12	GA	yes
120	2006 Ford/ Clubwagon	13	1FBNE31L36DA24655	1568	7,170	30	6	0	\$23,195	no	12	GA	yes
121	2006 Ford Clubwagon	13	1FBSS31L46DA24630	1571	82,178	30	6	0	\$23,195	no	12	GA	yes
122	2004 Ford E350	14	1FTSE34L54HB35935	1576	36,193	10	9	0	\$48,000	yes	9	GA	no
123	2004/Ford/Clubwagon	13	1FBNE31L64HB38591	1771	88,612	10	9	0	\$26,910	no	12	GA	yes
124	2004/Ford/Clubwagon	13	1FBNE31L34HB38595	1775	82,494	10	9	0	\$26,910	no	12	GA	no
125	2004/Ford/Clubwagon	13	1FBNE31L74HB38597	1777	100,318	10	9	0	\$26,910	no	12	GA	no
126	2005/Ford/ Clubwagon	13	1FBNE31L25HB38556	1781	75,395	20	8	0	\$26,910	no	12	GA	yes

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127	2005/Ford/ Clubwagon	13	1FBNE31L85HB38559	1784	69,786	20	8	0	\$26,910	no	12	GA	yes
128	2005/Ford/ Clubwagon	13	1FBNE31L85HB38562	1786	96,912	20	8	0	\$26,910	no	12	GA	yes
129	2005/Ford/ Clubwagon	13	1FBNE31L15HB38564	1789	58,270	20	8	0	\$26,910	no	12	GA	no
130	2005/Ford/ Clubwagon	13	1FBNE31L55HB38566	1791	59,603	20	8	0	\$26,910	no	12	GA	no
131	2005/Ford/ Clubwagon	13	1FBNE31L75HB38567	1792	90,923	20	8	0	\$26,910	no	12	GA	no
132	2005/Ford/E350	14	1FTSE34L86HA33015	1803	68,702	20	8	0	\$26,910	yes	12	GA	no
133	2006 Ford/ Clubwagon	13	1FBNE31L46DA24647	1540	92,304	40	7	0	\$26,910	no	12	GA	yes
134	2006 Ford/ Clubwagon	13	1FBNE31L46DA24650	1541	74,310	40	7	0	\$26,910	no	12	GA	yes
135	2006 Ford/ Clubwagon	13	1FBNE31L66DA24651	1542	91,102	40	7	0	\$26,910	no	12	GA	yes
136	2006 Ford/ Clubwagon	13	1FBNE31L76DA24657	1543	96,288	40	7	0	\$26,910	no	12	GA	yes
137	2006 Ford/ Clubwagon	13	1FBNE31L76DA24643	1547	118,936	40	7	0	\$26,910	no	12	GA	yes
138	2006 Ford/ Clubwagon	13	1FBNE31L86DA24652	1549	80,156	40	7	0	\$26,910	no	12	GA	yes
139	2006 Ford/ Clubwagon	13	1FBNE31L96DA24661	1550	106,015	40	7	0	\$26,910	no	12	GA	yes
140	2006 Ford/ Clubwagon	13	1FBNE31L66DA24648	1551	68,828	40	7	0	\$26,910	no	12	GA	yes
141	2006 Ford/ Clubwagon	13	1FBNE31L96DA24658	1553	83,891	30	7	0	\$26,910	no	12	GA	yes
142	2006 Ford/ Clubwagon	13	1FBNE31L26DA24663	1556	91,567	30	7	0	\$26,910	no	12	GA	yes
143	2006 Ford/ Clubwagon	13	1FBNE31L56DA24639	1557	87,479	30	7	0	\$26,910	no	12	GA	yes
144	2006 Ford/ Clubwagon	13	1FBNE31L86DA24666	1558	104,468	30	7	0	\$26,910	no	12	GA	yes
145	2006 Ford/ Clubwagon	13	1FBNE31L16DA24654	1560	93,373	30	7	0	\$26,910	no	12	GA	yes
146	2006 Ford/ Clubwagon	13	1FBNE31L86DA24649	1561	72,625	30	7	0	\$26,910	no	12	GA	yes
147	2006 Ford/ Clubwagon	13	1FBNE31L46DA24664	1566	102,562	30	7	0	\$26,910	no	12	GA	yes
148	2006 Ford/ Clubwagon	13	1FBNE31L36DA24655	1568	74,853	30	7	0	\$26,910	no	12	GA	yes
149	2006 Ford Clubwagon	13	1FBSS31L46DA24630	1571	105,002	30	7	0	\$26,910	no	12	GA	yes
150	2006 Ford Clubwagon	13	1FBSS31L86DA24629	1572	107,839	30	7	0	\$26,910	no	12	GA	yes
151	2006 Ford Clubwagon	13	1FBSS31L66DA24631	1573	103,320	30	7	0	\$26,910	no	12	GA	no
152	2008 Ford E350	13	1FTSE34L86HA33015	1803	68,702	30	7	0	\$26,910	no	12	GA	no
153	2008 Chevrolet Uplander	13	1GNDV23W78D205888	1804	122,572	50	5	1	\$26,910	no	12	GA	no
154	2008 Chevrolet Express	13	1GAHG39KX81221687	1805	111,434	50	5	1	\$26,910	no	12	GA	no
155	2012 EV1 ADA	14	5Z3MF1A65CM101163	1806	19,141	1	1	5	\$48,000	yes	4	GA	no
156	2007 Chevy Express	13	1GAHG35U071188737	1820	91,239	40	6	0	\$26,910	no	12	GA	no
157	2007 Chevy Express	13	1GAHG35U171188967	1821	107,527	40	6	0	\$26,910	no	12	GA	no
158	2007 Chevy Express	13	1GAHG35UX71188731	1822	108,874	40	6	0	\$26,910	no	12	GA	no
159	2007 Chevy Express	13	1GAHG35U671189259	1823	102,015	40	6	0	\$26,910	no	12	GA	no
160	2007 Chevy Express	13	1GAHG35U671188967	1824	116,428	40	6	0	\$26,910	no	12	GA	no
161	2007 Chevy Express	13	1GAHG35U971189143	1825	74,605	40	6	0	\$26,910	no	12	GA	no
162	2007 Chevy Express	13	AGAHG35U971189790	1826	100,391	40	6	0	\$26,910	no	12	GA	no
163	2007 Chevy Express	13	1GAHG35U371189560	1827	88,594	40	6	0	\$26,910	no	12	GA	no
164	2007 Chevy Express	13	1GAHG35U071190570	1828	103,397	40	6	0	\$26,910	no	12	GA	no
165	2007 Chevy Express	13	1GAHG35U971189952	1829	112,232	40	6	0	\$26,910	no	12	GA	no
166	2007 Chevy Express	13	1GAHG35U671189603	1830	80,322	40	6	0	\$26,910	no	12	GA	no
167	2007 Chevy Express	13	1GAHG35U971189112	1831	88,757	40	6	0	\$26,910	no	12	GA	no
168	2007 Chevy Express	13	1GAHG35U871189084	1832	108,727	40	6	0	\$26,910	no	12	GA	no
169	2007 Chevy Express	13	1GAHG35U471189034	1833	118,170	40	6	0	\$26,910	no	12	GA	no
170	2007 Chevy Express	14	1GAHG35U771190341	1834	114,472	40	6	0	\$26,910	no	12	GA	no

