

**AGENDA**  
**INTERCITY TRANSIT AUTHORITY**  
**March 2, 2011**  
**5:30 P.M.**

**CALL TO ORDER**

- 1) **APPROVAL OF AGENDA** **1 min.**
  
- 2) **INTRODUCTIONS & RECOGNITIONS** **5 min.**
  - A. **Buddy Foster, Service Worker:** Buddy Foster (*Karl Shenkel*)
  - B. **Kyle Rogers, Coach Technician:** Kyle Rogers (*Karl Shenkel*)
  - C. **Brent Campbell, IS Manager:** (*Ben Foreman*)
  - D. **Ann Freeman-Manzanares, Development Director:** (*Mike Harbour*)
  
- 3) **PUBLIC COMMENT** **10 min.**

*Public Comment Note: This is the place on the agenda where the public is invited to address the Authority on any issue. The person speaking is requested to sign-in on the General Public Comment Form for submittal to the Clerk of the Board. When your name is called, step up to the podium and give your name and address for the audio record. If you are unable to utilize the podium, you will be provided a microphone at your seat. Citizens testifying are asked to limit testimony to three minutes.*
  
- 4) **APPROVAL OF CONSENT AGENDA ITEMS** **1 min.**
  - A. **Approval of Minutes:** February 2, 2011, Regular Meeting; February 16, 2011, Work Session.
  
  - B. **Accounts Payable:** Warrants dated December 3, 2010, numbers 82526-82605 in the amount of \$409,288.14; warrants dated December 17, 2010, numbers 81735; 81738; 82606-82732 in the amount of \$570,224.90; warrants dated December 31, 2010, numbers 82793-82950 in the amount of \$2,466,691.51. Warrants dated January 28, 2011, numbers 82956-83089 in the amount of \$1,385,658.29.
  
  - C. **Payroll:** February 2011 Payroll in the amount of \$1,697,241.30.
  
  - D. **Purchase and Installation of the Posi-lock System:** Authorize the General Manager to enter into a contract with Muncie Transit Supply/ ABC Companies to provide and install the Posi-lock system on twenty Dial-A-Lift vehicles in an amount not to exceed \$46,269.20 exclusive of tax.
  
  - E. **Purchase One Staff and One Operations Supervisors' Vehicle:** Authorize the General Manager, pursuant to Washington State Contract 06310, to

issue a purchase order to:

- Karmart Automotive Group for the purchase of one 7-passenger Dodge Caravan in the amount of \$23,521.

and pursuant to Washington State Contract 05910, to issue a purchase order to:

- Jerry Chambers Chevrolet for the purchase of one crew cab Chevrolet Colorado truck in the amount of \$25,665.

The total cost of this purchase is \$49,186.

- |     |  |                |
|-----|--|----------------|
| 5)  | <b>PUBLIC HEARINGS - None</b>  | <b>0 min.</b>  |
| 6)  | <b>COMMITTEE REPORTS</b>   |                |
|     | <b>A. Thurston Regional Planning Council</b> ( <i>Sandra Romero</i> )                              | <b>3 min.</b>  |
|     | <b>B. Transportation Policy Board</b> ( <i>Ed Hildreth</i> )                                       | <b>3 min.</b>  |
|     | <b>C. Urban Corridors Task Force</b> ( <i>Ed Hildreth</i> )  | <b>3 min.</b>  |
|     | <b>D. Citizen Advisory Committee</b> ( <i>Jill Geyen</i> )   | <b>3 min.</b>  |
|     | <b>E. Pension Committee</b> ( <i>Joe Baker</i> )   | <b>3 min.</b>  |
| 7)  | <b>UNFINISHED BUSINESS - None</b>  | <b>0 min.</b>  |
| 8)  | <b>NEW BUSINESS</b>  |                |
|     | <b>A. Contract Award - Dial-A-Lift Customer Satisfaction Survey</b><br>( <i>Melody Jamieson</i> )  | <b>5 min.</b>  |
|     | <b>B. Compensation and Classification Update</b> ( <i>Marilyn Hemmann</i> )                        | <b>5 min.</b>  |
|     | <b>C. Purchase of Replacement Buses</b> ( <i>Ann Freeman-Manzanares</i> )                          | <b>5 min.</b>  |
|     | <b>D. Review of Draft of Annual Update of the Transit Development Plan</b> ( <i>Dennis Bloom</i> ) | <b>15 min.</b> |
| 9)  | <b>GENERAL MANAGER'S REPORT</b>  | <b>10 min.</b> |
| 10) | <b>AUTHORITY ISSUES</b>  | <b>10 min.</b> |
| 11) | <b>MEETING EVALUATION</b>  | <b>5 min.</b>  |
| 12) | <b>EXECUTIVE SESSION -None</b>   | <b>0 min.</b>  |

**ADJOURNMENT**

**Minutes**  
**INTERCITY TRANSIT AUTHORITY**  
**Regular Meeting**  
**February 2, 2011**

**CALL TO ORDER**

Chair Romero called the February 2, 2011, regular meeting of the Intercity Transit Authority to order at 5:30 p.m., at the administrative offices of Intercity Transit.

**Members Present:** Chair and Thurston County Commissioner Sandra Romero; City of Olympia Councilmember Karen Rogers; City of Lacey Deputy Mayor Virgil Clarkson; City of Tumwater Councilmember Ed Hildreth; City of Yelm Councilmember Joe Baker; Citizen Representative Martin Thies; Citizen Representative Eve Johnson; Citizen Representative Karen Messmer; and Labor Representative Karen Stites.

**Staff Present:** Mike Harbour; Rhodetta Seward; Dennis Bloom; Ann Freeman-Manzanares; Meg Kester; Jim Merrill; Marilyn Hemmann; Melody Jamieson; Karl Shenkel; and Mark Kallas.

**Others Present:** Legal Counsel Tom Bjorgen; Citizen Advisory Committee (CAC) member Don Melnick; and Recording Secretary Tom Gow.

**APPROVAL OF AGENDA**

**It was M/S/A by Councilmember Baker and Deputy Mayor Clarkson to approve the agenda as presented.**

**INTRODUCTIONS & RECOGNITIONS**

**A. Operator Class 11-01: Carmen Vanmansart; Scott Fiskness; Bruce Lomedico; Larry Ray; Mark Mobley; David Randall; Daniel Frueh; Nathan Goff; Melvin Smith, and Hunter Christian.** Merrill introduced operators of Class 11-01.

**PUBLIC COMMENT**

**Ben Courtnoy, 4929 51<sup>st</sup> Avenue, Lacey,** commented on personal difficulties in boarding the bus in his neighborhood because of the steep slope of the roadway causing his wheelchair to almost tip back. He expressed concern about his personal safety while boarding buses and crossing the street when he disembarks.

Harbour advised the Authority will address the issue later in the meeting.

## **APPROVAL OF CONSENT AGENDA ITEMS**

**It was M/S/A by Deputy Mayor Clarkson and Councilmember Hildreth to approve the consent agenda as presented.**

- A. Approval of Minutes:** January 5, 2011, Regular Meeting.
- B. Purchase of Passenger Shelters:** Authorized the General Manager to issue a purchase order for 16 passenger shelters in the amount of \$63,002.52, including tax and freight under the conditions of the existing contract.
- C. Schedule Public Hearing:** Approved scheduling a public hearing on March 16, 2011, 5:30 p.m., for the purpose of receiving public comments on the Annual Transit Development Plan: 2010 Summary and the 2011-2016 Plan. Request for Adoption will come before the Authority on April 6.

## **COMMITTEE REPORTS**

- A. Thurston Regional Planning Council (TRPC).** Hildreth reported the Council received a briefing regarding on-ramp meters on the Marvin and Nisqually northbound on-ramps. Hildreth said he mentioned the agency's desire to have an HOV lane added to the northbound Marvin Road on-ramp.
- B. Transportation Policy Board (TPB).** Hildreth reported the Board received the second of three briefings on the Regional Transportation Plan (RTP) planning process. The RTP sets the policies and procedures for allocation of Surface Transportation Program (STP) and Transportation Enhancement Program funds. Representatives from the Thurston County Economic Development Council provided a briefing on the results of the 2010 Thurston Economic Vitality Index (EVI) and a summary of the EVI fourth quarter results.
- C. Urban Corridors Task Force.** Hildreth said at the last meeting, members discussed how to conclude the task force work and the type of report to be forwarded from the task force to the cities, county, and Intercity Transit.
- D. Citizen Advisory Committee (CAC).** Melnick reported the committee formed an ad hoc committee to develop a plan for recruitment of a youth member. Members received a briefing on the status of several capital projects underway. Members discussed and expressed an interest in receiving future briefings on the following topics:
  - Dial-A-Lift operating statistics
  - Future enhancements of the phone system
  - Status of the agency's contract to manage the Centennial Station

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- Tour of bus maintenance facilities
- Update on the Hawks Prairie Park and Ride and opportunities for the CAC and the public to comment on the plan
- Explanation of the Discounted Bus Pass Program
- Updates on ORCA passes
- Planned locations on The Evergreen State College campus for DAL service bus stops.

### **NEW BUSINESS**

**A. Contract Extension for Marketing Services.** Hemmann said the request is for consideration of a one-year contract extension with Ilium Associates to provide marketing services. In February 2010, the agency awarded a one-year contract for the provision of marketing services with the option of two, one-year extensions.

Ilium provides graphic design, promotions, and marketing support to complement the agency's marketing efforts. Ilium Associates supports marketing activities to maintain and increase ridership, assists in targeted campaigns, and assists marketing staff with agency branding, updating informational brochures and the Transit Guide, as well as web page enhancement support. The Marketing Department determines where Ilium's specialized skills are used, and they negotiate the scope of work on a task-by-task or project basis and develop timeframes and negotiate costs.

The agency obtained current information on similar marketing contracts when it initially awarded the contract. Ilium costs are fair and reasonable. Ilium is not seeking a cost increase. Ilium has expertise in transit marketing and works with many other transit agencies in the state. Staff believes the costs are fair and reasonable and requests the Authority authorize the General Manager to execute a one-year contract extension with Ilium Associates to provide marketing services in an amount not to exceed \$90,000.

**It was M/S by Citizen Representative Thies and Citizen Representative Messmer to authorize the General Manager to execute a one-year contract extension with Ilium Associates to provide marketing services in an amount not to exceed \$90,000.**

Clarkson asked whether the Authority has any input on external advertisements placed on buses. Harbour said the agency specifically branded each of the six hybrid buses, which includes different nature themes.

Hildreth asked whether staff is satisfied with the work of Ilium Associates. Hemmann advised staff is very satisfied with the service.

Johnson questioned whether the company is paid monthly or is compensation based on the task. Hemmann advised Ilium Associates is reimbursed for the scope of work of

specific tasks. Kester added last year, the agency did not expend the full amount allocated for marketing services support from Ilium Associates.

**The motion carried unanimously.**

**B. General Legal Counsel - Contract Extension.** Freeman-Manzanares reported the Authority entered into an agreement with Bjorgen Bauer in 2008 for a period of one year with options to renew annually through February 2013. The request is the third extension. Bjorgen served as the agency's general legal counsel for the last 13 years and staff is well satisfied with his services. The proposed contract remains at \$220 an hour. Staff recommends approval of the request.

**It was M/S by Councilmember Hildreth and Deputy Mayor Clarkson to authorize the General Manager to execute a one-year contract extension with Bjorgen Bauer, PLLC to provide general legal services.**

Bjorgen addressed questions on the lawsuit involving Intercity Transit and others regarding free speech. Attorneys handling the lawsuit through Washington State Transit Insurance Pool (WSTIP) filed a motion for summary judgment. If granted, it could result in a favorable judgment for the parties.

**The motion carried unanimously.**

**C. Contract Award - Value Engineering Services.** Freeman-Manzanares said staff issued a Request for Qualifications (RFQ) and Proposal seeking qualified teams to conduct Value Engineering studies at 30% design for both the Pattison Street Facility Remodel and Expansion and the Olympia Transit Center (OTC) Expansion project. Four proposals were received by the submittal deadline.

A four member review team from Operations, Maintenance, Facilities, and Procurement evaluated the submittals against the criteria and selected HDR Engineering as the top ranking firm.

The request is for contracting authority for the Pattison Street project as the project is nearing 30% design. Value engineering provides a third party review of design drawings. They review function, performance, quality, and life cycle issues to ensure optimization in the value of the project. Value engineering exercises at 30% design are anticipated to achieve 10% cost savings.

Freeman-Manzanares answered questions on the location of the applicants. HDR Engineering is a nation-wide firm with over 185 offices in different cities. The agency is contracting with the firm located in Olympia. Two other firms were from Seattle and

the third was from Portland. The RFQ is published in business journals in Seattle. Most value engineering firms work on projects across the nation.

**It was M/S by Citizen Representative Messmer and Deputy Mayor Clarkson to authorize the General Manager to execute a contract with HDR Engineering for Value Engineering Services for the Pattison Street Facility Remodel and Expansion in an amount not to exceed \$57,636.**

Clarkson asked about the protocol for involvement of the team as part of the project. Freeman-Manzanares said HDR will only participate in the 30% design. At 90% design, the agency will solicit RFQs for Value Engineering on constructability.

**The motion carried unanimously.**

**D. Grant Applications for the Surface Transportation Program (STP) and Enhancement Funds.** Harbour reported on the opportunity to apply for grants from the Surface Transportation Program (STP) and Transportation Enhancement Program through TRPC. Approximately \$11 million in STP funds will be distributed through an allocation process rather than on a competitive basis. The agency is targeted to receive \$1,252,490 for eligible projects.

Staff evaluated potential projects and recommends three projects for the use of STP funds:

1. Expansion of the OTC using the entire allocation of \$1,252,490, which would provide approximately \$5 million in total funds for the project, making construction of office space more financially feasible. *Staff recommends this option.*
2. Final Engineering for the Pattison Street Maintenance and Operating Facility Project.
3. Purchase of new buses. In March, the agency will seek approval to purchase seven buses with 80% of the cost of those buses funded through federal funding. The agency needs to purchase another seven replacement buses in the next two to three years. Staff, however, believes it is likely other federal funds will become available over the next several years for purchasing buses.

The second funding piece is the Transportation Enhancement Program, which is a competitive process. The region anticipates receiving \$1.2 million from the program. The agency has been successful in receiving funds in the past because of the submission of good projects. Staff considered several programs for the use of the funds:

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1. Bus Stop Accessibility Improvements. Staff identified over 200 stops not fully ADA-accessible. *Staff recommends funding this project for improving approximately 30 bus stops.*
2. High Frequency Corridor Improvements. The funds would implement signage, new shelters, and other improvements in high-frequency corridors.
3. Youth Education Projects. Funds would continue efforts on youth education and school access programs.
4. Bike Racks. Funds could be used to purchase 3-position racks or for other bicycle related improvements.

The request is authorization for the agency to apply for both funding programs and direction on the projects to fund.

Harbour responded to questions. The agency currently uses a 2-position bike rack; however, there is a bike rack available to accommodate three bikes. Occasionally, some bikes cannot be accommodated on particular routes. If it is the last trip, the agency allows a bike in the bus. The agency can apply for both funding programs. For the Transportation Enhancement Program, the agency can submit multiple applications, but the process is competitive and the agency must prioritize its submissions if more than one project is submitted.

**It was M/S by Councilmember Hildreth and Citizen Representative Thies to authorize staff to apply for \$1,252,490 in STP funding for use in expansion of the Olympia Transit Center, and for \$240,000 in Transportation Enhancement funds for improving bus stop accessibility.**

Johnson inquired about the status of funding for the OTC project. Harbour replied one of the issues involving the cost estimates for the OTC expansion is the gap in federal funds and the cost for completing the project with local funds. The amount of local funds would be reduced if STP funds were received. The Authority will receive a presentation at its work session on the project scope and estimated cost.

Clarkson asked whether staff prioritized and developed a schedule of the bus stops to be improved for accessibility. Bloom advised that staff developed a list of approximately 30 bus stops. The larger issue is engineering some of the stops as some bus stops do not have sidewalks or the streets have limited shoulder space. The proposal was developed from an analysis completed over the last 18 months of all bus stops.

**The motion carried unanimously.**

**E. Pension Committee Appointment.** Harbour reviewed the composition of the Pension Committee. Employee representatives serve 4-year terms. Laurie Wright,

Vanpool Coordinator completed her term this year. The recommendation is to appoint Tom Burke from the Maintenance Department, which is the first time the Maintenance Department is represented on the committee.

**It was M/S/A by Citizen Representative Thies and Councilmember Baker to approve the General Manager's recommendation to appoint Tom Burke, Maintenance Technician, to the Intercity Transit Pension Committee for a four year term to end January 31, 2015.**

**A. Reorganizational Meeting.** Seward reviewed the process for the annual election of Authority Chair and Vice Chair and appointment of committee assignments. Committee assignments include Thurston Regional Planning Council, Transportation Policy Board, and the Pension Committee.

Currently, the bylaws include no term limits for officer positions.

**It was M/S/A by Councilmember Hildreth and Deputy Mayor Clarkson to nominate and elect Romero as Chair.**

**It was M/S/A by Commissioner Romero and Deputy Mayor Clarkson to nominate and elect Thies as Vice Chair.**

The Authority discussed committee assignments. Romero recommended discussing the Authority's practice of not assigning a citizen representative to serve on an intergovernmental committee. Messmer expressed interest in serving as the alternate member for the Transportation Policy Board. Hildreth noted the issue resides with Thurston Regional Planning Council's requirement for members who serve to be elected officials. However, the Transportation Policy Board does not have the same requirement. Clarkson commented that he doesn't believe an alternate member serving on TRPC must be an elected member as well.

The Authority discussed multiple representations by Authority members currently serving on TRPC who represent their respective agency as well. In those instances where the primary member is unable to attend, another member who represents their agency as well as being a member of the Authority could serve as the alternate. Messmer expressed a preference for members representing Intercity Transit to convey the agency's message and not necessarily represent another entity as well.

The Authority discussed the Urban Corridors Task Force assignment. Hildreth expressed interest in continuing his assignments to the TPB and on the task force. Harbour advised that an alternate could be assigned to the task force as well.

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Romero recommended scheduling an additional discussion on representation to intergovernmental committees. Messmer added it will be important to share information on how members will exert the Authority's position on issues facing the community. Clarkson commented on the agency's representation on the Safe Schools Program and the importance of Intercity Transit's involvement.

Romero asked staff to schedule a future discussion during a work session on areas where Intercity Transit can enhance its visibility through membership on various committees.

**It was M/SA by Deputy Mayor Clarkson and Citizen Representative Thies to retain current membership assignments:**

- **Thurston Regional Planning Council - Romero**
- **Transportation Policy Board - Hildreth**
- **401(k) Pension Committee - Baker**

### **GENERAL MANAGER'S REPORT**

**Service changes** are effective February 6 with a modest service increase of 3.1%. The increase affects eight of the 22 bus routes with 15-minute service on Route 41 and additional Sunday service and improvements to express service to Pierce County.

The **Vanpool Marketing Program** recently added 35 new vanpools in the last month to include one new group. Significant marketing efforts are underway to promote the program.

**Ridership** increased by .3% in 2010 over 2009. It is the second highest annual ridership record in the agency's history.

**Sales tax revenue** is up 3.06% in January, representing the fourth consecutive month sales tax increased.

Proposals were received for **Dial-A-Lift market research**. The selection team is scheduled to interview finalists later in the week. An award recommendation will be considered by the Authority in March.

Each January, **transit advertising** on buses generates community comments. This year, fewer comments were received. King County Metro recently introduced a policy of not accepting non-commercial advertising. However, Intercity Transit's legal counsel believes such a policy is unconstitutional and subsequently, staff is recommending monitoring the situation at King County Metro. Bjorgen commented that his advice against a similar policy is based on a 1969 case from the Washington State Supreme Court announcing a rule that a transit entity cannot ban political advertising unless the

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agency can show a clear and present danger. That is an old phrase in the law that isn't utilized often today. However, it also means that strict scrutiny will be applied to that distinction. Since then, the U.S. Supreme Court allowed transit agencies to ban political ads. It is also the case where states' supreme courts can be stricter in protecting federal rights than the U.S. Supreme Court, which is why the case in 1969 is controlling. He acknowledged that it is an old case, and there is the possibility that if King County Metro challenges the case, it can convince the court to deviate from that original ruling.

The new **Information Services Manager** will begin work on Monday, February 7.

Interviews for the **Development Director** are underway.

**Environmental Management System training** is underway after a team from Virginia Tech visited Intercity Transit in January for a site visit and met with the agency's team. The first training session is in Roanoke, VA. Harbour is a member of the team and will attend the training.

Staff continues work on the draft of the **Sustainability Policy**.

The **Centennial Station** maintenance funding issue meeting is scheduled on February 17 with mayors, County Commission Chair, and city administrators/city managers at 5:30 p.m. The discussion will be among the elected officials.

Members were reminded to sign the "**Ethics in Purchasing**" Statement and return to Seward.

The agency closed the **application process** for operators with over 500 applications received.

The agency received an email from the agency's federal lobbyist. Uncertainty continues to dominate **federal legislation**. Earmarks appear to be obsolete this year. There is some discussion about a potential replacement. It does appear that transportation reauthorization is moving forward in some form.

At the state level, there are no bills with any major impact on Intercity Transit. If **Regional Mobility** is fully funded at \$40 million, the agency will receive funding for increased express service between Tumwater and Lakewood. The Governor's proposal is only for \$20 million. However, there is legislative support for the program.

The **sales tax ballot measure** for Pierce Transit is Tuesday, February 8. They are seeking a .3% increase to .9%. Failure of the measure could result in reduced express service by Pierce Transit, which could increase pressure on Intercity Transit to increase express service.

**AUTHORITY ISSUES**

Rogers commented on a vanpool incident involving a mattress lodged under the van, which caught fire. She is personally acquainted with one of the passengers.

Rogers reported on a citizen's complaint about driving behind a bus on Division because of the number of stops. The road lacks sidewalks.

Romero reported on her attendance to TRPC's recent Sustainability Workshop Kick-off meeting to determine the definition of sustainability. The effort provides a great opportunity for the Authority to become involved in terms of the need for transit and agency input on all sustainability policies.

**ADJOURNMENT**

**It was M/S/A by Deputy Mayor Clarkson and Citizen Representative Messmer to adjourn the meeting at 6:58 p.m.**

**INTERCITY TRANSIT AUTHORITY**

**ATTEST**

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**Sandra Romero, Chair**

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**Rhodetta Seward  
Director of Executive Services/  
Clerk to the Authority**

**Date Approved: March 2, 2011**

Prepared by Valerie L. Gow, Recording Secretary/President  
Puget Sound Meeting Services

**Minutes**  
**INTERCITY TRANSIT AUTHORITY**  
**Work Session**  
**February 16, 2011**

**CALL TO ORDER**

Chair Romero called the February 16, 2011, work session of the Intercity Transit Authority to order at 5:32 p.m., at the administrative offices of Intercity Transit.

**Members Present:** Chair and Thurston County Commissioner Sandra Romero; City of Olympia Councilmember Karen Rogers; City of Tumwater Councilmember Ed Hildreth; City of Yelm Councilmember Joe Baker; Citizen Representative Martin Thies; Citizen Representative Eve Johnson; Citizen Representative Karen Messmer; and Labor Representative Karen Stites.

**Members Excused:** City of Lacey Councilmember Virgil Clarkson.

**Staff Present:** Mike Harbour; Rhodetta Seward; Dennis Bloom; Jim Merrill; Ann Freeman-Manzanares; Meg Kester; and Emily Bergkamp.

**Others Present:** Citizen Advisory Committee (CAC) member Faith Hagenhofer and Recording Secretary Valerie Gow.

**APPROVAL OF AGENDA**

**It was M/S/A by Councilmember Hildreth and Citizen Representative Messmer to approve a minor modification to the agenda in the reordering of agenda topics.**

**OLYMPIA TRANSIT CENTER EXPANSION - PROJECT SCOPING AND ESTIMATED COSTS**

Freeman-Manzanares reported the presentation represents a decision point for the Authority for the Olympia Transit Center (OTC) Expansion project to increase the number of bus lanes to add Greyhound service and enhance customer amenities. In conjunction with the project, the agency considered adding approximately 10,000 square feet of administrative space at the OTC in part because of the master planning process for the Pattison Street facility expansion to accommodate Development staff as well as Executive staff, to include some meeting space. Estimated project costs were developed for the full project as well as three options for less administrative space. In the other options, the agency can reduce the number of staff and possibly reduce the

amount of meeting space. However, it was clear during the recent Citizen Advisory Committee meeting the public is interested in having public meeting space downtown. Freeman-Manzanares reviewed four expansion options:

- Option 1 - 1-story building      2,404 square feet      \$4,947,000
- Option 2 - 1-1/2-story building      5,851 square feet      \$5,883,000
- Option 3 - 2-story building      7,417 square feet      \$7,000,000
- Option 4 - 3-story building      9,684 square feet      \$7,896,000

Freeman-Manzanares reviewed estimated project funds available to include federal funds, federal Surface Transportation Program (STP) funds, and local funds. Options 3 and 4 require additional local funding of \$403,780 and \$1,299,780, respectively. From an administrative perspective for Option 2, the agency could move Development staff to the OTC but not Executive staff, as there is no capacity for growth. Option 3 enables Development and Executive staff to move to the OTC. Option 4 enables moving Development and Executive staff and includes capacity as forecasted in the Pattison Street master planning process. There is no opportunity for growth in Option 3. However, by not moving Executive staff, there would be some capacity to accommodate Development staff growth.

Romero asked about the purpose of moving Development and Executive staff. Freeman-Manzanares replied the master plan identified the need for an additional 10,000 square feet that would be accommodated in Phase 3 of the master plan scheduled to occur in 15 years. At that point, there would be a decision point on whether to move staff back to the Pattison facility.

Messmer asked whether the meeting space is similar for all four options. Freeman-Manzanares affirmed the meeting space would be similar with the meeting space located on the lower level and office space on the upper floors.

Johnson asked whether the agency considered other leased space downtown. Freeman-Manzanares replied staff contacted the Economic Development Council and the Department of General Administration to consider available office space and developed some costs based on a five-mile radius from the Pattison Street facility and the OTC. The cost would average from \$6 to \$60 per square foot equating to a rental cost of \$2.1 million for a renting option similar to Option 1 for a 15-year period. For Option 3 of 7,417 square feet, the cost would be approximately \$2.7 million over a 15-year period, and for 9,684 square feet the cost would be \$3.5 million for rental space over 15 years. Johnson questioned why the agency isn't considering purchasing another building.

Freeman-Manzanares said the agency didn't consider purchasing a building as an option.

Thies commented there was some discussion several years ago about the location of the OTC and sea level rise impacts in the future. He asked if this aspect was considered. In earlier presentations, there were also concerns about multiple kiosks in the separate buildings and whether those concerns were addressed by the architects. Freeman-Manzanares said based on the current process, the agency is not expanding the current building, but will staff the second site for both the agency and Greyhound service. Additionally, there haven't been any conversations about sea level rise.

Hildreth asked about capacity availability for Option 4. Freeman-Manzanares indicated the master plan forecasts to 2035 with the OTC expansion forecasted to 2020. The number of staff in Development and Executive doesn't change significantly between 2020 and 2035. Harbour added Option 4 provides capacity through 2035 while Option 2 provides capacity through 2020. Hildreth asked whether the agency has the additional \$1.3 million for Option 4. Freeman-Manzanares replied the long-term financial plan includes \$1.6 million over the 90-day reserve as well as \$3.2 million for the final design of the Pattison Street expansion, which the agency anticipates using approximately \$1 million.

Thies expressed a preference for Option 4 based on the additional sources of funding. The site is a community resource and the use of local funds is justified. Valuable community space justifies the expenditure of \$1.3 million in today's dollars. The community aspect is very important for that investment.

Rogers shared the City of Olympia is completing a sea level rise study and can share the information when it becomes available. In terms of construction and liquefaction downtown, she understands below the fill there is a strong clay layer. The new city hall includes many piles that were included to stabilize the building. This could be a consideration for the OTC expansion. The CAC meeting on February 14 included similar questions. CAC members selected Option 4 with several members expressing interest in having commercial space available as well as the option for public meeting space.

Messmer said she prefers either Options 3 or 4, but is concerned about the remaining amount of funds required because of the uncertainty of future needs. She supports the concept of having as much activity at the OTC to ensure the site becomes more of a public space as well as supporting the concept of renting some space. However, the

addition of meeting space would add management and maintenance costs to manage the space.

Messmer said concerns regarding sea level rise pertain to potential flooding incidents. It may entail expending more design and construction funding to ensure the structure is protected from a short-term flooding event.

Harbour and Freeman-Manzanares responded to several questions from Hildreth on cost overrun, the status of staff assignments if Option 4 is selected, whether it's possible to use the capacity of public meeting space if growth dictates the need for additional space, and whether using local dollars puts the agency at any financial risk. The project estimate is based on conservative costs. The agency hasn't considered the possibility of additional work for flooding. The agency considered the potential for driving piles which is far more expensive than a floating foundation. Staff is examining all the options as well as hazmat issues to address some contamination on site. The agency is conscious of the budget, but there is the realization once work begins underground, there is always the chance of unknowns. The agency has a very experienced design and engineering team is walking the agency through the process. As the agency moves through the design process, information will be shared with the Authority. The agency also expended some additional geotech funds upfront to determine what's located on the site.

In terms of staff placement under the Option 4 scenario, Freeman-Manzanares explained the agency will move all Development and Executive staff and eliminate the trailer and rental space. The Pattison facility would be in a better position to accommodate growth. Harbour said all Development staff will move to the OTC. We would then examine some of the Executive functions, such as the Training Coordinator which may remain at the Pattison facility. Freeman-Manzanares said it could be possible to utilize the meeting space for office space if the need arises.