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171	2007 Chevy Express	13	1GAHG35UJ71189443	1837	81,185	40	6	0	\$26,910	no	12	GA	yes
172	2007 Chevy Express	13	1GAHG35UJ71190534	1839	93,986	40	6	0	\$26,910	no	12	GA	yes
173	2007 Chevy Express	13	1GAHG35UJ71190016	1840	111,772	40	6	0	\$26,910	no	12	GA	yes
174	2007 Chevy Express	13	1GAHG35U671190346	1841	102,312	40	6	0	\$26,910	no	12	GA	yes
175	2007 Chevy Express	13	1GAHG35U071190276	1842	85,350	40	6	0	\$26,910	no	12	GA	yes
176	2007 Chevy Express	13	1GAHG35U871191451	1843	106,489	40	6	0	\$26,910	no	12	GA	yes
177	2007 Chevy Express	13	1GAHG35U671191139	1844	85,120	40	6	0	\$26,910	no	12	GA	yes
178	2007 Chevy Express	13	1GAHG35U471190152	1845	77,629	40	6	0	\$26,910	no	12	GA	yes
179	2007 Chevy Express	13	1GAHG35U271190523	1846	86,919	40	6	0	\$26,910	no	12	GA	yes
180	2007 Chevy Express	13	1GAHG35U971191118	1847	59,485	40	6	0	\$26,910	no	12	GA	yes
181	2007 Chevy Express	13	1GAHG35U171190254	1849	107,324	40	6	0	\$26,910	no	12	GA	yes
182	2007 Chevy Express	13	1GAHG35U071190598	1850	112,422	40	6	0	\$26,910	no	12	GA	yes
183	2007 Chevy Express	13	1GAHG35U371188716	1851	113,915	40	6	0	\$26,910	no	12	GA	yes
184	2007 Chevy Express	13	1GAHG35U071189757	1854	83,914	40	6	0	\$26,910	no	12	GA	yes
185	2007 Chevy Express	13	1GAHG35U771189447	1855	91,479	40	6	0	\$26,910	no	12	GA	yes
186	2007 Chevy Express	13	1GAHG35U071190388	1856	92,511	40	6	0	\$26,910	no	12	GA	yes
187	2007 Chevy Express	13	1GAHG35U471191317	1857	67,500	40	6	0	\$26,910	no	12	GA	yes
188	2007 Chevy Express	13	1GAHG35U671190833	1858	109,380	40	6	0	\$26,910	no	12	GA	yes
189	2007 Chevy Express	13	1GAHG35U571191004	1859	115,297	40	6	0	\$26,910	no	12	GA	yes
190	2007 Chevy Express	13	1GAHG35U171190576	1860	87,184	40	6	0	\$26,910	no	12	GA	yes
191	2007 Chevy Express	13	1GAHG35U171189816	1861	93,105	40	6	0	\$26,910	no	12	GA	yes
192	2007 Chevy Express	13	1GAHG35U471239477	1862	78,620	40	6	0	\$26,910	no	12	GA	no
193	2007 Chevy Express	13	1GAHG39U671188977	1870	115,472	40	6	0	\$26,910	no	15	GA	no
194	2008 Chevy Uplander	13	1GNDV23W38D197613	1901	60,787	50	5	1	\$26,910	no	7	GA	no
195	2008 Chevy Uplander	13	1GNDV23W28D198008	1902	60,787	50	5	1	\$26,910	no	7	GA	no
196	2008 Chevy Uplander	13	1GNDV23WX8D196426	1903	60,787	50	5	1	\$26,910	no	7	GA	yes
197	2008 Chevy Uplander	13	1GNDV23W48D196485	1904	60,787	50	5	1	\$26,910	no	7	GA	no
198	2008 Chevy Uplander	13	1GNDV23W78D196741	1905	60,787	50	5	1	\$26,910	no	7	GA	no
199	2008 Chevy Uplander	13	1GNDV23W38D197621	1906	60,787	50	5	1	\$26,910	no	7	GA	no
200	2008 Chevy Uplander	13	1GNDV23WX8D196491	1907	60,787	50	5	1	\$26,910	no	7	GA	no
201	2008 Chevy Uplander	13	1GNDV23W78D196237	1908	60,787	50	5	1	\$26,910	no	7	GA	no
202	2008 Chevy Uplander	13	1GNDV23W08D208549	1909	60,787	50	5	1	\$26,910	no	7	GA	no
203	2008 Chevy Uplander	13	1GNDV23W08D208440	1910	60,787	50	5	1	\$26,910	no	7	GA	no
204	2008 Chevy Uplander	13	1GNDV23W98D207917	1911	60,787	50	5	1	\$26,910	no	7	GA	no
205	2008 Chevy Uplander	13	1GNDV23WX8D207828	1912	60,787	50	5	1	\$26,910	no	7	GA	no
206	2008 Chevy Uplander	13	1GNDV23W48D207825	1913	60,787	50	5	1	\$26,910	no	7	GA	no
207	2008 Chevy Uplander	13	1GNDV23W58D207946	1914	60,787	50	5	1	\$26,910	no	7	GA	no
208	2008 Chevy Uplander	13	1GNDV23W88D206547	1915	60,787	50	5	1	\$26,910	no	7	GA	no
209	2008 Chevy Uplander	13	1GNDV23W38D208612	1916	60,787	50	5	1	\$26,910	no	7	GA	no
210	2008 Chevy Uplander	13	1GNDV23W88D208752	1917	60,787	50	5	1	\$26,910	no	7	GA	no
211	2008 Chevy Express	13	1GAHG35K681217707	1920	40,157	50	5	1	\$26,910	no	12	GA	yes
212	2008 Chevy Express	13	1GAHG35K881217711	1921	72,353	50	5	1	\$26,910	no	12	GA	yes
213	2008 Chevy Express	13	1GAHG35K781219854	1923	72,915	50	5	1	\$26,910	no	12	GA	yes
214	2008 Chevy Express	13	1GAHG35K481220248	1924	9,759	50	5	1	\$26,910	no	12	GA	yes
215	2008 Chevy Express	13	1GAHG35K481218340	1925	56,748	50	5	1	\$26,910	no	12	GA	yes

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216	2008 Chevy Express	13	1GAHG35K681219148	1926	56,398	50	5	1	\$26,910	no	12	GA	yes
217	2008 Chevy Express	13	1GAHG35K281219132	1927	59,750	50	5	1	\$26,910	no	12	GA	yes
218	2008 Chevy Express	13	1GAHG35KX81220528	1928	38,763	50	5	1	\$26,910	no	12	GA	yes
219	2008 Chevy Express	13	1GAHG35K181220627	1929	41,926	50	5	1	\$26,910	no	12	GA	yes
220	2008 Chevy Express	13	1GAHG35K481220704	1930	46,943	50	5	1	\$26,910	no	12	GA	yes
221	2008 Chevy Express	13	1GAHG35K581219464	1931	98,599	50	5	1	\$26,910	no	12	GA	yes
222	2008 Chevy Express	13	1GAHG35K281218160	1932	121,882	50	5	1	\$26,910	no	12	GA	yes
223	2008 Chevy Express	13	1GAHG35K781221040	1933	118,488	50	5	1	\$26,910	no	12	GA	yes
224	2008 Chevy Express	13	1GAHG35K181221003	1934	107,035	50	5	1	\$26,910	no	12	GA	yes
225	2008 Chevy Express	13	1GAHG35K081220537	1935	125,092	50	5	1	\$26,910	no	12	GA	yes
226	2008 Chevy Express	13	1GAHG35K281218191	1936	101,387	50	5	1	\$26,910	no	12	GA	yes
227	2008 Chevy Express	13	1GAHG35K481218743	1937	130,683	50	5	1	\$26,910	no	12	GA	no
228	2008 Chevy Express	13	1GAHG35K681220218	1938	115,724	50	5	1	\$26,910	no	12	GA	no
229	2008 Chevy Express	13	1GAHG35K181219459	1939	54,991	50	5	1	\$26,910	no	12	GA	no
230	2008 Chevy Express	13	1GAHG35KX81220707	1940	133,592	50	5	1	\$26,910	no	12	GA	no
231	2008 Chevy Express	13	1GAHG35K481220492	1941	120,007	50	5	1	\$26,910	no	12	GA	no
232	2008 Chevy Express	13	1GAHG35KX81220822	1942	91,449	50	5	1	\$26,910	no	12	GA	no
233	2008 Chevy Express	13	1GAHG35K381220015	1943	51,410	50	5	1	\$26,910	no	12	GA	no
234	2008 Chevy Express	13	1GAHG35K581220419	1944	50,650	50	5	1	\$26,910	no	12	GA	no
235	2008 Chevy Express	13	1GAHG35K381233427	1945	115,653	50	5	1	\$26,910	no	12	GA	no
236	2008 Chevy Express	13	1GAHG35KX81233733	1946	77,101	50	5	1	\$26,910	no	12	GA	no
237	2008 Chevy Express	13	1GAHG39K381218971	1950	83,226	50	5	1	\$26,910	no	15	GA	no
238	2008 Chevy Express	13	1GAHG39K981220126	1951	102,461	50	5	1	\$26,910	no	15	GA	no
239	2008 Chevy Express	13	1GAHG39K581218180	1952	89,113	50	5	1	\$26,910	no	15	GA	no
240	2009 Toyota Sienna	13	5TDZK23C19S278371	2000	63,111	50	5	1	\$26,910	no	7	GA	yes
241	2009 Toyota Sienna	13	5TDZK23C49S278378	2001	104,048	50	5	1	\$26,910	no	7	GA	yes
242	2009 Toyota Sienna	13	5TDZK23C19S278872	2002	50,952	60	4	2	\$26,910	no	7	GA	yes
243	2009 Toyota Sienna	13	5TDZK23C19S279232	2003	51,353	60	4	2	\$26,910	no	7	GA	yes
244	2009 Toyota Sienna	13	5TDZK23C39S279666	2004	81,224	60	4	2	\$26,910	no	7	GA	yes
245	2009 Toyota Sienna	13	5TDZK23C29S279206	2005	65,610	60	4	2	\$26,910	no	7	GA	yes
246	2009 Toyota Sienna	13	5TDZK23CX9S278823	2006	67,970	60	4	2	\$26,910	no	7	GA	yes
247	2009 Toyota Sienna	13	5TDZK23C89S280179	2007	87,535	60	4	2	\$26,910	no	7	GA	yes
248	2009 Toyota Sienna	13	5TDZK23C19S280203	2008	62,694	60	4	2	\$26,910	no	7	GA	yes
249	2009 Toyota Sienna	13	5TDZK23C89S279677	2009	63,604	60	4	2	\$26,910	no	7	GA	yes
250	2009 Toyota Sienna	13	5TDZK23C49S282916	2020	93,990	60	4	2	\$26,910	no	7	GA	no
251	2009 Toyota Sienna	13	5TDZK23C69S283145	2021	48,093	60	4	2	\$26,910	no	7	GA	no
252	2009 Toyota Sienna	13	5TDZK23C19S282307	2022	64,455	60	4	2	\$26,910	no	7	GA	no
253	2009 Toyota Sienna	13	5TDZK23C59S282956	2023	31,282	60	4	2	\$26,910	no	7	GA	no
254	2009 Toyota Sienna	13	5TDZK23C99S282328	2024	37,381	60	4	2	\$26,910	no	7	GA	no
255	2009 Toyota Sienna	13	5TDZK23C79S282635	2025	61,044	60	4	2	\$26,910	no	7	GA	no
256	2009 Toyota Sienna	13	5TDZK23C49S283161	2026	67,155	60	4	2	\$26,910	no	7	GA	no
257	2009 Toyota Sienna	13	5TDZK23C19S283375	2027	58,076	60	4	2	\$26,910	no	7	GA	no
258	2009 Toyota Sienna	13	5TDZK23C19S283389	2028	110,704	60	4	2	\$26,910	no	7	GA	no
259	2009 Toyota Sienna	13	5TDZK23C09S282640	2029	61,489	60	4	2	\$26,910	no	7	GA	no
260	2009 Toyota Sienna	13	5TDZK23C09S282282	2030	62,776	60	4	2	\$26,910	no	7	GA	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
261	2009 Toyota Sienna	13	5TDZK23C79S284997	2031	64,771	60	4	2	\$26,910	no	7	GA	no
262	2009 Toyota Sienna	13	5TDZK23C09S284727	2032	52,875	60	4	2	\$26,910	no	7	GA	no
263	2009 Toyota Sienna	13	5TDZK23C19S285854	2033	54,726	60	4	2	\$26,910	no	7	GA	yes
264	2009 Toyota Sienna	13	5TDZK23C49S286349	2034	67,128	60	4	2	\$26,910	no	7	GA	yes
265	2009 Toyota Sienna	13	5TDZK23CX9S286355	2035	109,276	60	4	2	\$26,910	no	7	GA	yes
266	2009 Toyota Sienna	13	5TDZK23C19S286597	2036	42,185	60	4	2	\$26,910	no	7	GA	yes
267	2009 Chevy Express	13	1GAHG35K691156425	2050	107,338	60	4	2	\$26,910	no	12	GA	no
268	2009 Chevy Express	13	1GAHG35K791155459	2051	80,488	60	4	2	\$26,910	no	12	GA	no
269	2009 Chevy Express	13	1GAHG35K591155282	2052	67,245	60	4	2	\$26,910	no	12	GA	no
270	2009 Chevy Express	13	1GAHG35K391156673	2053	43,060	60	4	2	\$26,910	no	12	GA	no
271	2009 Chevy Express	13	1GAHG35K491156657	2054	78,115	60	4	2	\$26,910	no	12	GA	no
272	2009 Chevy Express	13	1GAHG35KX91156010	2055	75,761	60	4	2	\$26,910	no	12	GA	no
273	2009 Chevy Express	13	1GAHG35K191156705	2056	73,116	60	4	2	\$26,910	no	12	GA	no
274	2009 Chevy Express	13	1GAHG35K791156739	2057	61,283	60	4	2	\$26,910	no	12	GA	no
275	2009 Chevy Express	13	1GAHG35K191154713	2058	92,256	60	4	2	\$26,910	no	12	GA	no
276	2009 Chevy Express	13	1GAHG35K591156478	2059	52,066	60	4	2	\$26,910	no	12	GA	no
277	2009 Chevy Express	13	1GAHG35K691156442	2060	40,565	60	4	2	\$26,910	no	12	GA	no
278	2009 Chevy Express	13	1GAHG35K191156607	2061	37,438	60	4	2	\$26,910	no	12	GA	no
279	2009 Chevy Express	13	1GAHG35K291155823	2062	66,738	60	4	2	\$26,910	no	12	GA	no
280	2009 Chevy Express	13	1GAHG35K891166308	2063	43,708	60	4	2	\$26,910	no	12	GA	yes
281	2009 Chevy Express	13	1GAHG35K791166557	2064	91,506	60	4	2	\$26,910	no	12	GA	yes
282	2009 Chevy Express	13	1GAHG39KX91155224	2080	59,954	60	4	2	\$26,910	no	15	GA	no
283	2009 Chevy Express	13	1GAHG39KX91155675	2081	101,200	60	4	2	\$26,910	no	15	GA	no
284	2009 Chevy Express	13	1GAHG39K091156088	2082	87,226	60	4	2	\$26,910	no	15	GA	no
285	2010 Dodge Caravan	13	2D4RN5D15AR356401	2100	50,068	70	3	3	\$26,910	no	7	GA	no
286	2010 Dodge Caravan	13	2D4RN5D17AR356402	2101	40,916	70	3	3	\$26,910	no	7	GA	no
287	2010 Dodge Caravan	13	2D4RN5D10AR356404	2102	71,130	70	3	3	\$26,910	no	7	GA	no
288	2010 Dodge Caravan	13	2D4RN5D13AR356400	2103	72,618	70	3	3	\$26,910	no	7	GA	no
289	2010 Dodge Caravan	13	2D4RN5D19AR356403	2104	27,152	70	3	3	\$26,910	no	7	GA	no
290	2011 Dodge Caravan	13	2D4RN4DG7BR715120	2110	51,076	80	2	4	\$26,910	no	7	GA	yes
291	2011 Dodge Caravan	13	2D4RN4DG1BR715114	2111	68,836	80	2	4	\$26,910	no	7	GA	yes
292	2011 Dodge Caravan	13	2D4RN4DG3BR715115	2112	53,069	80	2	4	\$26,910	no	7	GA	yes
293	2011 Dodge Caravan	13	2D4RN4DG0BR715119	2113	24,310	80	2	4	\$26,910	no	7	GA	yes
294	2011 Dodge Caravan	13	2D4RN4DG8BR715112	2114	25,781	80	2	4	\$26,910	no	7	GA	yes
295	2011 Dodge Caravan	13	2D4RN4DG0BR715122	2115	36,385	80	2	4	\$26,910	no	7	GA	yes
296	2011 Dodge Caravan	13	2D4RN4DH7BR715117	2116	30,863	80	2	4	\$26,910	no	7	GA	yes
297	2011 Dodge Caravan	13	2D4RN4DG9BR715121	2117	18,934	80	2	4	\$26,910	no	7	GA	yes
298	2011 Dodge Caravan	13	2D4RN4DG9BR715118	2118	46,380	80	2	4	\$26,910	no	7	GA	yes
299	2011 Dodge Caravan	13	2D4RN4DG2BR732486	2119	18,188	80	2	4	\$26,910	no	7	GA	yes
300	2011 Dodge Caravan	13	2D4RN4DGXB715113	2120	29,114	80	2	4	\$26,910	no	7	GA	yes
301	2011 Dodge Caravan	13	2D4RN4DG5BR715116	2121	23,498	80	2	4	\$26,910	no	7	GA	yes
302	2011 Dodge Caravan	13	2D4RN4DG7BR732497	2122	26,000	80	2	4	\$26,910	no	7	GA	yes
303	2011 Dodge Caravan	13	2D4RN4DG4BR732487	2123	65,120	80	2	4	\$26,910	no	7	GA	yes
304	2011 Dodge Caravan	13	2D4RN4DG6BR732491	2124	22,789	80	2	4	\$26,910	no	7	GA	yes
305	2011 Dodge Caravan	13	2D4RN4DG3BR732495	2125	34,978	80	2	4	\$26,910	no	7	GA	yes