Harbour described the conservative approach the agency is taking in approaching the cost and doesn't believe using local funds represents any risks at this point.

Romero asked about employee parking. Harbour advised no employee parking with the exception of some supervisor parking is included on the site. As the site is developed, there is no remaining space to accommodate parking. It's likely the agency will need to lease some parking sites downtown.

Harbour said at this point, the agency's selection of the option establishes the scope of the project as it moves forward to design.

Johnson questioned adding an additional million dollars and the agency's responsibility to the public. Hildreth suggested considering the most efficient way to utilize the funds. Option 4 represents approximately \$297 a square foot for a building that will last through 2035 as opposed to \$325 a square foot for a building that will last through 2020.

Johnson questioned the difference between construction cost and project cost. Freeman-Manzanares said construction costs include the actual construction costs incurred in constructing the building. Project costs include all costs associated with land acquisition, design, permitting, and site preparation. The project costs include furnishings. Actual moving costs are not included.

Thies agreed there likely will be ongoing costs related to managing community space. He asked how the agency oversees that function. Freeman-Manzanares said the agency currently has a policy on the use of meeting space and how the agency interacts with the public. Harbour said the Authority will review the policy for a potential update. The Authority meetings will likely remain at the present location.

Members provided input on their preferred option with the majority of the Authority selecting Option 4 to move forward.

#### **DIAL-A-LIFT UPDATE**

Bergkamp provided an update on Dial-A-Lift (DAL) service performance during 2010. July 26, 2010, was the 20<sup>th</sup> anniversary of the American with Disabilities Act (ADA). The ADA outlines civil rights protections for over 43 million Americans with disabilities when it was signed into law in 1990. The agency is affected by Title 2 pertaining to Transportation, which provides for accessibility for all transportation facilities and vehicles used in fixed route services, equivalent access to demand response services, and complimentary Paratransit service (DAL), which must extend a minimum of 3/4 mile beyond the boundaries of the fixed route system. Intercity Transit's DAL is ADA complimentary Paratransit service and is operated 3/4 mile outside the service boundary with the boundary expanded to a mile and half near Route 94 in the area near the Centennial Station and the City of Yelm.

Qualifying clients apply for DAL service with varying levels of eligibility allowed. A client's disability must prevent them from accessing fixed route service. There are three categories of eligibility:

- Conditional, which includes conditions that describe when a client is unable to use a fixed route.
- Unconditional eligibility, which includes a disability or a health condition preventing a client from using fixed route.
- Temporary includes those clients with limited abilities that are expected to change over a period of time.

Applications are available upon request and are processed within 21 days from the date the agency receives the application. Staff outreaches the community to let the public know about DAL service. Bergkamp added she works closely with seniors and local schools. The application process includes an appeal process. Appeals are reviewed and forwarded to an appeals board comprised of an Intercity Transit employee, two client representatives, and an individual who is experienced with the disability experienced by the appellant.

The agency accepts DAL ride reservations from one to five days in advance of service. Service is provided an hour on either side of the requested time. There is also a 30-minute window. For example if the client has a 10:00 a.m. reservation, the window is from 9:45 a.m. to 10:15 a.m. along with a five-minute waiting window.

Dispatchers assist bus operators by coordinating changes and updating rider information. They also assist in finding locations and provide advice during emergencies.

Messmer asked whether the agency coordinates with local jurisdictions when there are conditions leading to the lack of access or hindering accessibility to fixed route service. Bergkamp said when the agency is advised of accessibility issues, the Travel Trainer and the Planning Department coordinate improvements with the local jurisdiction or in some cases which occurred recently, install a temporary bus stop until a permanent bus stop can be installed. The Travel Trainer is a strong advocate for all clients.

There were 147,000 DAL trips in 2010 representing a 5% increase over 2009. The service carries 2.23 passengers per service hour. There were 885,000 service miles traveled in 2010. Approximately 95% of the time, bus operators arrived within the 30-minute window. If the pickup is late or running early, the agency contacts the client. Approximately 10% of all trips were cancelled by the clients with approximately 2% documented as a no show. The agency strives to ensure clients who have been dropped off are picked up for the return trip home. The agency strives to minimize stranded clients. Calls for service in 2010 were 74,000. During the summer, there is normally a drop in calls and ridership. However, in 2010, service remained steady throughout the

year. In November, DAL ridership dropped significantly likely due to the holidays and the snow event.

DAL cost per boarding is \$38.84 whereas fixed route is substantially less at approximately \$5 per trip.

There were approximately 2,400 DAL clients at the end of 2010 equating to approximately a 1% increase over 2009. There were 328 eligibility applications submitted last year with 278 determined to be fully eligible, 26 conditional, 19 temporary, and five clients deemed ineligible. Four appeals were submitted with two remaining unchanged and two upgraded. DAL clients must recertify every three years. The agency uses this opportunity to update information. Sometimes eligibility is difficult to determine and individuals are referred to a local physical therapist to complete a physical assessment.

Last year, there were 48 referrals for the Travel Training program. The Travel Trainer teaches clients how to ride regular fixed route buses. The trainer provided 350 travel training trips, 69 barrier assessments, and worked with 128 new clients and 43 current DAL clients. The Travel Trainer provided 16 travel training presentations, worked with local transition programs at schools with individuals with developmental disabilities, as well as providing presentations to senior groups.

Bergkamp reviewed the costs associated with DAL service on an annual basis equating to approximately \$175,000 for a DAL client using the system for nine years. It's important for DAL clients to utilize fixed route service if able to do so, because it offers more independence and because the cost of DAL service is expensive. Cost savings of travel training includes diverting DAL trips to regular fixed route service saving up to \$650,000 annually. Converting five DAL clients annually to fixed route service can recoup the entire cost of the Travel Trainer each year.

The agency is conducting a DAL Customer Satisfaction Survey in late March or April. The Authority will receive a request to award a contract to the survey firm at its March 2 meeting. The last customer survey was conducted in 1997. The survey will provide a report on how well the agency provides DAL service. The agency is also undergoing a Federal Transit Administration tri-annual review to include an assessment of ADA service. Later in the year, the agency is scheduled for an update of the ADA software and Interactive Voice Response (IVE)/Web Portal capabilities. IVR is an interactive voice response system enabling clients to call 24 hours a day to schedule, change, or cancel a trip.

Several DAL stops were added to The Evergreen State College campus, and we may add stops to the campus at South Puget Sound Community College and other large campus locations. Later in the year, the agency is receiving 18 new DAL vehicles, with 17 replacing outdated DAL vehicles and one expansion vehicle.

Bergkamp reported on the Travel Trainer's effort in working with a mental health specialist at BHR to develop a bus riding class curriculum to teach individuals how to ride a bus. The class offers the opportunity for clients to gain greater independence within the community and to provide transportation options to clients on fixed incomes. A bus buddies program was initiated where a class participant helps friends and others learn how to ride a bus. The program is an independence builder, and it helps meet the goals of therapy that clients receive from BHR. Currently, the second class is underway.

Johnson noted prior to becoming a member of the Authority, she was unaware of the varied services provided by the agency, which are impressive.

Stites asked whether the software upgrade is a new system. Bergkamp advised it's only an update to the current version of Ridematch. There are some performance issues with the current version.

## **COMMITTEE ALTERNATES**

Seward reported the Authority deferred assigning alternates for committee assignments at its last meeting pending research on the Thurston Regional Planning Council (TRPC) and Transportation Policy Board (TPB) alternate positions. She had an opportunity to review TRPC's bylaws. TRPC requires primary and alternate members to be elected officials. TPB membership is somewhat unclear and indicates the Authority will designate an Authority member as the primary member on the TPB. Another provision for the designation of alternates stipulates alternates from non-tribal members shall be elected officials from the same membership. The real intent is primary and alternates on the TPB will be elected officials. Seward said she contacted TRPC Executive Director Lon Wyrick who clarified the intent. She said she shared Authority members, both electeds and Citizen Representatives, are voting members with equal votes. Executive Director Wyrick followed up with the Chair of TRPC, contacted her, and advised a memo would be sent to the Authority indicating an alternate to the TRPC can be a citizen representative. Seward received the memo.

Messmer said her preference is any member of the Authority can represent the agency either as a primary or alternate member. She suggested TRPC and TPB policymakers should have a conversation to clarify the intent.

Romero commented a majority of the membership on the TPB are citizen representatives. TRPC membership should include elected officials because of the nature of the decisions.

Messmer expressed interest in serving as the alternate member on TRPC. Thies and Johnson expressed interest earlier in serving as the alternates on TRPC and the TPB. At this meeting, Johnson expressed interest in serving as the alternate on the TRPC. Romero advised she'd consider the feedback and discuss the appointments with Thies, who is the current alternate on the TPB and the TRPC.

#### **CITIZEN ADVISORY COMMITTEE REPORT**

Hagenhofer said the CAC meeting included many of the same topics. Rogers accurately characterized the CAC conversation on the OTC expansion. CAC members expressed interest in providing public meeting space and commercial space as well as selecting Option 4. CAC members received Bergkamp's DAL service presentation and appreciated learning more about details of the service.

#### **AUTHORITY ISSUES**

Hildreth asked whether the camera system on the agency's bus was responsible in the apprehensive of a robbery suspect. Merrill confirmed it was the agency's camera. The driver was alerted by a road supervisor of a similar situation that previously occurred. Road supervisors assist bus drivers in the field.

Romero referred to the upcoming discussion on the funding for the Centennial Station. The City of Olympia is withdrawing its funding and the Tumwater Mayor indicated a preference for not funding its portion of the maintenance costs. A high level discussion is scheduled on February 17 at 5:30 p.m. at Intercity Transit regarding the status of the Centennial Station, and to reaffirm consensus by all jurisdictions that the Centennial Station is a priority for the community and not just for the transit community.

Hildreth said he opposes the Mayor's views but must defer to the Council's decision. He believes the agency shouldn't be responsible for assuming the costs.

Johnson agreed the agency should not be responsible for Olympia's contribution. Since multi-modal is the future of transportation options, it appears shortsighted for one or more jurisdictions to withdraw funding support.

Rogers said she voted against the City commissioning art for the new city hall and supported continued funding of the Centennial Station. It's important to help reduce I-5 traffic as well as commit to interjurisdictional agreements.

Messmer added upholding agreements is an important second consideration, and if Olympia and Tumwater are not interested in supporting the station, there should be a community conversation in 2011 to consider the agreement to ensure any withdrawal includes lead time, so other jurisdictional budgets are not impacted.

Romero suggested the conversation is much more than a funding issue but a policy decision on the future of the station.

Johnson asked about Amtrak's contribution for maintenance of the station. Harbour said the agency has a use agreement with Amtrak, which contributes approximately \$8,300 annually. Amtrak has an automated ticket machine. It is the community's choice to provide more service other than an automated ticket machine.

Harbour advised *The Olympian* is featuring an article on the station in the next day's edition as he and Kester were interviewed for the article.

Romero advised members to notify staff of any interest in attending conferences.

Messmer shared information on American Public Transportation Association's (APTA) conference on "Sustainability and Public Transportation" in Los Angeles at the end of July. She offered an idea of providing a cooperative presentation with Duncan Green on bicycling integration and the support for bicycling by the agency. She asked about the agency's policy for attending a conference or providing a presentation during a conference. Romero suggested reviewing the idea and revisiting the issue during an upcoming meeting.

Harbour added Intercity Transit is a signatory of APTA's Sustainability Commitment. The agency typically sends a staff member to the meeting. Bloom attended the conference last year.

Harbour reported the agency was recognized by the Thurston County Chamber as one of three employers in Thurston County for its wellness program. Seward is in charge of the program. Romero said Thurston County was also recognized for its program.

#### **ADJOURNMENT**

With there being no further business, Chair Romero adjourned the meeting at 7:08 p.m.

**INTERCITY TRANSIT AUTHORITY**

**ATTEST**

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**Sandra Romero, Chair**

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**Rhodetta Seward  
Director of Executive Services/  
Clerk to the Authority**

**Date Approved:**

Prepared by Valerie L. Gow, Recording Secretary/President  
Puget Sound Meeting Services

# Intercity Transit

## Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/03/2010

Thru Date: 12/03/2010

Check #	Check Date	Ref #	Name	Amount	Voided
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00082527	12/3/2010	01520	AIRGAS NORPAC INC	\$103.53	
00082528	12/3/2010	01640	ALL CITY LOCK & KEY	\$43.40	
00082529	12/3/2010	01660	ALL STAR FORD	\$3,362.74	
00082530	12/3/2010	01780	AMALGAMATED TRANSIT UNION 1765	\$11,497.84	
00082531	12/3/2010	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$3,994.63	
00082532	12/3/2010	01960	AMERICAN SEATING COMPANY	\$156.48	
00082533	12/3/2010	02055	AMERICOM TECHNOLOGY	\$1,449.00	
00082534	12/3/2010	02380	ARAMARK UNIFORM SERVICES	\$654.91	
00082535	12/3/2010	02480	ASE SUPPLY INC	\$86.59	
00082536	12/3/2010	03220	BATES RON	\$172.59	
00082537	12/3/2010	05305	CAPITOL ALARM INC	\$388.45	
00082538	12/3/2010	05380	CARDINAL HEALTH MEDICAL PRODUCTS/SE	\$368.18	
00082539	12/3/2010	05460	CARQUEST AUTO PARTS-OLY	\$300.66	
00082540	12/3/2010	05680	CCH INCORPORATED	\$271.26	
00082541	12/3/2010	05740	CED	\$50.45	
00082542	12/3/2010	06060	CITY OF OLYMPIA	\$618.92	
00082543	12/3/2010	06120	CITY OF OLYMPIA UTILITIES	\$5,802.56	
00082544	12/3/2010	06440	COASTAL BUSINESS SERVICES GROUP INC	\$7,515.00	
00082545	12/3/2010	06470	COASTWIDE LABORATORIES - DIV OF STAPL	\$213.06	
00082546	12/3/2010	06610	COMMERCIAL BRAKE & CLUTCH	\$236.43	
00082547	12/3/2010	07105	CRAIN'S OFFICE SUPPLY	\$483.18	
00082548	12/3/2010	07150	CROSSROADS COLLISION CENTER	\$904.46	
00082549	12/3/2010	07220	CUMMINS NORTHWEST INC	\$4,864.85	
00082550	12/3/2010	07535	DALLAS AREA RAPID TRANSIT	\$10.00	
00082551	12/3/2010	08720	ELECTRONIC RESOURCING INC	\$110.67	
00082552	12/3/2010	09180	EXPRESS SERVICES INC	\$1,642.21	
00082553	12/3/2010	09575	FASTENAL COMPANY	\$88.98	
00082554	12/3/2010	10017	FOX JAMES	\$125.73	
00082555	12/3/2010	10260	FRONTRANGE SOLUTIONS USA INC	\$4,960.36	
00082556	12/3/2010	10630	GFI GENFARE	\$191.15	
00082557	12/3/2010	10660	GILLIG LLC	\$4,500.20	
00082558	12/3/2010	11175	HEALTH CARE AUTHORITY	\$268,957.43	
00082559	12/3/2010	11310	HOGAN MFG INC	\$136.06	
00082560	12/3/2010	11373	HOWE DAVID M TRUSTEE	\$409.38	
00082561	12/3/2010	11428	HURLBERT, MICHAEL	\$180.00	
00082562	12/3/2010	11523	IKON OFFICE SOLUTIONS	\$1,762.91	
00082563	12/3/2010	11525	IKON OFFICE SOLUTIONS	\$351.96	
00082564	12/3/2010	11615	INDUSTRIAL HYDRAULICS INC	\$113.44	
00082565	12/3/2010	11753	INTERCITY FITNESS	\$548.50	
00082566	12/3/2010	11775	INTERCITY PROJECT ASSISTANCE	\$803.50	
00082567	12/3/2010	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,201.25	
00082568	12/3/2010	11810	INTERSTATE BATTERY	\$1,990.06	
00082569	12/3/2010	11895	J&I POWER EQUIPMENT INC	\$41.12	
00082570	12/3/2010	11905	JANEK CORPORATION	\$1,085.00	
00082571	12/3/2010	11930	JERRYS AUTOMOTIVE TOWING	\$426.40	
00082572	12/3/2010	12875	KPFF CONSULTING ENGINEERS INC	\$26,506.20	
00082573	12/3/2010	13510	LES SCHWAB (TUMWATER)	\$166.82	
00082574	12/3/2010	13525	LEW RENTS	\$112.24	
00082575	12/3/2010	13850	MASON COUNTY TRANSIT	\$1,446.00	
00082576	12/3/2010	13900	MAXIM HEALTH SYSTEMS LLC	\$1,892.00	
00082577	12/3/2010	14590	MOHAWK MFG & SUPPLY	\$81.74	
00082578	12/3/2010	14839	MYERS TIRE SUPPLY	\$21.08	
00082579	12/3/2010	14900	NAPA AUTO PARTS	\$495.75	