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
306	2011 Dodge Caravan	13	2D4RN4DGXBR732493	2126	49,310	80	2	4	\$26,910	no	7	GA	yes
307	2011 Dodge Caravan	13	2D4RN4DG5BR732496	2127	39,156	80	2	4	\$26,910	no	7	GA	yes
308	2011 Dodge Caravan	13	2D4RN4DGOBR788801	2128	33,474	80	2	4	\$26,910	no	7	GA	yes
309	2011 Dodge Caravan	13	2D4RN4DG2BR788802	2129	25,600	80	2	4	\$26,910	no	7	GA	yes
310	2011 Dodge Caravan	13	2D4RN4DGXBR788787	2130	27,661	80	2	4	\$26,910	no	7	GA	yes
311	2011 Dodge Caravan	13	2D4RN4DG1BR788788	2131	46,010	80	2	4	\$26,910	no	7	GA	yes
312	2011 Dodge Caravan	13	2D4RN4DG3BR788789	2132	20,388	80	2	4	\$26,910	no	12	GA	yes
313	2011 Ford Econoline	13	1FBNE3BL9BD A90474	2140	32,930	80	2	4	\$26,910	no	12	GA	yes
314	2011 Ford Econoline	13	1FBNE3BL0BD A90475	2141	52,687	80	2	4	\$26,910	no	12	GA	yes
315	2011 Ford Econoline	13	1FBNE3BL4BD A90480	2142	49,626	80	2	4	\$26,910	no	12	GA	yes
316	2011 Ford Econoline	13	1FBNE3BL8BD A90465	2143	60,472	80	2	4	\$26,910	no	12	GA	yes
317	2011 Ford Econoline	13	1FBNE3BL6BD A90464	2144	54,022	80	2	4	\$26,910	no	12	GA	yes
318	2011 Ford Econoline	13	1FBNE3BL5BD A90472	2145	61,040	80	2	4	\$26,910	no	12	GA	yes
319	2011 Ford Econoline	13	1FBNE3BL5BD A90469	2146	59,160	80	2	4	\$26,910	no	12	GA	yes
320	2011 Ford Econoline	13	1FBNE3BL8BD A90482	2147	58,485	80	2	4	\$26,910	no	12	GA	yes
321	2011 Ford Econoline	13	1FBNE3BL7BD A90473	2148	17,838	80	2	4	\$26,910	no	12	GA	yes
322	2011 Ford Econoline	13	1FBNE3BL1BD A90467	2149	47,524	80	2	4	\$26,910	no	12	GA	yes
323	2011 Ford Econoline	13	1FBNE3BL3BD A90471	2150	38,825	80	2	4	\$26,910	no	12	GA	yes
324	2011 Ford Econoline	13	1FBNE3BL4BD A90477	2151	66,741	80	2	4	\$26,910	no	12	GA	yes
325	2011 Ford Econoline	13	1FBNE3BLXBD A90466	2152	69,962	80	2	4	\$26,910	no	12	GA	yes
326	2011 Ford Econoline	13	1FBNE3BL6BD A90478	2153	61,571	80	2	4	\$26,910	no	12	GA	yes
327	2011 Ford Econoline	13	1FBNE3BL6BD A90481	2154	48,104	80	2	4	\$26,910	no	12	GA	yes
328	2011 Ford Econoline	13	1FBNE3BL1BD A90484	2155	59,210	80	2	4	\$26,910	no	12	GA	yes
329	2011 Ford Econoline	13	1FBNE3BL1BD A90470	2156	58,420	80	2	4	\$26,910	no	12	GA	yes
330	2011 Ford Econoline	13	1FBNE3BL8BD A90479	2157	66,780	80	2	4	\$26,910	no	12	GA	yes
331	2011 Ford Econoline	13	1FBNE3BLXBD A90483	2158	44,633	80	2	4	\$26,910	no	12	GA	yes
332	2011 Ford Econoline	13	1FBNE3BL3BD A90468	2159	46,422	80	2	4	\$26,910	no	12	GA	yes
333	2011 Ford Econoline	13	1FBNE3BL2BD A90476	2160	59,259	80	2	4	\$26,910	no	12	GA	yes
334	2011 Ford Econoline	13	1FBSS3BL6BD A90492	2170	37,724	80	2	4	\$26,910	no	15	GA	yes
335	2011 Ford Econoline	13	1FBSS3BLXBD A90494	2171	37,948	80	2	4	\$26,910	no	15	GA	yes
336	2011 Ford Econoline	13	1FBSS3BL8BD A90493	2172	27,611	80	2	4	\$26,910	no	15	GA	yes
337	2012 Dodge Caravan	13	2C4RDGCG7CR281433	2200	20,186	90	1	5	\$26,910	no	7	GA	yes
338	2012 Dodge Caravan	13	2C4RDGCG8CR281442	2201	22,684	90	1	5	\$26,910	no	7	GA	yes
339	2012 Dodge Caravan	13	2C4RDGCG9CR281434	2202	14,217	90	1	5	\$26,910	no	7	GA	yes
340	2012 Dodge Caravan	13	2C4RDGCG1CR281430	2203	15,437	90	1	5	\$26,910	no	7	GA	yes
341	2012 Dodge Caravan	13	2C4RDGCG3CR281428	2204	21,501	90	1	5	\$26,910	no	7	GA	yes
342	2012 Dodge Caravan	13	2C4RDGCG6CR281441	2205	17,031	90	1	5	\$26,910	no	7	GA	yes
343	2012 Dodge Caravan	13	2C4RDGCG4CR281440	2206	32,088	90	1	5	\$26,910	no	7	GA	yes
344	2012 Dodge Caravan	13	2C4RDGCG6CR281438	2207	23,664	90	1	5	\$26,910	no	7	GA	yes
345	2012 Dodge Caravan	13	2C4RDGCG3CR281431	2208	9,170	90	1	5	\$26,910	no	7	GA	yes
346	2012 Dodge Caravan	13	2C4RDGCG2CR281436	2209	12,240	90	1	5	\$26,910	no	7	GA	yes
347	2012 Dodge Caravan	13	2C4RDGCGXCR281426	2210	37,123	90	1	5	\$26,910	no	7	GA	yes
348	2012 Dodge Caravan	13	2C4RDGCGXCR281443	2211	29,754	90	1	5	\$26,910	no	7	GA	yes
349	2012 Dodge Caravan	13	2C4RDGCG5CR281429	2212	21,893	90	1	5	\$26,910	no	7	GA	yes
350	2012 Dodge Caravan	13	2C4RDGCG6CR281439	2213	9,494	90	1	5	\$26,910	no	7	GA	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
351	2012 Dodge Caravan	13	2C4RDGBG5CR281432	2214	28,027	90	1	5	\$26,910	no	7	GA	yes
352	2012 Dodge Caravan	13	2C4RDGBG4CR281437	2215	13,053	90	1	5	\$26,910	no	7	GA	no
353	2012 Dodge Caravan	13	2C4RDGBG0CR281435	2216	28,475	90	1	5	\$26,910	no	7	GA	yes
354	2012 Dodge Caravan	13	2C4RDGBG1CR281427	2217	29,960	90	1	5	\$26,910	no	7	GA	yes
355	2012 Chevy Express	13	1GAZGYFA5C1146340	2220	24,521	90	1	5	\$26,910	no	12	GA	yes
356	2012 Chevy Express	13	1GAZGYFATC1144945	2221	20,991	90	1	5	\$26,910	no	12	GA	yes
357	2012 Chevy Express	13	1GAZGYFA3C1146532	2222	37,931	90	1	5	\$26,910	no	12	GA	yes
358	2012 Chevy Express	13	1GAZGYFATC1144735	2223	51,061	90	1	5	\$26,910	no	12	GA	yes
359	2012 Chevy Express	13	1GAZGYFA3C1146028	2224	51,047	90	1	5	\$26,910	no	12	GA	yes
360	2012 Chevy Express	13	1GAZGYFA1C1145220	2225	34,831	90	1	5	\$26,910	no	12	GA	yes
361	2012 Chevy Express	13	1GAZGYFAXC1146530	2226	34,690	90	1	5	\$26,910	no	12	GA	yes
366	2012 Chevy Express	13	1GAZGYFA9C1146681	2227	40,780	90	1	5	\$26,910	no	12	GA	yes
347	2012 Chevy Express	13	1GAZGYFA4C1146264	2228	48,680	90	1	5	\$26,910	no	12	GA	yes
348	2012 Chevy Express	13	1GAZGYFA3C1145056	2229	28,387	90	1	5	\$26,910	no	12	GA	yes
349	2012 Chevy Express	13	1GAZGYFA0C1145239	2230	42,103	90	1	5	\$26,910	no	12	GA	yes
350	2012 Chevy Express	13	1GAZG1FG4C1147166	2240	42,112	90	1	5	\$26,910	no	15	GA	yes
351	2013 Dodge Caravan	13	2C4RDGBG9DR694407	2300	8,417	100	0	6	\$21,647	no	7	GA	no
352	2013 Dodge Caravan	13	2C4RDGBGXR694402	2301	5,833	100	0	6	\$21,647	no	7	GA	no
353	2013 Dodge Caravan	13	2C4RDGBG4DR694413	2302	5,728	100	0	6	\$21,647	no	7	GA	no
354	2013 Dodge Caravan	13	2C4RDGBG8DR694401	2303	10,538	100	0	6	\$21,647	no	7	GA	no
355	2013 Dodge Caravan	13	2C4RDGBG2DR694409	2304	11,917	100	0	6	\$21,647	no	7	GA	no
356	2013 Dodge Caravan	13	2C4RDGBG0DR694408	2305	3,678	100	0	6	\$21,647	no	7	GA	no
357	2013 Dodge Caravan	13	2C4RDGBG2DR694412	2306	2,508	100	0	6	\$21,647	no	7	GA	no
358	2013 Dodge Caravan	13	2C4RDGBG6DR694400	2307	11,038	100	0	6	\$21,647	no	7	GA	no
359	2013 Dodge Caravan	13	2C4RDGBG1DR694403	2308	8,135	100	0	6	\$21,647	no	7	GA	no
360	2013 Dodge Caravan	13	2C4RDGBG7DR694406	2309	6,494	100	0	6	\$21,647	no	7	GA	no
361	2013 Dodge Caravan	13	2C4RDGBG5DR694405	2310	9,610	100	0	6	\$21,647	no	7	GA	no
362	2013 Dodge Caravan	13	2C4RDGBG0DR694411	2311	3,455	100	0	6	\$21,647	no	7	GA	no
363	2013 Dodge Caravan	13	2C4RDGBG3DR694404	2312	2,189	100	0	6	\$21,647	no	7	GA	no
364	2013 Dodge Caravan	13	2C4RDGBG9DR694410	2313	7,970	100	0	6	\$21,647	no	7	GA	no
365	2013 Ford Econoline	13	1FBNE3BL5DDA71732	2320	6,363	100	0	6	\$24,320	no	7	GA	yes
366	2013 Ford Econoline	13	1FBNE3BL3DDA71731	2321	10,667	100	0	6	\$24,320	no	7	GA	yes
367	2013 Ford Econoline	13	1FBNE3BL1DDA71730	2322	12,405	100	0	6	\$24,320	no	7	GA	yes
368	2013 Ford Econoline	13	1FBNE3BL8DDA71725	2323	4,578	100	0	6	\$24,320	no	7	GA	yes
369	2013 Ford Econoline	13	1FBNE3BLXDDA71726	2324	12,977	100	0	6	\$24,320	no	7	GA	yes
370	2013 Ford Econoline	13	1FBNE3BL5DDA71729	2325	15,848	100	0	6	\$24,320	no	7	GA	yes
371	2013 Ford Econoline	13	1FBNE3BL7DDA71733	2326	5,827	100	0	6	\$24,320	no	7	GA	yes
372	2013 Ford Econoline	13	1FBNE3BL1DDA71727	2327	3,510	100	0	6	\$24,320	no	7	GA	yes
373	2013 Ford Econoline	13	1FBNE3BL3DDA71728	2328	6,326	100	0	6	\$24,320	no	7	GA	yes
374	2013 Ford Econoline	13	1FBNE3BL1DDA87653	2329	13,403	100	0	6	\$24,378	no	7	GA	no
375	2013 Ford Econoline	13	1FBNE3BL7DDA87656	2330	11,192	100	0	6	\$24,378	no	7	GA	no
376	2013 Ford Econoline	13	1FBNE3BL9DDA87657	2331	8,284	100	0	6	\$24,378	no	7	GA	no
377	2013 Ford Econoline	13	1FBNE3BL2DDA87659	2332	7,508	100	0	6	\$24,378	no	7	GA	no
378	2013 Ford Econoline	13	1FBNE3BL8DDA87648	2333	6,843	100	0	6	\$24,378	no	7	GA	no
379	2013 Ford Econoline	13	1FBNE3BL6DDA87647	2334	6,858	100	0	6	\$24,378	no	7	GA	no
380	2013 Ford Econoline	13	1FBNE3BLXDDA87649	2335	6,416	100	0	6	\$24,378	no	7	GA	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
381	2013 Ford Econoline	13	1FBNE3BL5DDDA87655	2336	10,933	100	0	6	\$24,378	no	7	GA	no
382	2013 Ford Econoline	13	1FBNE3BL0DDDA87658	2337	6,739	100	0	6	\$24,378	no	7	GA	no
383	2013 Ford Econoline	13	1FBNE3BLXDDDA87652	2338	12,484	100	0	6	\$24,378	no	7	GA	no
384	2013 Ford Econoline	13	1FBNE3BL3DDDA87654	2339	10,855	100	0	6	\$24,378	no	7	GA	no
385	2013 Ford Econoline	13	1FBNE3BL8DDDA87651	2340	10,756	100	0	6	\$24,378	no	7	GA	no
386	2013 Ford Econoline	13	1FBNE3BL6DDDA87650	2341	4,511	100	0	6	\$24,378	no	7	GA	no
387	2013 Ford Econoline	13	1FBNE3BL0DDDA87644	2342	7,083	100	0	6	\$24,378	no	7	GA	no
388	2013 Ford Econoline	13	1FBNE3BL2DDDA87645	2343	6,189	100	0	6	\$24,378	no	7	GA	no
389	2013 Ford Econoline	13	1FBNE3BL4DDDA87646	2344	6,480	100	0	6	\$24,378	no	7	GA	no
390	2013 Ford Econoline	13	1BNE3BLE3DDA83667	2345	3,455	100	0	6	\$24,378	no	7	GA	no
391	2013 Ford Econoline	13	1FBNE3BL9DDDA87643	2346	7,618	100	0	6	\$24,378	no	7	GA	no
392	2013 Ford Econoline	13	1FBNE3BL0DDDA83660	2347	4,680	100	0	6	\$24,378	no	7	GA	no
393	2013 Ford Econoline	13	1FBNE3BL1DDDA83666	2348	5,694	100	0	6	\$24,378	no	7	GA	no
394	2013 Ford Econoline	13	1FBNE3BL3DDDA83670	2349	2,286	100	0	6	\$24,378	no	7	GA	no
395	2013 Ford Econoline	13	1FBNE3BL8DDDA83664	2350	5,526	100	0	6	\$24,378	no	7	GA	no
396	2013 Ford Econoline	13	1FBNE3BL5DDDA83668	2351	3,253	100	0	6	\$24,378	no	7	GA	no
397	2013 Ford Econoline	13	1FBNE3BL2DDDA83661	2352	15,032	100	0	6	\$24,378	no	7	GA	no
398	2013 Ford Econoline	13	1FBNE3BL5DDDA83671	2353	2,346	100	0	6	\$24,178	no	7	GA	no
399	2013 Ford Econoline	13	1FBNE3BL6DDDA83663	2354	5,518	100	0	6	\$24,178	no	7	GA	no
400	2013 Ford Econoline	13	1FBNE3BL4DDDA83662	2355	4,678	100	0	6	\$24,178	no	7	GA	no
401	2013 Ford Econoline	13	1FBNE3BLXDDDA83665	2356	16,328	100	0	6	\$24,178	no	7	GA	no
402	2013 Ford Econoline	13	1FBNE3BL7DDDA83669	2357	3,454	100	0	6	\$24,178	no	7	GA	no
403	2103 Chevy Express	13	1GAZG1FA3D1156177	2360	9,049	100	0	6	\$26,064	no	7	GA	yes
404	2103 Chevy Express	13	1GAZG1FA9D1156877	2361	9,795	100	0	6	\$25,863	no	7	GA	yes
405	2103 Chevy Express	13	1GAZG1FA3D1184271	2362	5,537	100	0	6	\$25,971	no	7	GA	no