# Intercity Transit

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ACCOUNTS PAYABLE WARRANTS

From Date: 12/03/2010

Thru Date: 12/03/2010

Check #	Check Date	Ref #	Name	Amount	Voided
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00082581	12/3/2010	16218	OMEGA INDUSTRIAL CONTRACTORS INC	\$8,148.00	
00082582	12/3/2010	16760	PETTIT OIL COMPANY	\$247.30	
00082583	12/3/2010	17300	PUGET SOUND MEETING SERVICES	\$1,129.49	
00082584	12/3/2010	17510	RAINIER LIGHTING & ELECTRIC SUPPLY, INC.	\$271.37	
00082585	12/3/2010	17560	RE AUTO ELECTRIC INC	\$2,241.28	
00082586	12/3/2010	18130	SIR GRAPHICS INC	\$271.25	
00082587	12/3/2010	18295	SOLARWINDS.NET INC	\$2,128.65	
00082588	12/3/2010	18711	SUNSET AIR INC	\$1,546.02	
00082589	12/3/2010	18720	SUPER BEE WHEEL ALIGNMENT	\$100.85	
00082590	12/3/2010	18735	SUPERIOR IMAGING GROUP	\$857.39	
00082591	12/3/2010	18940	TENNANT COMPANY	\$66.13	
00082592	12/3/2010	18990	THERMO KING NORTHWEST	\$1,262.32	
00082593	12/3/2010	21930	TIRES INC	\$2,521.75	
00082594	12/3/2010	21950	TITUS-WILL CHEVROLET	\$312.95	
00082595	12/3/2010	22100	TRANSIT SOLUTIONS, LLC	\$3,625.44	
00082596	12/3/2010	22260	TRI-DIM FILTER CORPORATION	\$85.35	
00082597	12/3/2010	23480	U S DEPT OF EDUCATION	\$188.96	
00082598	12/3/2010	23620	UNITED PARCEL SERVICE	\$129.12	
00082599	12/3/2010	23660	UNITED WAY OF THURSTON COUNTY	\$1,653.00	
00082600	12/3/2010	23717	URBAN SPARKS/UNDRIVING	\$12,250.00	
00082601	12/3/2010	23730	USI INC	\$1,632.00	
00082602	12/3/2010	24000	W W GRAINGER INC	\$836.32	
00082603	12/3/2010	24750	WA ST GET PROGRAM	\$150.00	
00082604	12/3/2010	25560	WASHINGTON STATE TRANSIT ASSOCIATION	\$100.00	
00082605	12/3/2010	25670	WAXIE SANITARY SUPPLY	\$518.95	
<b>Total:</b>				<b>\$409,288.14</b>	

# Intercity Transit

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From Date: 12/17/2010

Thru Date: 12/17/2010

Check #	Check Date	Ref #	Name	Amount	Voided
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00081738	12/17/2010	11750	INTERCITY EXECUTIVE IMPREST ACCOUNT	\$919.75	
00082606	12/17/2010	01405	ADVANCE GLASS INC	\$879.31	
00082607	12/17/2010	01640	ALL CITY LOCK & KEY	\$9.77	
00082608	12/17/2010	01660	ALL STAR FORD	\$2,443.38	
00082609	12/17/2010	01780	AMALGAMATED TRANSIT UNION 1765	\$160.00	
00082610	12/17/2010	01895	AMERICAN PETROLEUM ENVIRONMENTAL S	\$100.00	
00082611	12/17/2010	02060	AMERISAFE	\$85.17	
00082612	12/17/2010	02380	ARAMARK UNIFORM SERVICES	\$743.07	
00082613	12/17/2010	02425	ARONSON SECURITY GROUP INC	\$4,990.12	
00082614	12/17/2010	02580	ASSOCIATED PETROLEUM	\$154,161.91	
00082615	12/17/2010	03280	BAYVIEW CATERING	\$6,511.67	
00082616	12/17/2010	03350	BERNIE'S CUSTOM PAINT, INC.	\$1,180.05	
00082617	12/17/2010	03560	BJORGEN BAUER PLLC	\$1,408.00	
00082618	12/17/2010	03680	BLUMENTHAL UNIFORMS & EQUIPMENT		<input checked="" type="checkbox"/>
00082619	12/17/2010	03680	BLUMENTHAL UNIFORMS & EQUIPMENT	\$1,051.52	
00082620	12/17/2010	03940	BROWN & BALSLEY SIGN COMPANY	\$250.85	
00082621	12/17/2010	04105	BUILDERS EXCHANGE	\$180.00	
00082622	12/17/2010	04160	BURKE THOMAS K	\$97.55	
00082623	12/17/2010	05260	CAPITAL INDUSTRIAL INC	\$289.66	
00082624	12/17/2010	05340	CAPITOL COURIER SERVICE	\$315.87	
00082625	12/17/2010	05460	CARQUEST AUTO PARTS-OLY	\$308.00	
00082626	12/17/2010	05740	CED	\$309.06	
00082627	12/17/2010	06040	CITY OF LACEY	\$432.09	
00082628	12/17/2010	06045	CITY OF LACEY	\$25.00	
00082629	12/17/2010	06320	CLEARSWIFT CORPORATION	\$2,471.63	
00082630	12/17/2010	06440	COASTAL BUSINESS SERVICES GROUP INC	\$7,515.00	
00082631	12/17/2010	06520	COLOR GRAPHICS	\$1,627.33	
00082632	12/17/2010	06580	COMBUSTION ENGINEERING	\$357.72	
00082633	12/17/2010	06607	COMDATA	\$28,963.62	
00082634	12/17/2010	06610	COMMERCIAL BRAKE & CLUTCH	\$884.23	
00082635	12/17/2010	07105	CRAIN'S OFFICE SUPPLY	\$701.08	
00082636	12/17/2010	07150	CROSSROADS COLLISION CENTER	\$2,537.70	
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00082640	12/17/2010	07300	CUSTOMER COMMUNICATOR	\$224.50	
00082641	12/17/2010	07620	DAVIS WRIGHT TREMAINE LLP	\$585.00	
00082642	12/17/2010	07660	DAYTECH LIMITED	\$4,600.00	
00082643	12/17/2010	08465	DVS ANALYTICS	\$14,060.52	
00082644	12/17/2010	08580	ECONOMIC DEVELOPMENT COUNCIL OF	\$60.00	
00082645	12/17/2010	08680	EHRLICH'S OFFICE PRODUCTS	\$587.22	
00082646	12/17/2010	08720	ELECTRONIC RESOURCING INC	\$21.54	
00082647	12/17/2010	09120	EXCEL SUPPLY COMPANY	\$432.92	
00082648	12/17/2010	09180	EXPRESS SERVICES INC	\$1,218.96	
00082649	12/17/2010	09575	FASTENAL COMPANY	\$202.07	
00082650	12/17/2010	09605	FEDERAL EXPRESS CORP	\$31.66	
00082651	12/17/2010	09820	FLEET-NET CORP	\$1,432.20	
00082652	12/17/2010	10180	FREEDMAN SEATING CORPORATION	\$202.75	
00082653	12/17/2010	10580	GENE'S TOWING INC	\$218.60	
00082654	12/17/2010	10630	GFI GENFARE	\$804.03	
00082655	12/17/2010	10660	GILLIG LLC	\$5,420.92	
00082656	12/17/2010	10738	GM NAMEPLATE INC	\$10,090.50	
00082657	12/17/2010	10758	GORDON THOMAS HONEYWELL GOV AFFAIR	\$6,023.30	

# Intercity Transit

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00082660	12/17/2010	11215	HEIMAT LLC / MADRONA MORTGAGE	\$3,006.00	
00082661	12/17/2010	11308	HOFSTETTER SHANNON	\$384.62	
00082662	12/17/2010	11310	HOGAN MFG INC	\$755.54	
00082663	12/17/2010	11523	IKON OFFICE SOLUTIONS	\$1,884.27	
00082664	12/17/2010	11525	IKON OFFICE SOLUTIONS	\$626.59	
00082665	12/17/2010	11535	ILIUM ASSOCIATES INC	\$7,181.25	
00082666	12/17/2010	11615	INDUSTRIAL HYDRAULICS INC	\$351.45	
00082667	12/17/2010	11670	INLAND TECHNOLOGY INC	\$465.25	
00082668	12/17/2010	11735	INTELIUS SCREENING SOLUTIONS LLC	\$2,165.00	
00082669	12/17/2010	11750	INTERCITY EXECUTIVE IMPREST ACCOUNT	\$820.30	
00082670	12/17/2010	11865	ISLAND SUPERIOR AIR FILTER	\$452.74	
00082671	12/17/2010	11905	JANEK CORPORATION	\$667.28	
00082672	12/17/2010	11930	JERRYS AUTOMOTIVE TOWING	\$668.36	
00082673	12/17/2010	11935	JIM'S AUTO REPAIR & TOWING	\$182.11	
00082674	12/17/2010	12475	KBH CONSTRUCTION COMPANY	\$17,860.00	
00082675	12/17/2010	12665	KGY INC	\$750.00	
00082676	12/17/2010	12825	KIRK'S AUTOMOTIVE SUPPLY	\$200.00	
00082677	12/17/2010	13445	LAWTON PUBLICATIONS	\$705.00	
00082678	12/17/2010	13485	LEMAY MOBILE SHREDDING	\$67.80	
00082679	12/17/2010	13510	LES SCHWAB (TUMWATER)	\$697.12	
00082680	12/17/2010	13661	LOOMIS	\$458.51	
00082681	12/17/2010	14440	MICROFLEX	\$759.66	
00082682	12/17/2010	14590	MOHAWK MFG & SUPPLY	\$102.82	
00082683	12/17/2010	14839	MYERS TIRE SUPPLY	\$48.93	
00082684	12/17/2010	14900	NAPA AUTO PARTS	\$555.44	
00082685	12/17/2010	15217	NORTHWEST EVENT DEOCRATORS	\$189.87	
00082686	12/17/2010	15269	NORTHWEST TRUCK & INDUSTRIAL INC	\$186.32	
00082687	12/17/2010	15700	OLYMPIAN THE	\$497.92	
00082688	12/17/2010	16490	PACIFIC DISPOSAL INC	\$714.30	
00082689	12/17/2010	16679	AUTO PLUS - OLYMPIA	\$237.89	
00082690	12/17/2010	16695	PATTISON WATER COMPANY	\$117.74	
00082691	12/17/2010	16752	PERFORMANCE RADIATOR	\$133.46	
00082692	12/17/2010	16753	PERTEET INC	\$11,397.00	
00082693	12/17/2010	16820	PIERCE COUNTY SECURITY	\$9,784.50	
00082694	12/17/2010	17290	PUGET SOUND ENERGY	\$16,868.54	
00082695	12/17/2010	17392	QUALITY PARKING LOT SERVICES LLC	\$900.55	
00082696	12/17/2010	17394	QWEST	\$197.26	
00082697	12/17/2010	17395	QWEST	\$3,189.42	
00082698	12/17/2010	17712	RIGHT! SYSTEMS INC	\$1,512.81	
00082699	12/17/2010	17760	ROSS AND WHITE COMPANY	\$302.78	
00082700	12/17/2010	17805	ROUTEMATCH	\$5,625.00	
00082701	12/17/2010	17900	SCHETKY NW SALES INC	\$820.88	
00082702	12/17/2010	18068	SHINING EXAMPLE INC	\$303.33	
00082703	12/17/2010	18105	SIMME LLC	\$6,384.00	
00082704	12/17/2010	18470	SPORTWORKS NORTHWEST INC	\$142.25	
00082705	12/17/2010	18510	SRG PARTNERSHIP	\$59,596.03	
00082706	12/17/2010	18648	STORAGELAND LLC	\$1,985.00	
00082707	12/17/2010	18711	SUNSET AIR INC	\$150.82	
00082708	12/17/2010	18720	SUPER BEE WHEEL ALIGNMENT	\$100.85	
00082709	12/17/2010	18746	SUSTAINABLE SOUTH SOUND	\$1,000.00	
00082710	12/17/2010	18767	TACOMA SCREW PRODUCTS	\$119.20	
00082711	12/17/2010	18801	TAGS AWARDS & SPECIALTIES	\$95.21	