**Public Transportation Management System
Owned Equipment Inventory**

Agency/Organization: Intercity Transit
Date: February 28, 2014

	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	Telephone System	67	7	3	\$200,000	Software patches and parts replacements as needed
3.	CAD/AVL	85	7	3	\$6,000,000	Regular software patches
4.	Paratransit Dispatch Software	85	7	3	\$450,000	
5.	Mobile Digital Surveillance System	91	4	5	\$850,000	Camera installation should be included in new bus replacements
6.	Fuel Management System	100	0	10	\$300,000	Installation by late 2012
7.	Bus Wash Systems	87	3	12	\$400,000	
8.	Fixed Route Runcutting & Scheduling Software	70	8	2	\$100,000	Frequent software patches as needed to integrate with AVL system
9.	Inventory & Accounting Software	92	7	3	\$750,000	last major upgrade 7 years ago. freq minor upgrades
10.	Digital Voice Recording System	40	7	3	\$100,000	Feature of on-bus announcement system with CAD/AVL system

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization: Intercity Transit
Date: February 28, 2014

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	23	Administration Building	55	29	20	\$3,500,000	
2.	11	Maintenance Building	52	29	20	\$10,500,000	
3.	6	Olympia Transit Center	68	20	29	\$7,000,000	
4.	6	Lacey Transit Center	75	18	31	\$1,500,000	
5.	24	Amtrak Depot	72	21	17	\$2,000,000	Local jurisdictions participate in lease agreement
6.	9	Martin Way Park and Ride	90	30	35	\$1,000,000	Owned by WSDOT. Lot/capacity redesigned & doubled in 2009
7.	9	Hawks Prairie Park and Ride	99	2	39	\$1,500,000	Leased from Thurston Co: 20 yr lease w/20 yr renewal. Opened late 2012

Appendix D
Operating Data

Operating Data

Route	Headways					Revenue Service Hours			Revenue Service Miles		
	Weekday			Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
12-W. Tumwater	30	60	60	60	60	6504	740	653	90,540	10,187	9,174
13-E. Tumwater	15	15	60	60	60	13,364	651	633	149,856	7,753	7,326
21-N. Bethel	30	60		60	60	2,592	303	321	33,195	3,869	4,092
41-TESC	15	30	30	30	30	10,227	1,580	1,281	130,473	20,015	16,253
42-Family Court	25	25				1,530			16,065		
43-SPSCC/Tumwater	30	30		60		6,847	543		86,190	7,093	
44-SPSCC/Cap. Mall	30	30	30	30	60	8,129	1,395	655	101,951	17,550	8,250
45-Conger/Cap. Mall	30	60		60		3,782	598		37,961	5,262	
47-Capital Mall/CMC	30	30		60	60	6,931	602	637	67,570	5,980	6,325
48-Capital Mall/TESC	30	30	30	30		7,815	1,395		105,063	18,673	
49-Capital Mall					30			623			6,451
60-Lilly/Panorama	30	60		60	60	7,182	888	903	72,771	9,261	9,438
62A-Martin/Meridian	30	30	60	30	60	11,039	1,629	993	134,559	20,166	13,514
62B-Martin/Meadows	30	30	60	30	60	11,916	1,867	985	150,926	23,972	13,860
64-College/Amtrak	30	60		60	60	10,707	1,289	1,257	121,882	14,622	14,223
66-Ruddell	30	30	60	30	30	11,978	2,081	1,957	152,164	26,634	24,723
67-Tri-Lakes	60	60		60		3,421	559		52,020	8,637	
68-Carpenter/Yelm Hwy	30	60		60	60	10,134	1,235	1,306	159,447	19,032	20,130
94-Yelm	30/ 60	30/ 60		60/ 75	135	11,299	1,250	708	210,667	25,672	14,641
101-Dash	12/ 15	12/ 15		10		6,249	348	0	51,127	2,534	0
411-Nightline			60	60	60	126	126	99	1,734	1,734	1,336
603-Olympia/Tacoma	30	90				6,414			148,842		
605-Olympia/Tacoma	30	90				6,491			154,991		
609-Tumwater/Lkwd	30	90				1,625			43,615		
612-Lacey/Tacoma	1 AM/ 1 PM					672			16,193		
620-Oly/Tacoma Mall				60/ 90	60/ 90		1,140	1,205		28,314	29,948
System Totals						166,972	20,221	14,217	2,289,800	276,962	199,683
2013 Totals						201,140			2,766,444		

2013 Route Service Summary

Route	Total Boardings	Revenue Hours	Board/ Hour	Rating	Comments
Trunk Routes					
13-E. Tumwater	356,723	14,648	24.4	Satisfactory	
41-TESC	546,797	13,088	41.8	Exceeds	
44-SPSCC/Cap. Mall	262,687	10,179	25.8	Satisfactory	
48-Capital Mall/TESC	371,232	9,210	40.3	Exceeds	Runs weekday & Saturday.
49-Capital Mall	23,154	623	37.1	Satisfactory	Runs Sunday only.
62A-Martin/Meridian	381,936	13,661	28.0	Satisfactory	
62B-Martin/Meadows	366,136	14,768	24.8	Satisfactory	
66-Ruddell	331,237	16,016	20.7	Marginal	
Secondary Routes					
12-W. Tumwater	122,133	7,897	15.5	Satisfactory	
21-N. Bethel	81,606	3,216	25.4	Satisfactory	
43-Barnes Blvd	195,744	7,390	26.5	Exceeds	
45-Conger/Cap. Mall	45,846	4,380	10.5	Marginal	
47-Capital Mall/CMC	201,379	8,171	24.6	Satisfactory	
60-Lilly/Panorama	127,848	8,973	14.2	Marginal	
64-College/Amtrak	218,497	13,252	16.5	Satisfactory	
67-Tri Lake	41,582	3,980	10.4	Marginal	
68-Carpenter/Boulevard	228,564	12,676	18.0	Satisfactory	
94-Yelm	203,803	13,256	15.4	Satisfactory	
Specialized & Shuttle Routes					
42-Family Court	7,211	1,530	4.7	Unsatisfactory	Limited service. Runs only weekdays during AM/Noon/PM peak.
101-Dash	94,670	6,598	14.3	Marginal	Boardings decreased Legislative session and Saturdays. Productivity: Session 16.8, Non-session 15.8, Saturdays 12.7
411-Nightline	13,600	352	38.6	Exceeds	10.6% decrease. Operates Fri/Sat/Sun late night during academic year (under contract).
Express Routes					
			Per Trip		
603-Olympia/Tacoma	75,383	6,414	17.4	Satisfactory	Runs Weekdays only.
605-Olympia/Tacoma	97,463	6,491	21.2	Satisfactory	Runs Weekdays only.
609-Tumwater/Lkwd	5,121	1,625	3.8	Unsatisfactory	Runs Weekdays only.
612-Lacey/Tacoma	8,495	672	16.7	Satisfactory	Runs Weekdays only.
620-Oly/Tacoma Mall	25,224	2,345	13.1	Marginal	Runs Sat/Sun only.
<i>Express Total</i>	211,686	17,547	16.6	<i>Satisfactory</i>	Boardings decreased 3.4%
Fixed Route Totals	4,434,071	201,410	22.0	Change from 2012: Boardings decreased 2.92% Hours up 0.8%, Boardings per Hour down 3.5%	

Other Intercity Transit Services					
Dial-A-Lift Service	150,224	--	--	4.4 % increase in boardings above 2012	
Vanpools	761,750	--	--	2.8 % increase in boardings above 2012	

System Total	5,346,045				1.95% decrease from 2012 of 5,452,291 boardings.
---------------------	------------------	--	--	--	--

Performance Standard

Standard	Trunk	Primary	Secondary	Rural	Commuter	Express
Riders per Hour					Riders per Trip	
Exceeds standard	>40	>30	>25	>20	25 or more	25 or more
Satisfactory	25-40	20-30	15-25	12-20	15.0 to 24.9	15.0 to 24.9
Marginal	20-24	15-19	10-14	9-11	10.0 to 14.9	10.0 to 14.9
Unsatisfactory	<20	<15	<10	<9	Less than 10	Less than 10

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Route	High Load*	Interlined Routes	Vehicle Assigned**	Comments
Trunk Routes				
13-E. Tumwater	66	12,41,45,64,66	Large Bus	Runs Mon-Sun.
41-TESC	85	13	Large Bus	Runs Mon-Sun.
44-SPSCC/Cap. Mall	63	62A, 62B	Large Bus	Runs Mon-Sun.
48-Capital Mall/TESC	79	66, 94	Large Bus	Runs Mon-Sat.
49-Capital Mall	84	66	Large Bus	Runs Sunday.
62A-Martin/Meridian	66	43, 44, 62B	Large Bus	Runs Mon-Sun.
62B-Martin/Meadows	63	43, 44, 62A	Large Bus	Runs Mon-Sun.
66-Ruddell Road	61	13, 48, 49	Large Bus	Runs Mon-Sun.
Secondary Routes				
12-W. Tumwater	51	13, 45, 64	Medium Bus	Runs Mon-Sun.
21-N. Bethel	38	47, 60	Small Bus	Runs Mon-Sun.
43-SPSCC/Barnes	59	62A, 62B	Large Bus	Runs Mon-Sat.
45-Conger/Cap. Mall	39	12, 13	Medium Bus	Runs Mon-Sat.
47-Capital Mall/CMC	54	21, 68	Medium Bus	Runs Mon-Sun.
60-Lilly/Panorama	54	21, 47	Small Bus	Runs Mon-Sun.
64-College/Amtrak	75	12, 13	Medium Bus	Runs Mon-Sun.
67-Tri Lake	50	None	Small Bus	Runs Mon-Sat.
68-Carpenter/Boulevard	62	47	Medium Bus	Runs Mon-Sun.
94-Yelm	55	48	Large Bus	Runs Mon-Sun.
Specialized & Shuttle Routes				
42-Family Court	17	None	Small Bus	Runs weekdays during commute hours and noon period.
101-Dash	46	None	Small Bus	Weekdays: Runs all year. Saturdays: Runs Apr-Sep.
411-Nightline	71	None	Large Bus	Runs Fri/Sat/Sun late night during TESC class quarters, by contract.
Express Routes				
603-Olympia/Tacoma	83	605	Large Bus	Runs weekdays only.
605-Olympia/Tacoma	78	603, 612	Large Bus	Runs weekdays only.
609-Tumwater/Lkwd	27	None	Large Bus	Runs weekdays only.
612-Lacey/Tacoma	51	605	Large Bus	Runs weekdays only.
620-Oly/Tacoma Mall	66	None	Large Bus	Runs weekends only.

* High Load: Based on APC data provides highest passenger load by route during 2012 (not average trip load).

** Recommended Vehicle Assignment:

Large Bus: Low Floor 40' - Seating Capacity: 38

Medium Bus: Low Floor 35' - Seating Capacity: 32

Small Bus: Low Floor 30' - Seating Capacity Av: 23

**INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
AGENDA ITEM NO. VI-B
MEETING DATE: August 25, 2014**

FOR: Citizen Advisory Committee
FROM: Nancy Trail (705-5857)
SUBJECT: 2014 Citizen Advisory Committee Additional Recruitment

-
- 1) **The Issue:** Present timeline and process information for the 2014 CAC recruitment.

 - 2) **Recommended Action:** For information and discussion. Select three CAC members to join the ITA in the selection process.

 - 3) **Policy:** In 2001, the Intercity Transit Authority chartered a Citizen Advisory Committee. In 2011, the Authority approved an additional youth position, increasing the number of members from 19 to 20. It was the Authority's direction to conduct an annual recruitment. New members are appointed by the Transit Authority, typically at the regular July meeting.

 - 4) **Background:** The Citizen Advisory Committee members serve three-year terms, and may serve no more than two consecutive three-year terms. The exception is the youth position which is a one-year term with no option for reappointment. The youth can, however, apply for the regular three-year position if they wish to continue on the committee. Each spring, staff conducts a recruitment to fill vacancies which may occur throughout the year, through expiration of terms, or if members do not seek reappointment.

The CAC is comprised of 20-members, representing the diversity of our community. A recruitment process was held in the spring of this year, and none of the candidates were selected. There are currently 14 members, leaving 6 vacancies. The Authority requested an additional recruitment in the fall to fill the remaining vacancies.

Three Authority members, along with three CAC members, will comprise the ad hoc committee which will conduct the interviews and make recommendations to the Authority for appointment.

The deadline for applications proposed for October 30, 2014. The Authority would then make the appointments on December 3, 2014.

5) **Alternatives:** N/A

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

7) **Goal References:** Maintaining active, interested Citizen Advisory Committee members supports all agency goals.

8) **References:** Timeline attached.

RECRUITMENT TIMELINE
Intercity Transit
Citizen Advisory Committee
Fall 2014

Date	Process
August 25, 2014	Present timeline and process to CAC. Seek volunteer for ad hoc committee.
September 3, 2014	Present timeline and process to ITA. Seeking 3 volunteers for ad hoc committee.
September 8-19, 2014	Update advertisements, application materials and assemble packets.
September 22 – October 3, 2014	Advertise CAC volunteer opportunity. Distribute application materials.
October 30, 2014	Applications Due.
October 31- November 3, 2014	Reviewed for eligibility.
November 5, 2014	Final list of applicants go to Authority for Authority review.
November 10, 2014	Authority reviews applications and selects candidates to interview.
November 17-21, 2014	Interviews (possibly coordinate with 11/19/14 Work Session)
December 3, 2014	ITA makes appointments to CAC.
December 15-19, 2014	Staff to notify and schedule new member orientation.
January 12, 2015	First meeting for new members.

**INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
AGENDA ITEM NO. VI-C
MEETING DATE: August 25, 2014**

FOR: Citizen Advisory Committee
FROM: Ann Freeman-Manzanares (705-5838)
SUBJECT: Community Presentations

1) **The Issue:** What do you want to insure our public knows about Intercity Transit?

2) **Recommended Action:** For information and discussion.

3) **Policy:** As a municipal agency and public service provider, it is essential that we have good public outreach programs.

4) **Background:** Staff informs our public about who we are and what we do in a variety of ways. One of the ways is visiting organizations throughout the community and making presentations. Some presentations provide an overview of agency programs and others are very program or issue specific.

Staff seeks insight from the Citizen Advisory Committee specific to presentations. From your perspective, what message would you most like us to share about Intercity Transit?

5) **Alternatives:** N/A

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

7) **Goal References:** Goal #2 - Provide outstanding customer service.