**Intercity Transit**  
**Accounts Payable Check Disbursement List**

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/17/2010

Thru Date: 12/17/2010

Check #	Check Date	Ref #	Name	Amount	Voided
00082712	12/17/2010	18815	TALEO CORPORATION	\$1,251.00	
00082713	12/17/2010	18970	TETRA TECH INC	\$57,235.42	
00082714	12/17/2010	18990	THERMO KING NORTHWEST	\$606.43	
00082715	12/17/2010	21910	THYSSENKRUPP ELEVATOR	\$645.45	
00082716	12/17/2010	21930	TIRES INC	\$4,666.51	
00082717	12/17/2010	21950	TITUS-WILL CHEVROLET	\$1,274.97	
00082718	12/17/2010	22420	TUMWATER PRINTING	\$19,821.21	
00082719	12/17/2010	22440	TUMWATER RENTALS	\$108.50	
00082720	12/17/2010	23400	U S BANK CORPORATE PAYMENT SYSTEMS	\$13,166.36	
00082721	12/17/2010	23405	U S BANK or CORPORATE PAYMENT SYSTEM	\$3,471.07	
00082722	12/17/2010	23480	U S DEPT OF EDUCATION	\$202.33	
00082723	12/17/2010	23530	U S POSTMASTER	\$540.00	
00082724	12/17/2010	23550	U-JOINT, THE	\$48.24	
00082725	12/17/2010	23620	UNITED PARCEL SERVICE	\$73.85	
00082726	12/17/2010	23820	VERIZON WIRELESS	\$2,411.04	
00082727	12/17/2010	24000	W W GRAINGER INC	\$567.71	
00082728	12/17/2010	24750	WA ST GET PROGRAM	\$150.00	
00082729	12/17/2010	25220	WASHINGTON ARCHIVES MANAGEMENT	\$341.08	
00082730	12/17/2010	25380	WASHINGTON GARDENS	\$314.65	
00082731	12/17/2010	25670	WAXIE SANITARY SUPPLY	\$912.05	
00082732	12/17/2010	26720	ZEP MANUFACTURING CO	\$149.53	
			<b>Total:</b>	<b>\$570,224.90</b>	

# Intercity Transit

## Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/31/2010      Thru Date: 12/31/2010

Check #	Check Date	Ref #	Name	Amount	Voided
00082739	12/31/2010	01315	ACS TRANSPORT SOLUTIONS INC	\$1,199.28	
00082740	12/31/2010	01405	ADVANCE GLASS INC	\$1,472.17	
00082741	12/31/2010	01640	ALL CITY LOCK & KEY	\$46.66	
00082742	12/31/2010	01660	ALL STAR FORD		<input checked="" type="checkbox"/>
00082743	12/31/2010	01660	ALL STAR FORD	\$1,477.57	
00082744	12/31/2010	01780	AMALGAMATED TRANSIT UNION 1765	\$11,285.99	
00082745	12/31/2010	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$4,316.88	
00082746	12/31/2010	01960	AMERICAN SEATING COMPANY	\$243.04	
00082747	12/31/2010	02380	ARAMARK UNIFORM SERVICES	\$618.36	
00082748	12/31/2010	02480	ASE SUPPLY INC	\$26.56	
00082749	12/31/2010	02580	ASSOCIATED PETROLEUM	\$85,141.01	
00082750	12/31/2010	03350	BERNIE'S CUSTOM PAINT, INC.	\$785.10	
00082751	12/31/2010	03560	BJORGEN BAUER PLLC	\$8,822.00	
00082752	12/31/2010	03705	BNSF RAILWAY COMPANY	\$3,500.00	
00082753	12/31/2010	03940	BROWN & BALSLEY SIGN COMPANY	\$732.38	
00082754	12/31/2010	04040	BUD CLARY CHEVROLET	\$499.04	
00082755	12/31/2010	04120	BUILDERS HARDWARE CO	\$261.63	
00082756	12/31/2010	05460	CARQUEST AUTO PARTS-OLY	\$97.54	
00082757	12/31/2010	06120	CITY OF OLYMPIA UTILITIES	\$3,162.74	
00082758	12/31/2010	06580	COMBUSTION ENGINEERING	\$1,584.95	
00082759	12/31/2010	06610	COMMERCIAL BRAKE & CLUTCH	\$1,144.29	
00082760	12/31/2010	06740	COMMUNITY TRANSPORTATION ASSOCIATIO	\$140.00	
00082761	12/31/2010	07105	CRAIN'S OFFICE SUPPLY	\$308.48	
00082762	12/31/2010	07120	CREATIVE OFFICE THE	\$712.79	
00082763	12/31/2010	07220	CUMMINS NORTHWEST INC		<input checked="" type="checkbox"/>
00082764	12/31/2010	07220	CUMMINS NORTHWEST INC	\$1,326.62	
00082765	12/31/2010	07520	DAILY JOURNAL OF COMMERCE	\$112.00	
00082766	12/31/2010	07780	DELL MARKETING LP	\$8,638.71	
00082767	12/31/2010	08680	EHRLICH'S OFFICE PRODUCTS	\$254.24	
00082768	12/31/2010	08720	ELECTRONIC RESOURCING INC	\$213.67	
00082769	12/31/2010	09005	ESRI INC	\$9,714.25	
00082770	12/31/2010	09120	EXCEL SUPPLY COMPANY	\$259.75	
00082771	12/31/2010	09180	EXPRESS SERVICES INC	\$1,354.40	
00082772	12/31/2010	09205	EXTENDED RANGE WEATHER CO INC	\$275.00	
00082773	12/31/2010	09720	FIRST ADVANTAGE ADR	\$234.43	
00082774	12/31/2010	09820	FLEET-NET CORP	\$1,432.20	
00082775	12/31/2010	10140	FRANSON, GLEN	\$119.34	
00082776	12/31/2010	10660	GILLIG LLC		<input checked="" type="checkbox"/>
00082777	12/31/2010	10660	GILLIG LLC	\$12,456.04	
00082778	12/31/2010	11175	HEALTH CARE AUTHORITY	\$267,270.46	
00082779	12/31/2010	11250	HERGUTH LABORATORIES INC.	\$947.43	
00082780	12/31/2010	11355	HOOSIER CAROL	\$62.80	
00082781	12/31/2010	11373	HOWE DAVID M TRUSTEE	\$409.38	
00082782	12/31/2010	11523	IKON OFFICE SOLUTIONS	\$253.05	
00082783	12/31/2010	11525	IKON OFFICE SOLUTIONS	\$387.77	
00082784	12/31/2010	11535	ILIU ASSOCIATES INC	\$1,587.66	
00082785	12/31/2010	11615	INDUSTRIAL HYDRAULICS INC	\$121.54	
00082786	12/31/2010	11740	INTERCITY ADVANCED TRAVEL	\$581.00	
00082787	12/31/2010	11753	INTERCITY FITNESS	\$546.00	
00082788	12/31/2010	11770	INTERCITY PETTY CASH	\$218.60	
00082789	12/31/2010	11775	INTERCITY PROJECT ASSISTANCE	\$800.00	
00082790	12/31/2010	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,201.25	
00082791	12/31/2010	11810	INTERSTATE BATTERY	\$1,444.73	
00082792	12/31/2010	11905	JANEK CORPORATION	\$873.43	

# Intercity Transit

## Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/31/2010

Thru Date: 12/31/2010

Check #	Check Date	Ref #	Name	Amount	Voided
00082793	12/31/2010	11930	JERRYS AUTOMOTIVE TOWING	\$352.62	
00082794	12/31/2010	12560	KESTER MEG	\$78.00	
00082795	12/31/2010	12685	KING COUNTY FINANCE AND BUSINESS	\$875.00	
00082796	12/31/2010	12875	KPFF CONSULTING ENGINEERS INC	\$38,061.73	
00082797	12/31/2010	13140	L G ISAACSON CO INC	\$83.24	
00082798	12/31/2010	13510	LES SCHWAB (TUMWATER)	\$227.85	
00082799	12/31/2010	13707	MDZ CONSTRUCTION LLC	\$4,214.30	
00082800	12/31/2010	13850	MASON COUNTY TRANSIT	\$1,235.00	
00082801	12/31/2010	14160	MCMaster-CARR SUPPLY CO.	\$181.50	
00082802	12/31/2010	14590	MOHAWK MFG & SUPPLY	\$65.44	
00082803	12/31/2010	14610	MOORE WALLACE	\$72.21	
00082804	12/31/2010	14835	MVP POSTER INC	\$284.70	
00082805	12/31/2010	14839	MYERS TIRE SUPPLY	\$181.42	
00082806	12/31/2010	14900	NAPA AUTO PARTS	\$667.84	
00082807	12/31/2010	16170	OLYMPIC COLLECTIONS INC	\$853.52	
00082808	12/31/2010	16595	PACIFIC POWER PRODUCTS	\$61.78	
00082809	12/31/2010	16760	PETTIT OIL COMPANY	\$891.63	
00082810	12/31/2010	16841	PIONEER FIRE & SECURITY INC	\$213.00	
00082811	12/31/2010	17300	PUGET SOUND MEETING SERVICES	\$445.41	
00082812	12/31/2010	17394	QWEST	\$220.25	
00082813	12/31/2010	17505	RAINIER DODGE INC	\$454.71	
00082814	12/31/2010	17560	RE AUTO ELECTRIC INC	\$569.57	
00082815	12/31/2010	17712	RIGHT! SYSTEMS INC	\$1,025.33	
00082816	12/31/2010	17845	SAFETEC COMPLIANCE SYSTEMS INC	\$1,085.00	
00082817	12/31/2010	17900	SCHETKY NW SALES INC	\$481.47	
00082818	12/31/2010	18145	SIX ROBBLEES INC	\$257.40	
00082819	12/31/2010	18470	SPORTWORKS NORTHWEST INC	\$38.12	
00082820	12/31/2010	18473	SPRAGUE	\$91.14	
00082821	12/31/2010	18620	STERICYCLE INC	\$120.84	
00082822	12/31/2010	18705	SUNBELT RENTALS	\$345.81	
00082823	12/31/2010	18720	SUPER BEE WHEEL ALIGNMENT	\$53.11	
00082824	12/31/2010	18940	TENNANT COMPANY	\$56.37	
00082825	12/31/2010	18990	THERMO KING NORTHWEST	\$962.76	
00082826	12/31/2010	21930	TIRES INC	\$6,927.95	
00082827	12/31/2010	21950	TITUS-WILL CHEVROLET	\$568.94	
00082828	12/31/2010	22010	TOYOTA OF OLYMPIA	\$88.81	
00082829	12/31/2010	22220	TREFSGAR ERIC	\$128.96	
00082830	12/31/2010	22320	TSS SYSTEMS LLC	\$10,305.00	
00082831	12/31/2010	23480	U S DEPT OF EDUCATION	\$202.14	
00082832	12/31/2010	23620	UNITED PARCEL SERVICE	\$98.38	
00082833	12/31/2010	23660	UNITED WAY OF THURSTON COUNTY	\$1,694.00	
00082834	12/31/2010	23715	URBAN SOLAR CORPORATION	\$3,960.00	
00082835	12/31/2010	23740	USSC LLC	\$132.34	
00082836	12/31/2010	24000	W W GRAINGER INC	\$710.60	
00082837	12/31/2010	24205	WA ST DEPT OF INFORMATION SERVICES	\$130.70	
00082838	12/31/2010	24440	WA ST DEPT OF PERSONNEL	\$789.00	
00082839	12/31/2010	24520	WA ST DEPT OF REVENUE	\$56.50	
00082840	12/31/2010	24750	WA ST GET PROGRAM	\$150.00	
00082841	12/31/2010	25580	WASHINGTON STATE TRANSIT INSURANCE P	\$100.00	
00082842	12/31/2010	25670	WAXIE SANITARY SUPPLY	\$928.60	
00082843	12/31/2010	25770	WESCO AUTOBODY SUPPLY	\$114.14	
00082844	12/31/2010	25920	WEYERHAEUSER COMPANY	\$11,300.00	
00082845	12/31/2010	26720	ZEP MANUFACTURING CO	\$877.28	
00082846	12/31/2010	26760	ZONES	\$3,942.67	

# Intercity Transit

## Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/31/2010

Thru Date: 12/31/2010

Check #	Check Date	Ref #	Name	Amount	Voided
00082860	12/31/2010	01405	ADVANCE GLASS INC	\$576.77	
00082861	12/31/2010	01430	ADVANTAGE AUTOMATIC DOORS INC	\$262.57	
00082862	12/31/2010	01480	AIR FLOW SYSTEMS INC	\$726.44	
00082863	12/31/2010	01640	ALL CITY LOCK & KEY	\$120.45	
00082864	12/31/2010	01660	ALL STAR FORD	\$11,797.84	
00082865	12/31/2010	01960	AMERICAN SEATING COMPANY	\$138.88	
00082866	12/31/2010	02180	ANDERSON CHRISTINA	\$1,914.18	
00082867	12/31/2010	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$91.07	
00082868	12/31/2010	02380	ARAMARK UNIFORM SERVICES	\$245.39	
00082869	12/31/2010	02425	ARONSON SECURITY GROUP INC	\$8,869.00	
00082870	12/31/2010	02580	ASSOCIATED PETROLEUM	\$57,668.26	
00082871	12/31/2010	03350	BERNIE'S CUSTOM PAINT, INC.	\$885.36	
00082872	12/31/2010	03680	BLUMENTHAL UNIFORMS & EQUIPMENT	\$990.09	
00082873	12/31/2010	03940	BROWN & BALSLEY SIGN COMPANY	\$140.18	
00082874	12/31/2010	04105	BUILDERS EXCHANGE	\$45.00	
00082875	12/31/2010	05340	CAPITOL COURIER SERVICE	\$358.87	
00082876	12/31/2010	05460	CARQUEST AUTO PARTS-OLY	\$269.18	
00082877	12/31/2010	06040	CITY OF LACEY	\$481.68	
00082878	12/31/2010	06060	CITY OF OLYMPIA	\$770.57	
00082879	12/31/2010	06470	COASTWIDE LABORATORIES - DIV OF STAPL	\$44.16	
00082880	12/31/2010	06537	COLUMBIA BANK and TUCCI & SONS INC	\$36,387.62	
00082881	12/31/2010	06540	COLUMBIA CAPITAL MEDICAL CENTER	\$1,770.00	
00082882	12/31/2010	06607	COMDATA	\$34,092.03	
00082883	12/31/2010	07120	CREATIVE OFFICE THE	\$173.77	
00082884	12/31/2010	07150	CROSSROADS COLLISION CENTER	\$4,315.33	
00082885	12/31/2010	07220	CUMMINS NORTHWEST INC	\$832.89	
00082886	12/31/2010	07620	DAVIS WRIGHT TREMAINE LLP	\$332.00	
00082887	12/31/2010	08755	ELSHOFF LISA	\$664.35	
00082888	12/31/2010	08840	EMPLOYER RESOURCES NORTHWEST	\$4,801.14	
00082889	12/31/2010	09605	FEDERAL EXPRESS CORP	\$12.16	
00082890	12/31/2010	09660	FERGUSON ENTERPRISES, INC	\$442.71	
00082891	12/31/2010	09720	FIRST ADVANTAGE ADR	\$231.10	
00082892	12/31/2010	10630	GFI GENFARE	\$133.00	
00082893	12/31/2010	10650	GILLESPIE GRAPHICS	\$2,329.87	
00082894	12/31/2010	10660	GILLIG LLC	\$2,569.44	
00082895	12/31/2010	10758	GORDON THOMAS HONEYWELL GOV AFFAIR	\$6,023.30	
00082896	12/31/2010	10820	GRAPHIC COMMUNICATIONS	\$144.31	
00082897	12/31/2010	10885	GRINDSTAFF'S NORTHWEST CHAMPION	\$76.44	
00082898	12/31/2010	11185	HEALTHFORCE PARTNERS INC	\$720.00	
00082899	12/31/2010	11308	HOFSTETTER SHANNON	\$192.31	
00082900	12/31/2010	11525	IKON OFFICE SOLUTIONS	\$469.77	
00082901	12/31/2010	11615	INDUSTRIAL HYDRAULICS INC	\$199.04	
00082902	12/31/2010	11810	INTERSTATE BATTERY	\$292.79	
00082903	12/31/2010	11930	JERRYS AUTOMOTIVE TOWING	\$222.42	
00082904	12/31/2010	12665	KGY INC	\$750.00	
00082905	12/31/2010	12915	KRXY PREMIER BROADCASTERS	\$1,000.00	
00082906	12/31/2010	13240	LAB SAFETY SUPPLY INC	\$221.67	
00082907	12/31/2010	13510	LES SCHWAB (TUMWATER)	\$167.23	
00082908	12/31/2010	14610	MOORE WALLACE	\$492.14	
00082909	12/31/2010	14900	NAPA AUTO PARTS	\$145.58	
00082910	12/31/2010	15700	OLYMPIAN THE	\$167.20	
00082911	12/31/2010	16250	ON-HOLD CONCEPTS INC	\$48.83	
00082912	12/31/2010	16490	PACIFIC DISPOSAL INC	\$706.11	
00082913	12/31/2010	16695	PATTISON WATER COMPANY	\$115.54	