8) **References:** Power Point: Agency Overview

Services, Facilities, Future Plans



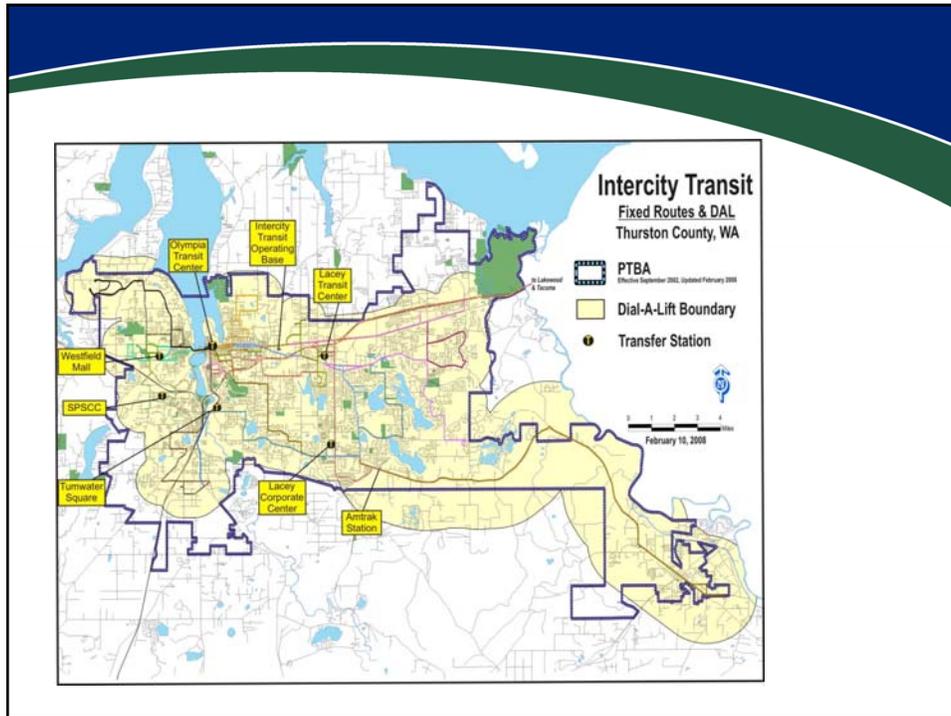
INTERcity
TRANSIT

Mission and Vision

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

Vision: *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 citizens of Thurston County.*

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Local and Express Bus Service

- **20 local routes** serve Lacey, Olympia, Tumwater, Yelm, parts of Thurston County.
- **5 express routes** operate between Olympia/Lacey/Tumwater, and Lakewood/Tacoma.
- **Sound Transit Route 592** service between Olympia and Seattle, grant funded through June 2015.
- **DASH** circulator service – downtown Olympia.
- **5.4 million boardings** in 2013.



INTERcity
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Dial-A-Lift

- **Door-to-door service** for people with disabilities.
- **2,800** clients.
- **150,224** passenger trips in 2013.



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Vanpool

- **5 to 15** people who commute to work in a van.
- We **own, maintain, and insure** the vehicle.
- Passengers pay a **monthly fare**.
- **213** vanpools currently in service.
- Program removes more than **1,700** vehicles from our roadways every weekday.



INTERcity
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Park & Ride Lots

- Four **park & ride lots**.
- Nearly **800 stalls** total.
 - Martin Way
 - Hawks Prairie
 - Centennial Station
 - Tumwater



Other Services & Programs

- **Travel Training** – Free, one-on-one help for new riders.
- **Village Vans** – Driver training and job skills program; work-related transportation for low-income job seekers.
- **Community Vans** – Ready-to-go vans for nonprofit groups.
- **Surplus Van Grant** – Vans for non-profit or community groups.



Other Services & Programs

- **Discounted Pass Program** – For social service agencies serving low-income people.
- **Youth Education Program** – To encourage students to bus, bike, and walk.



Bicycle Program – Bike racks on buses make it easy to bike and bus; Bicycle Commuter Contest encourages bicycling.



Major Facilities



Maintenance and Operations.



Olympia Transit Center



Major Facilities



Lacey Transit Center



Amtrak Centennial Station



Highlights

- Olympia Transit Center expansion.
- ESMS/ISO certification.
- 55 vanpool vehicles.
- Shelters & Solar Lighting
- JBLM/I-5 Interchange



Highlights

- 10 new **hybrid buses**.
- **Lacey Transit Center** cameras.
- Transit **signal priority**.
- Service Planning Study



INTERcity
TRANSIT

Considerations

- **Balance of Service:** Local, Express, Circulator
- **Hybrid vs. Conventional Diesel**
- **Aging Operations/Maintenance Facility**
- **Base facility too small** to support service
- **Frequency of service vs. coverage area**
- **Land Use**
- **Local, State, and Federal Funding**

Why is Public Transportation Important?



Public transportation:

- Enhances **personal opportunities**.
- Provides **economic opportunities** and **supports community growth, revitalization, and smart growth decisions**.
- **Saves fuel** and **reduces congestion**.
- **Saves money**.



Thank you!

Ann Freeman-Manzanares
General Manager
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Customer Service: 360-786-1881



**INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
AGENDA ITEM NO. VI-D
MEETING DATE: August 25, 2014**

FOR: Citizen Advisory Committee
FROM: Ann Freeman-Manzanares (705-5838)
SUBJECT: Strategic Plan

-
- 1) **The Issue:** Begin the discussion regarding primarily issues for the 2015-2020 strategic plan.

 - 2) **Recommended Action:** For information and discussion.

 - 3) **Policy:** The Strategic Plan is Intercity Transit's primary policy document. The Authority's direction provides the level of resources and priorities devoted to specific services and projects. The Authority seeks CAC input regarding our strategic direction.

 - 4) **Background:** Staff reviewed the 2014-2019 strategic plan and long term financials at the June 16 CAC meeting. This meeting will kick off discussion points relating to the 2015-2020 Strategic Plan.

 - 5) **Alternatives:** N/A

 - 6) **Budget Notes:** The strategic plan provides the basis for the development of our annual budget.

 - 7) **Goal References:** The strategic plan specifies how resources will be allocated to address all goals of the Authority.

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

Authority Meeting Highlights
a brief recap of the Authority Meeting of August 6, 2014

Action Items

Wednesday night, the Authority:

- Declared property listed on Exhibit "A" as surplus. (*Marilyn Hemmann*)
- Authorized the General Manager to execute a one-year contract extension with American Custodial, Inc., in the not-to-exceed amount of \$119,455, including taxes, for the provision of janitorial services and supplies. (*LeAnna Sandy*).
- Scheduled a public hearing for August 20, 2014, at 5:30 p.m. for the purpose of receiving and considering public comments on the annual Transit Development Plan: 2013 Summary and the 2014 - 2019 Plan. (*Dennis Bloom*).
- Scheduled a special meeting for Wednesday, September 17, 2014, to conduct a joint meeting of the Authority and the Citizen Advisory Committee. (*Ann Freeman-Manzanares*).
- Authorized the General Manager to enter into a contract with Harlow Construction Co. Inc., in the amount of \$158,347, including taxes. (*Jeff Peterson*)

Other Items of Interest

- Received an update on the Draft Annual Transit Development Plan. (*Dennis Bloom*)
- Received an update from our federal advocate, **Dale Learn from Gordon Thomas Honeywell** on activities affecting public transportation in Washington D. C.
- Intercity Transit is moving forward with a **Community Van Program at Jubilee** in northeast Lacey. Staff will implement a pilot program as soon as a group of 28 volunteer drivers have attended the defensive driving course.
- Staff will offer presentations at Jubilee on **Travel Training, the Bus Buddy Program and will partner with Mary Williams** to present her **Rebels by Bus program**.
- There were 213 active vanpool groups. And as of August 11, 2014, the Vanpool Department will be fully staffed.
- **Transit Appreciation Day is being held Wednesday, August 13.** The theme this year is "Bus-Stock, Groovin with Transit." Lunch is served between 10 a.m. and 4 p.m. The awards program begins at 12:04 p.m. All Authority and CAC members are invited.
- Intercity Transit will participate in the **United Way Day of Caring** scheduled for Friday, September 26. Our team will volunteer at the Olympia Kiwanis Food Bank

Garden Harvest, harvesting vegetables for the Thurston County Food Bank network. We encourage the Authority and CAC members to join our team. Don Melnick and Nathaniel Jones will be joining us.

- **Dash Saturday service** ends August 30, 2014.
- There will be a change to **Route 592** effective Monday, September 29, 2014. Intercity Transit will discontinue the 4:12 a.m. departure from the Olympia Transit Center, and add a 7:12 a.m. departure.

Pat Messmer

Prepared: August 7, 2014

		7	8	9	10	11	12	1	2	3	4	5	6	7	
CAC	Members	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Jul-14	
Leah	Bradley						MEETING CANCELLED								
Mitch	Chong												Absent		Absent
Valerie	Elliott														
Faith	Hagenhofer	Absent											Absent		
Julie	Hustoft								Absent						
Quinn	Johnson			Absent		Absent			Absent						Absent
Joan	O'Connell			Absent											
Sue	Pierce										Absent				
Charles	Richardson	Absent		Absent									Absent		
Carl	See														
Kahlil	Sibree			Absent										Absent	
Victor	VanderDoes				Absent	Absent									
Michael	Van Gelder													Absent	
Dale	Vincent			Absent						Absent			Absent		

= Joint meeting does not count against required meeting attendance