**Intercity Transit**  
**Accounts Payable Check Disbursement List**

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 12/31/2010

Thru Date: 12/31/2010

Check #	Check Date	Ref #	Name	Amount	Voided
00082914	12/31/2010	16820	PIERCE COUNTY SECURITY	\$10,197.51	
00082915	12/31/2010	16841	PIONEER FIRE & SECURITY INC	\$40.00	
00082916	12/31/2010	16888	PLATT ELECTRIC SUPPLY	\$786.09	
00082917	12/31/2010	17290	PUGET SOUND ENERGY	\$13,439.86	
00082918	12/31/2010	17392	QUALITY PARKING LOT SERVICES LLC	\$900.55	
00082919	12/31/2010	17505	RAINIER DODGE INC	\$645.14	
00082920	12/31/2010	17560	RE AUTO ELECTRIC INC	\$1,320.56	
00082921	12/31/2010	17818	RUSTY'S AUTOBODY	\$2,127.25	
00082922	12/31/2010	17920	SCHMITT JOE	\$65.00	
00082923	12/31/2010	17970	SEATTLE MEDIUM	\$252.00	
00082924	12/31/2010	18068	SHINING EXAMPLE INC	\$303.33	
00082925	12/31/2010	18075	SIEGEL OIL COMPANY	\$102.00	
00082926	12/31/2010	18100	SIGN PROJECT	\$37.98	
00082927	12/31/2010	18145	SIX ROBBLEES INC	\$161.69	
00082928	12/31/2010	18200	SMATHERS LARRY J	\$180.00	
00082929	12/31/2010	18470	SPORTWORKS NORTHWEST INC	\$42.61	
00082930	12/31/2010	18473	SPRAGUE	\$91.14	
00082931	12/31/2010	18695	SUMMIT LAW GROUP PLLC	\$84.00	
00082932	12/31/2010	18705	SUNBELT RENTALS	\$358.18	
00082933	12/31/2010	18767	TACOMA SCREW PRODUCTS	\$20.21	
00082934	12/31/2010	18990	THERMO KING NORTHWEST	\$36.70	
00082935	12/31/2010	21930	TIRES INC	\$2,701.89	
00082936	12/31/2010	21950	TITUS-WILL CHEVROLET	\$290.11	
00082937	12/31/2010	22010	TOYOTA OF OLYMPIA	\$9.40	
00082938	12/31/2010	22340	TUCCI & SONS	\$691,364.78	
00082939	12/31/2010	22420	TUMWATER PRINTING	\$3,824.66	
00082940	12/31/2010	23400	U S BANK CORPORATE PAYMENT SYSTEMS	\$11,336.31	
00082941	12/31/2010	23405	U S BANK or CORPORATE PAYMENT SYSTEM	\$2,972.21	
00082942	12/31/2010	23620	UNITED PARCEL SERVICE	\$25.69	
00082943	12/31/2010	23893	VIRGINIATECH	\$14,060.00	
00082944	12/31/2010	24000	W W GRAINGER INC	\$181.61	
00082945	12/31/2010	24180	WA ST DEPT OF GENERAL ADMINISTRATION	\$250.00	
00082946	12/31/2010	25130	WALTER E NELSON CO OF WESTERN WA	\$164.27	
00082947	12/31/2010	25220	WASHINGTON ARCHIVES MANAGEMENT	\$320.52	
00082948	12/31/2010	25380	WASHINGTON GARDENS	\$390.60	
00082949	12/31/2010	25770	WESCO AUTOBODY SUPPLY	\$79.08	
00082950	12/31/2010	26720	ZEP MANUFACTURING CO	\$689.22	
<b>Total:</b>				<b>\$1,487,178.47</b>	

# Intercity Transit

## Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 01/28/2011

Thru Date: 01/28/2011

Check #	Check Date	Ref #	Name	Amount	Voided
00082956	1/28/2011	01315	ACS TRANSPORT SOLUTIONS INC	\$115.32	
00082957	1/28/2011	01405	ADVANCE GLASS INC	\$782.48	
00082958	1/28/2011	01640	ALL CITY LOCK & KEY	\$119.57	
00082959	1/28/2011	01660	ALL STAR FORD		<input checked="" type="checkbox"/>
00082960	1/28/2011	01660	ALL STAR FORD	\$3,927.61	
00082961	1/28/2011	01780	AMALGAMATED TRANSIT UNION 1765	\$11,734.18	
00082962	1/28/2011	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$4,001.99	
00082963	1/28/2011	01895	AMERICAN PETROLEUM ENVIRONMENTAL S	\$100.00	
00082964	1/28/2011	02060	AMERISAFE	\$32.61	
00082965	1/28/2011	02080	AMMANN KARL	\$109.29	
00082966	1/28/2011	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$205.54	
00082967	1/28/2011	02380	ARAMARK UNIFORM SERVICES		<input checked="" type="checkbox"/>
00082968	1/28/2011	02380	ARAMARK UNIFORM SERVICES	\$1,203.93	
00082969	1/28/2011	02480	ASE SUPPLY INC	\$65.88	
00082970	1/28/2011	02580	ASSOCIATED PETROLEUM	\$104,223.23	
00082971	1/28/2011	02605	ASSOCIATION FOR COMMUTER TRANSPORT	\$575.00	
00082972	1/28/2011	02680	ASSOCIATION OF WASHINGTON CITIES	\$12,452.00	
00082973	1/28/2011	02825	AUTO PLUS - OLYMPIA	\$190.66	
00082974	1/28/2011	03350	BERNIE'S CUSTOM PAINT, INC.	\$1,311.66	
00082975	1/28/2011	03940	BROWN & BALSLEY SIGN COMPANY	\$169.57	
00082976	1/28/2011	04120	BUILDERS HARDWARE CO	\$25.33	
00082977	1/28/2011	05460	CARQUEST AUTO PARTS-OLY	\$732.11	
00082978	1/28/2011	05740	CED	\$176.29	
00082979	1/28/2011	06040	CITY OF LACEY	\$340.19	
00082980	1/28/2011	06060	CITY OF OLYMPIA	\$1,662.50	
00082981	1/28/2011	06120	CITY OF OLYMPIA UTILITIES	\$1,959.88	
00082982	1/28/2011	06440	COASTAL BUSINESS SERVICES GROUP INC	\$7,515.00	
00082983	1/28/2011	06610	COMMERCIAL BRAKE & CLUTCH	\$1,661.39	
00082984	1/28/2011	06760	COMMUNITY TRANSPORTATION ASSOC NW	\$400.00	
00082985	1/28/2011	07105	CRAIN'S OFFICE SUPPLY	\$220.21	
00082986	1/28/2011	07120	CREATIVE OFFICE THE	\$692.54	
00082987	1/28/2011	07220	CUMMINS NORTHWEST INC	\$3,687.24	
00082988	1/28/2011	07320	CUSTOMER SERVICE NEWSLETTER	\$236.50	
00082989	1/28/2011	07617	DAVID M HOWE TRUSTEE	\$894.46	
00082990	1/28/2011	09120	EXCEL SUPPLY COMPANY	\$401.13	
00082991	1/28/2011	09180	EXPRESS SERVICES INC	\$2,031.60	
00082992	1/28/2011	09205	EXTENDED RANGE WEATHER CO INC	\$275.00	
00082993	1/28/2011	09575	FASTENAL COMPANY	\$647.52	
00082994	1/28/2011	09805	FLEET PRIDE	\$12.00	
00082995	1/28/2011	10505	GARAGE DOOR CENTER THE OR PACIFIC	\$543.50	
00082996	1/28/2011	10630	GFI GENFARE	\$25.34	
00082997	1/28/2011	10660	GILLIG LLC		<input checked="" type="checkbox"/>
00082998	1/28/2011	10660	GILLIG LLC	\$7,800.46	
00082999	1/28/2011	11001	HANSEN LAURIE	\$65.00	
00083000	1/28/2011	11158	HEADSET FIRST!	\$367.00	
00083001	1/28/2011	11175	HEALTH CARE AUTHORITY	\$269,534.10	
00083002	1/28/2011	11215	HEIMAT LLC / MADRONA MORTGAGE	\$3,006.00	
00083003	1/28/2011	11308	HOFSTETTER SHANNON	\$217.39	
00083004	1/28/2011	11310	HOGAN MFG INC	\$900.86	
00083005	1/28/2011	11420	HUMPHREY STEPHEN	\$65.00	
00083006	1/28/2011	11523	IKON OFFICE SOLUTIONS	\$1,887.76	
00083007	1/28/2011	11525	IKON OFFICE SOLUTIONS	\$34.53	
00083008	1/28/2011	11535	ILIUM ASSOCIATES INC	\$7,681.75	
00083009	1/28/2011	11615	INDUSTRIAL HYDRAULICS INC	\$142.83	

# Intercity Transit

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00083010	1/28/2011	11670	INLAND TECHNOLOGY INC	\$1,348.26	
00083011	1/28/2011	11753	INTERCITY FITNESS	\$574.00	
00083012	1/28/2011	11775	INTERCITY PROJECT ASSISTANCE	\$835.00	
00083013	1/28/2011	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,348.00	
00083014	1/28/2011	11800	INTERNATONAL INSTITUTE MUNICIPAL CLER	\$235.00	
00083015	1/28/2011	11810	INTERSTATE BATTERY	\$386.22	
00083016	1/28/2011	11905	JANEK CORPORATION	\$1,410.93	
00083017	1/28/2011	11930	JERRYS AUTOMOTIVE TOWING	\$761.97	
00083018	1/28/2011	12875	KPFF CONSULTING ENGINEERS INC	\$20,650.07	
00083019	1/28/2011	13140	L G ISAACSON CO INC	\$606.63	
00083020	1/28/2011	13334	LACEY CHAMBER OF COMMERCE	\$110.00	
00083021	1/28/2011	13510	LES SCHWAB (TUMWATER)	\$61.14	
00083022	1/28/2011	13661	LOOMIS	\$359.87	
00083023	1/28/2011	13670	LORMAN EDUCATION SERVICES	\$199.00	
00083024	1/28/2011	13750	MAILBOX OF OLYMPIA	\$500.00	
00083025	1/28/2011	14160	MCMASTER-CARR SUPPLY CO.	\$619.24	
00083026	1/28/2011	14305	MEDIBAG COMPANY	\$4,000.00	
00083027	1/28/2011	14440	MICROFLEX	\$300.00	
00083028	1/28/2011	14590	MOHAWK MFG & SUPPLY	\$281.68	
00083029	1/28/2011	14839	MYERS TIRE SUPPLY	\$109.97	
00083030	1/28/2011	14900	NAPA AUTO PARTS	\$306.52	
00083031	1/28/2011	15150	NISQUALLY VALLEY NEWS	\$27.00	
00083032	1/28/2011	15255	NORTHWEST PUMP & EQUIP CO	\$694.40	
00083033	1/28/2011	15292	O BEE CREDIT UNION	\$650.00	
00083034	1/28/2011	15560	OLYMPIA DOWNTOWN ASSOC	\$200.00	
00083035	1/28/2011	16220	OMEGA INDUSTRIAL SUPPLY, INC.	\$9,301.74	
00083036	1/28/2011	16250	ON-HOLD CONCEPTS INC	\$3,036.00	
00083037	1/28/2011	16267	OREGON ASSOC OF MUNICIPAL RECORDER	\$300.00	
00083038	1/28/2011	16338	ORTIZ, RALPH	\$65.00	
00083039	1/28/2011	16595	PACIFIC POWER PRODUCTS	\$2,249.69	
00083040	1/28/2011	16630	PANORAMA CITY	\$290.00	
00083041	1/28/2011	16680	PARTSMASTER	\$867.19	
00083042	1/28/2011	16705	PCS, INC	\$612.69	
00083043	1/28/2011	16873	PITNEY BOWES GLOBAL FINANCIAL SERV LL	\$716.10	
00083044	1/28/2011	16888	PLATT ELECTRIC SUPPLY	\$99.53	
00083045	1/28/2011	17290	PUGET SOUND ENERGY	\$2,458.30	
00083046	1/28/2011	17385	Q'STRAIT USA	\$74.29	
00083047	1/28/2011	17392	QUALITY PARKING LOT SERVICES LLC	\$596.75	
00083048	1/28/2011	17394	QWEST	\$181.05	
00083049	1/28/2011	17395	QWEST	\$3,189.42	
00083050	1/28/2011	17510	RAINIER LIGHTING & ELECTRIC SUPPLY, INC.	\$75.95	
00083051	1/28/2011	17560	RE AUTO ELECTRIC INC	\$932.79	
00083052	1/28/2011	17818	RUSTY'S AUTOBODY	\$235.99	
00083053	1/28/2011	17900	SCHETKY NW SALES INC	\$751.33	
00083054	1/28/2011	18130	SIR GRAPHICS INC	\$539.70	
00083055	1/28/2011	18360	SOUNDS NEWSPAPER	\$585.00	
00083056	1/28/2011	18470	SPORTWORKS NORTHWEST INC	\$144.82	
00083057	1/28/2011	18620	STERICYCLE INC	\$10.36	
00083058	1/28/2011	18711	SUNSET AIR INC	\$1,167.40	
00083059	1/28/2011	18720	SUPER BEE WHEEL ALIGNMENT	\$101.04	
00083060	1/28/2011	18755	S-SQUARE TUBE PRODUCTS	\$2,100.50	
00083061	1/28/2011	18767	TACOMA SCREW PRODUCTS	\$305.35	
00083062	1/28/2011	18801	TAGS AWARDS & SPECIALTIES	\$143.57	
00083063	1/28/2011	18875	TAYLOR DEAN	\$65.21	

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00083064	1/28/2011	18990	THERMO KING NORTHWEST	\$927.29	
00083065	1/28/2011	21750	THURSTON COUNTY CHAMBER	\$1,300.00	
00083066	1/28/2011	21880	THURSTON REGIONAL PLANNING COUNCIL	\$8,935.75	
00083067	1/28/2011	21930	TIRES INC	\$3,916.18	
00083068	1/28/2011	21950	TITUS-WILL CHEVROLET		<input checked="" type="checkbox"/>
00083069	1/28/2011	21950	TITUS-WILL CHEVROLET	\$1,643.62	
00083070	1/28/2011	21980	TOTAL BATTERY & AUTOMOTIVE SUPPLY	\$18.65	
00083071	1/28/2011	22100	TRANSIT SOLUTIONS, LLC	\$829.96	
00083072	1/28/2011	23480	U S DEPT OF EDUCATION	\$446.47	
00083073	1/28/2011	23620	UNITED PARCEL SERVICE	\$99.81	
00083074	1/28/2011	23660	UNITED WAY OF THURSTON COUNTY	\$1,736.00	
00083075	1/28/2011	23740	USSC LLC	\$60.56	
00083076	1/28/2011	23820	VERIZON WIRELESS	\$2,075.64	
00083077	1/28/2011	24000	W W GRAINGER INC	\$747.88	
00083078	1/28/2011	24180	WA ST DEPT OF GENERAL ADMINISTRATION	\$250.00	
00083079	1/28/2011	24205	WA ST DEPT OF INFORMATION SERVICES	\$124.94	
00083080	1/28/2011	24740	WA ST EMPLOYMENT SECURITY DEPARTME	\$9,591.85	
00083081	1/28/2011	24750	WA ST GET PROGRAM	\$300.00	
00083082	1/28/2011	25130	WALTER E NELSON CO OF WESTERN WA	\$410.87	
00083083	1/28/2011	25540	WASHINGTON STATE RIDESHARING ORG	\$500.00	
00083084	1/28/2011	25580	WASHINGTON STATE TRANSIT INSURANCE P	\$815,663.00	
00083085	1/28/2011	25670	WAXIE SANITARY SUPPLY	\$1,485.83	
00083086	1/28/2011	26410	XPIO CORPORATION	\$5,760.00	
00083087	1/28/2011	26560	YELM CHAMBER OF COMMERCE	\$325.00	
00083088	1/28/2011	26720	ZEP MANUFACTURING CO	\$2,264.13	
00083089	1/28/2011	26800	ZUMAR INDUSTRIES INC	\$310.27	
<b>Total:</b>				<b>\$1,385,658.29</b>	

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00082956	1/28/2011	01315	ACS TRANSPORT SOLUTIONS INC	\$115.32	
00082957	1/28/2011	01405	ADVANCE GLASS INC	\$782.48	
00082958	1/28/2011	01640	ALL CITY LOCK & KEY	\$119.57	
00082959	1/28/2011	01660	ALL STAR FORD		<input checked="" type="checkbox"/>
00082960	1/28/2011	01660	ALL STAR FORD	\$3,927.61	
00082961	1/28/2011	01780	AMALGAMATED TRANSIT UNION 1765	\$11,734.18	
00082962	1/28/2011	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$4,001.99	
00082963	1/28/2011	01895	AMERICAN PETROLEUM ENVIRONMENTAL S	\$100.00	
00082964	1/28/2011	02060	AMERISAFE	\$32.61	
00082965	1/28/2011	02080	AMMANN KARL	\$109.29	
00082966	1/28/2011	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$205.54	
00082967	1/28/2011	02380	ARAMARK UNIFORM SERVICES		<input checked="" type="checkbox"/>
00082968	1/28/2011	02380	ARAMARK UNIFORM SERVICES	\$1,203.93	
00082969	1/28/2011	02480	ASE SUPPLY INC	\$65.88	
00082970	1/28/2011	02580	ASSOCIATED PETROLEUM	\$104,223.23	
00082971	1/28/2011	02605	ASSOCIATION FOR COMMUTER TRANSPORT	\$575.00	
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00082975	1/28/2011	03940	BROWN & BALSLEY SIGN COMPANY	\$169.57	
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00082977	1/28/2011	05460	CARQUEST AUTO PARTS-OLY	\$732.11	
00082978	1/28/2011	05740	CED	\$176.29	
00082979	1/28/2011	06040	CITY OF LACEY	\$340.19	
00082980	1/28/2011	06060	CITY OF OLYMPIA	\$1,662.50	
00082981	1/28/2011	06120	CITY OF OLYMPIA UTILITIES	\$1,959.88	
00082982	1/28/2011	06440	COASTAL BUSINESS SERVICES GROUP INC	\$7,515.00	
00082983	1/28/2011	06610	COMMERCIAL BRAKE & CLUTCH	\$1,661.39	
00082984	1/28/2011	06760	COMMUNITY TRANSPORTATION ASSOC NW	\$400.00	
00082985	1/28/2011	07105	CRAIN'S OFFICE SUPPLY	\$220.21	
00082986	1/28/2011	07120	CREATIVE OFFICE THE	\$692.54	
00082987	1/28/2011	07220	CUMMINS NORTHWEST INC	\$3,687.24	
00082988	1/28/2011	07320	CUSTOMER SERVICE NEWSLETTER	\$236.50	
00082989	1/28/2011	07617	DAVID M HOWE TRUSTEE	\$894.46	
00082990	1/28/2011	09120	EXCEL SUPPLY COMPANY	\$401.13	
00082991	1/28/2011	09180	EXPRESS SERVICES INC	\$2,031.60	
00082992	1/28/2011	09205	EXTENDED RANGE WEATHER CO INC	\$275.00	
00082993	1/28/2011	09575	FASTENAL COMPANY	\$647.52	
00082994	1/28/2011	09805	FLEET PRIDE	\$12.00	
00082995	1/28/2011	10505	GARAGE DOOR CENTER THE OR PACIFIC	\$543.50	
00082996	1/28/2011	10630	GFI GENFARE	\$25.34	
00082997	1/28/2011	10660	GILLIG LLC		<input checked="" type="checkbox"/>
00082998	1/28/2011	10660	GILLIG LLC	\$7,800.46	
00082999	1/28/2011	11001	HANSEN LAURIE	\$65.00	
00083000	1/28/2011	11158	HEADSET FIRST!	\$367.00	
00083001	1/28/2011	11175	HEALTH CARE AUTHORITY	\$269,534.10	
00083002	1/28/2011	11215	HEIMAT LLC / MADRONA MORTGAGE	\$3,006.00	
00083003	1/28/2011	11308	HOFSTETTER SHANNON	\$217.39	
00083004	1/28/2011	11310	HOGAN MFG INC	\$900.86	
00083005	1/28/2011	11420	HUMPHREY STEPHEN	\$65.00	
00083006	1/28/2011	11523	IKON OFFICE SOLUTIONS	\$1,887.76	
00083007	1/28/2011	11525	IKON OFFICE SOLUTIONS	\$34.53	
00083008	1/28/2011	11535	ILIUM ASSOCIATES INC	\$7,681.75	
00083009	1/28/2011	11615	INDUSTRIAL HYDRAULICS INC	\$142.83	

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00083012	1/28/2011	11775	INTERCITY PROJECT ASSISTANCE	\$835.00	
00083013	1/28/2011	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,348.00	
00083014	1/28/2011	11800	INTERNATONAL INSTITUTE MUNICIPAL CLER	\$235.00	
00083015	1/28/2011	11810	INTERSTATE BATTERY	\$386.22	
00083016	1/28/2011	11905	JANEK CORPORATION	\$1,410.93	
00083017	1/28/2011	11930	JERRYS AUTOMOTIVE TOWING	\$761.97	
00083018	1/28/2011	12875	KPFF CONSULTING ENGINEERS INC	\$20,650.07	
00083019	1/28/2011	13140	L G ISAACSON CO INC	\$606.63	
00083020	1/28/2011	13334	LACEY CHAMBER OF COMMERCE	\$110.00	
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00083022	1/28/2011	13661	LOOMIS	\$359.87	
00083023	1/28/2011	13670	LORMAN EDUCATION SERVICES	\$199.00	
00083024	1/28/2011	13750	MAILBOX OF OLYMPIA	\$500.00	
00083025	1/28/2011	14160	MCMASTER-CARR SUPPLY CO.	\$619.24	
00083026	1/28/2011	14305	MEDIBAG COMPANY	\$4,000.00	
00083027	1/28/2011	14440	MICROFLEX	\$300.00	
00083028	1/28/2011	14590	MOHAWK MFG & SUPPLY	\$281.68	
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00083031	1/28/2011	15150	NISQUALLY VALLEY NEWS	\$27.00	
00083032	1/28/2011	15255	NORTHWEST PUMP & EQUIP CO	\$694.40	
00083033	1/28/2011	15292	O BEE CREDIT UNION	\$650.00	
00083034	1/28/2011	15560	OLYMPIA DOWNTOWN ASSOC	\$200.00	
00083035	1/28/2011	16220	OMEGA INDUSTRIAL SUPPLY, INC.	\$9,301.74	
00083036	1/28/2011	16250	ON-HOLD CONCEPTS INC	\$3,036.00	
00083037	1/28/2011	16267	OREGON ASSOC OF MUNICIPAL RECORDER	\$300.00	
00083038	1/28/2011	16338	ORTIZ, RALPH	\$65.00	
00083039	1/28/2011	16595	PACIFIC POWER PRODUCTS	\$2,249.69	
00083040	1/28/2011	16630	PANORAMA CITY	\$290.00	
00083041	1/28/2011	16680	PARTSMASTER	\$867.19	
00083042	1/28/2011	16705	PCS, INC	\$612.69	
00083043	1/28/2011	16873	PITNEY BOWES GLOBAL FINANCIAL SERV LL	\$716.10	
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00083046	1/28/2011	17385	Q'STRAIT USA	\$74.29	
00083047	1/28/2011	17392	QUALITY PARKING LOT SERVICES LLC	\$596.75	
00083048	1/28/2011	17394	QWEST	\$181.05	
00083049	1/28/2011	17395	QWEST	\$3,189.42	
00083050	1/28/2011	17510	RAINIER LIGHTING & ELECTRIC SUPPLY, INC.	\$75.95	
00083051	1/28/2011	17560	RE AUTO ELECTRIC INC	\$932.79	
00083052	1/28/2011	17818	RUSTY'S AUTOBODY	\$235.99	
00083053	1/28/2011	17900	SCHETKY NW SALES INC	\$751.33	
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00083055	1/28/2011	18360	SOUNDS NEWSPAPER	\$585.00	
00083056	1/28/2011	18470	SPORTWORKS NORTHWEST INC	\$144.82	
00083057	1/28/2011	18620	STERICYCLE INC	\$10.36	
00083058	1/28/2011	18711	SUNSET AIR INC	\$1,167.40	
00083059	1/28/2011	18720	SUPER BEE WHEEL ALIGNMENT	\$101.04	
00083060	1/28/2011	18755	S-SQUARE TUBE PRODUCTS	\$2,100.50	
00083061	1/28/2011	18767	TACOMA SCREW PRODUCTS	\$305.35	
00083062	1/28/2011	18801	TAGS AWARDS & SPECIALTIES	\$143.57	
00083063	1/28/2011	18875	TAYLOR DEAN	\$65.21	

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00083067	1/28/2011	21930	TIRES INC	\$3,916.18	
00083068	1/28/2011	21950	TITUS-WILL CHEVROLET		<input checked="" type="checkbox"/>
00083069	1/28/2011	21950	TITUS-WILL CHEVROLET	\$1,643.62	
00083070	1/28/2011	21980	TOTAL BATTERY & AUTOMOTIVE SUPPLY	\$18.65	
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00083075	1/28/2011	23740	USSC LLC	\$60.56	
00083076	1/28/2011	23820	VERIZON WIRELESS	\$2,075.64	
00083077	1/28/2011	24000	W W GRAINGER INC	\$747.88	
00083078	1/28/2011	24180	WA ST DEPT OF GENERAL ADMINISTRATION	\$250.00	
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00083080	1/28/2011	24740	WA ST EMPLOYMENT SECURITY DEPARTME	\$9,591.85	
00083081	1/28/2011	24750	WA ST GET PROGRAM	\$300.00	
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00083087	1/28/2011	26560	YELM CHAMBER OF COMMERCE	\$325.00	
00083088	1/28/2011	26720	ZEP MANUFACTURING CO	\$2,264.13	
00083089	1/28/2011	26800	ZUMAR INDUSTRIES INC	\$310.27	
<b>Total:</b>				<b>\$1,385,658.29</b>	



**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 4-D**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority

**FROM:** Marilyn Hemmann, 705-5833

**SUBJECT:** Purchase and Installation of the Posi-lock System

- 
- 1) **The Issue:** Consideration of an award for the purchase and installation of the Posi-lock automatic bus refueling system for twenty Dial-A-Lift vehicles to Muncie Transit Supply/ABC Companies.
- 
- 2) **Recommended Action:** Authorize the General Manager to enter into a contract with Muncie Transit Supply/ABC Companies to provide and install the Posi-lock system on twenty Dial-A-Lift vehicles in an amount not to exceed \$46,269.20 exclusive of tax.
- 
- 3) **Policy Analysis:** The procurement policy states the Authority must approve any expenditure over \$25,000.
- 
- 4) **Background:** In 2004, Intercity Transit awarded a contract to Muncie Transit Supply to provide and install the Posi-lock automatic refueling system on all the vehicles in its revenue fleet. The Posi-lock system provides a tight, spill-proof connection to each vehicle with a fuel level control valve that ensures a consistent 95% fill at every fueling. Since that installation, twenty Dial-a-Lift vans became part of the fleet through replacement of existing vehicles or increase in fleet size. These vans require retrofit installation of the Posi-lock system.

Muncie Transit Supply (now part of ABC Companies) is the sole source distributor and installer for the Posi-lock system in the United States. Procurement is satisfied that its claim of sole source status is accurate, so this purchase and installation was not pursued as a competitive bid. Instead, Procurement completed independent price analysis for similar recent procurements of the Posi-lock system by other transit agencies and negotiated price with Muncie Transit Supply. Procurement believes the price is fair and reasonable for the equipment and installation work required by the scope of work.

Based on the results of the price analysis and reference checks for Muncie Transit Supply, staff recommends award of contract to Muncie Transit Supply as our

contractor to provide and install the Posi-lock system on the twenty vans requiring retrofit.

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5) **Alternatives:**

- A. Authorize the General Manager to enter into a contract with Muncie Transit Supply/ABC Companies to provide and install the Posi-lock system in an amount not to exceed \$46,269.20.
- B. Defer action.

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6) **Budget Notes:** Funds for this contract are included in the 2011 budget.

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7) **Goal Reference:** This agenda item meets Goal 5: *“Align best practices and support agency sustainable technologies and activities.”*

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8) **References:** N/A

**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 4-E**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority

**FROM:** Marilyn Hemmann, 705-5833

**SUBJECT:** Purchase One Staff and One Operations Supervisors' Vehicle

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1) **The Issue:** Consideration of the purchase of one replacement vehicle for staff use and one replacement vehicle for Operations road supervisors.

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2) **Recommended Actions:** Authorize the General Manager, pursuant to Washington State Contract 06310, to issue a purchase order to:

- Karmart Automotive Group for the purchase of one 7-passenger Dodge Grand Caravan in the amount of \$23,521.

and pursuant to Washington State Contract 05910, to issue a purchase order to:

- Jerry Chambers Chevrolet for the purchase of one crew cab Chevrolet Colorado truck in the amount of \$25,665.

The total cost of this purchase is \$49,186.

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3) **Policy Analysis:** The Procurement Policy states the Authority must approve any contract over \$25,000.

---

4) **Background:** The State of Washington competitively bids their vehicle contracts awarding to the lowest, responsive and responsible bidder for each vehicle class. Intercity Transit is eligible to purchase off this contract as a member of the Washington State Purchasing Cooperative. The Office of State Procurement has confidence in Karmart's and Jerry Chambers Chevrolet's ability to perform and believes the price to be fair and reasonable.

Intercity Transit staff concurs with the State's assessment regarding fair and reasonable pricing and their ability to perform. Staff has confidence that these vehicles are mechanically sound and will serve our staff and Operations road supervisors well.

---

5) **Alternatives:**

A. Authorize the General Manager, pursuant to Washington State Contract 06310, to issue purchase orders to:

- Karmart Automotive Group for the purchase of one 7-passenger Dodge Grand Caravan in the amount of \$23,521.

and pursuant to Washington State Contract 05910, to issue a purchase order to:

- Jerry Chambers Chevrolet for the purchase of one crew cab Chevrolet Colorado truck in the amount of \$25,665.

The total cost of this purchase is \$49,186.

B. Defer action. To purchase 2011 model vehicles, orders must be placed prior to factory cut-off but no later than March 31, 2011.

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6) **Budget Notes:** Funds for these purchases are included in the 2011 budget.

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7) **Goal Reference:** Goal No. 2: *"Provide outstanding customer service."* Goal No. 3: *"Maintain a safe and secure operating system."*

---

8) **References:** N/A

## TRPC Members & Representatives

### City of Lacey

Virgil Clarkson

### City of Olympia

Stephen Buxbaum

### City of Rainier

Dennis McVey

### City of Tenino

Ken Jones

### City of Tumwater

Ed Stanley

### City of Yelm

Robert Isom

### Town of Bucoda

Gary Givens

### Thurston County

Cathy Wolfe

### Intercity Transit

Sandra Romero

### LOTT Clean Water Alliance

Cynthia Pratt

### Thurston PUD

Paul Pickett

### Olympia School District

Allen Miller

### North Thurston Public Schools

Chuck Namit

### Confederated Tribes of the Chehalis Reservation

Pending

### Nisqually Indian Tribe

Willie Frank

James Slape

### Associate Members

#### TCOMM 9-1-1

Karen Valenzuela

#### Economic Development

#### Council of Thurston County

Joseph Beaulieu

#### Lacey Fire District #3

Gene Dobry

#### Puget Sound Regional Council

Norman Abbott

#### The Evergreen State College

Paul Smith

#### Timberland Regional Library

Emmett O'Connell



REGIONAL VISION • COOPERATION • INFORMATION

## PRE-AGENDA Friday, March 4, 2011 8:30-10:30 a.m.

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

### Consent Calendar

**ACTION**

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

- a. Approval of Minutes – February 4, 2011
- b. Approval of Vouchers

### Telework Overview

**PRESENTATION**

Monica Babine, WSU Division of Governmental Studies & Services consultant working on the Energy Grant project, will provide a general overview about telework. This will include benefits and challenges, as well as an update on local, state and federal telework initiatives.

### “Healthy Kids – Safe Streets” Action Team Update

**INFORMATION**

A grant supported program geared toward encouraging students to walk, bike or take the bus to school has evolved since fall 2008. Two forums in 2009/2010 helped shape the Healthy Kids – Safe Streets Action Plan. The Action Plan includes direction for an action team to work toward overcoming identified barriers and working to expand the Walk & Roll program in order to build “a generation of healthy and safe walkers, bicycle and bus riders”. Partners TRPC, Intercity Transit, Safe Kids, and Thurston County Health & Social Services will give an update on Action Plan and Walk & Roll program activities.

### Regional Plan for Sustainable Development Project & Process Update

**INFORMATION**

In late 2010, the Thurston Regional Planning Council, representing a consortium of 29 partners, received a grant to develop a Regional Plan for Sustainable Development (Plan). The Partnership for Sustainable Communities - a new Federal partnership of the [Office of Housing and Urban Development \(HUD\)](#), [Environmental Protection Agency \(EPA\)](#), and the [Department of Transportation \(DOT\)](#) - provided funding. TRPC will review the project, process and organization as identified in the grant scope.

### RTIP Amendment – WSDOT Olympic Region

**1<sup>st</sup> REVIEW**

WSDOT Olympic Region proposes adding one funding secured project addressing roadside safety improvements and six planned preservation and maintenance projects expected to move forward as funding secured later this year.

TRPC will be asked to take action on the proposal in April.

### 2011 State Legislative Session

**UPDATE**

The Council will continue its discussion on Legislative plans and strategies.

### Appointment of TRPC Retreat Subcommittee

**ACTION**

The chair will appoint Council Members to the TRPC Retreat Subcommittee.

### SFY 2012 Transportation Work Program Priorities

**ACTION**

TRPC is asked to consider recommendations from the Transportation Policy Board on SFY 2012 regional transportation work program priorities. Upon approval, a draft Unified Planning Work Program will be developed for state and federal review prior to review and approval by TRPC in May and June.

**Minutes**  
**INTERCITY TRANSIT**  
**CITIZEN ADVISORY COMMITTEE**  
**February 14, 2011**

**CALL TO ORDER**

Chair Linda Olson called the February 14, 2011, meeting of the Citizen Advisory Committee (CAC) to order at 5:32 p.m., at the administrative offices of Intercity Transit.

**Members Present:** Gerald Abernathy; Berl Colley; Wilfred Collins; Valerie Elliott; Jill Geyen; Catherine Golding; Roberta Gray; Faith Hagenhofer; Meta Hogan; Julie Hustoft; Don Melnick; Joan O'Connell; Linda Olson; and Kahlil Sibree.

**Members Excused:** Stephen Abernathy; Jacqueline Reid; and Rob Workman.

**Member Unexcused:** Seema Gupta.

**Staff Present:** Mike Harbour; Rhodetta Seward; Ann Freeman-Manzanares; Dennis Bloom; and Emily Bergkamp.

**Others Present:** Authority Member Karen Rogers and Recording Secretary Tom Gow.

**APPROVAL OF AGENDA**

**It was M/S/A by Abernathy and Elliott to approve the agenda as presented.**

**INTRODUCTIONS**

Olson welcomed and introduced Authority member Karen Rogers.

Seward shared a letter of appreciation to Intercity Transit for allowing Entertainment Explosion, sponsors of *A Really Big Shoe* concert, to use the agency's facilities for practice. The show, at the Washington Center for the Performing Arts on February 26 and 27, will benefit homeless and needy children in the area. Gray added the donation goal is to exceed \$100,000 for a five-year period.

**MEETING ATTENDANCE**

- A. February 16, 2011, Work Session - Faith Hagenhofer**
- B. March 2, 2011, Regular Meeting - Jill Geyen**

## APPROVAL OF MINUTES - JANUARY 10, 2011

It was M/S/A by Melnick and Hustoft to approve the minutes of January 10, 2011, as presented.

### NEW BUSINESS

**A. Dial-A-Lift Update.** Bergkamp provided an update on Dial-A-Lift (DAL) service performance during 2010.

*Hagenhofer arrived.*

July 26, 2010, was the 20<sup>th</sup> anniversary of the American with Disabilities Act (ADA). The ADA outlines civil rights protections for over 43 million Americans with disabilities when it was signed into law in 1990. Transportation falls under Title 2 of the ADA and provides for accessibility for all transportation facilities and vehicles used in fixed route services, equivalent access to demand response services, and complimentary Paratransit service, which must extend a minimum of  $\frac{3}{4}$  mile beyond the boundaries of the fixed route system. Intercity Transit's DAL is ADA complimentary Paratransit service and is operated  $\frac{3}{4}$  mile outside the service boundary with the boundary expanded to a mile and half near Route 94 in the area near the Centennial Station and the City of Yelm.

*Hogan arrived.*

Qualifying clients apply for DAL service with varying levels of eligibility allowed. A client's disability must prevent them from accessing fixed route service. Applications are available upon request and are processed within 21 days from the date the agency receives the application. The application process includes an appeal process. Appeals are reviewed and forwarded to an appeals board comprised of an Intercity Transit employee, two client representatives, and an individual who is experienced with the disability experienced by the appellant.

*Sibree arrived.*

The agency accepts DAL ride reservations from one to five days in advance of service. Service is provided an hour on either side of the requested time. There is also a 30-minute window along with a five-minute waiting window. Dispatchers assist bus operators by coordinating changes and updating rider information. For medical appointments, the agency recommends travel time based on the location of the client to ensure adequate time to arrive in time for the appointment. Often, when a client

## CAC Meeting Minutes

February 14, 2011

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completes an office appointment early, it may be possible for DAL to schedule an early pickup, dependent upon availability.

Golding commented that in other cities, DAL service accommodates clients with last minute changes in service requirements. Bergkamp said the agency often accommodates similar requests. The agency's service area is extensive, which often extends travel time. Last minute schedule changes are not impossible but can be challenging.

Colley asked whether a standing ride must be called in for cancellation within the five day window. Bergkamp advised that when the client is aware of the need to cancel a trip, cancellations can occur at any time.

Bergkamp addressed questions about the 30-minute window and the 5-minute waiting window. She encouraged members to contact her if they are experiencing timing issues.

There were 147,000 DAL trips in 2010 representing a 5% increase over 2009. The service carries 2.23 passengers per service hour. There were 885,000 service miles traveled in 2010. Approximately 95% of the time bus operators arrived within the 30-minute window. Approximately 10% of all trips were cancelled by the clients with approximately 2% documented as a "no show." Calls for service in 2010 were 74,000. During the summer, there is normally a drop in calls and ridership. However, in 2010, service remained steady throughout the year. The cost per boarding for DAL service is \$38.84 whereas fixed route is approximately \$4.89 per boarding.

There were approximately 2,400 DAL clients at the end of 2010 equating to approximately a 1% increase over 2009. There were 328 eligibility applications submitted last year with 278 determined to be fully eligible, 26 conditional, 19 temporary, and five clients deemed ineligible. Four appeals were submitted with two remaining unchanged and two upgraded. Clients must recertify every three years, and the agency uses this opportunity to update information. Sometimes eligibility is difficult to determine and individuals are referred to a local physical therapy group to complete a physical assessment.

Last year, there were 48 referrals for the Travel Training program. The Travel Trainer provided 350 travel training trips, 69 barrier assessments, and worked with 128 new clients and 43 current DAL clients. The Travel Trainer provided 16 travel training presentations, worked with local transition programs at schools with individuals with developmental disabilities, as well as providing presentations to senior groups.

## CAC Meeting Minutes

February 14, 2011

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Geyen asked about those individuals who are able to ride fixed route buses but are unable because their bus stop is inaccessible. Bergkamp said several actions are initiated, such as notifying the Stops and Zones Committee to address the situation or the client may be eligible for certain trips, such as feeder service where the client is picked up and then transferred to another bus stop to complete the trip. Trip plan assistance is provided to clients to assist with route information. The Travel Trainer conducted 40 group field trips involving approximately 400 people last year.

Bergkamp reviewed the costs associated with DAL service on an annual basis equating to approximately \$175,000 for a DAL client using the system for nine years. It's important for clients to utilize fixed route service if able to do so because it offers more independence and because the cost of DAL service is expensive. Cost savings associated with travel training includes diverting DAL trips to regular fixed route service saving up to \$650,000 annually. Converting five DAL clients annually to fixed route service can recoup the entire cost of the Travel Trainer each year.

The agency is conducting a DAL Customer Satisfaction Survey in late March or April. Bergkamp acknowledged Colley for his assistance. Colley assisted in selecting the marketing research firm to conduct the survey. The survey will provide a report on how well the agency provides DAL service. The agency is also undergoing a Federal Transit Administration tri-annual review to include an assessment of ADA service. Later in the year, the agency is scheduled for an update of the ADA software and IVR/Web Portal capabilities. Several DAL stops were added to The Evergreen State College campus and we may look at adding some to the South Puget Sound Community College campus. Later in the year, the agency is receiving 18 new DAL vehicles; 17 replacing outdated DAL vehicles and one expansion vehicle.

Melnick asked whether the agency benchmarks DAL service with other agencies to gauge effectiveness. Bergkamp said it's difficult as there are no comparable agencies offering similar DAL service. The marketing firm for the survey has an established relationship with several Paratransit companies in the San Francisco Bay area. Within this region, Pierce Transit shares information on its Paratransit service.

Bergkamp responded to questions about IVR, which is an interactive voice response system enabling clients to call 24 hours a day to schedule, change, or cancel a trip.

**B. Review Upcoming Transit Development Plan Process.** Bloom briefed members on the annual process for updating the Transit Development Plan (TDP). The state requires all public transit systems to update its TDP annually. The update must include three elements:

## CAC Meeting Minutes

February 14, 2011

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- Description of the system from the previous year (2010 Summary);
- Description of planned changes, if any, to services and facilities (2011-2016); and
- Operating and capital financing elements for the previous year, budgeted for current year (2011), and planned for the next five years.

Bloom described the elements of the 50-page plan, which includes a 2010 Route Service Summary for fixed route, DAL, and vanpools.

Hagenhofer asked about ratings. Bloom said ratings are an average of passengers per hour based on the number of trips in a given hour. Hagenhofer asked about the “marginal” rating. Bloom replied ratings are performance standards criteria established based on the type of route, number of boardings per hour, length of the route, number of headways, and frequency of the route. Hagenhofer asked how the routes are rated. Bloom said the agency tracks boardings per month per mile. Harbour described the rating system of unsatisfactory, marginal, satisfactory, and exceeds.

Bloom said the long distance commuter trips include factoring boardings per trip. For those types of longer routes, the number of boardings is a better indicator of the route’s performance.

The draft TDP will be released in March with a presentation scheduled to the Authority on March 2 followed by a public hearing on March 16. The plan will be available at libraries and on the agency’s website. Typically, the TDP receives very little public feedback unlike the agency’s Strategic Plan initiated in July/ August each year which sets the future direction of the agency. The TDP reports on existing conditions and is constrained by the existing budget for the year.

Geyen asked whether the provision of passes for St. Martin’s University students increased ridership on Routes 67 and 68. Bloom said when the program first began there was good ridership from St. Martin’s University. Last week, ridership was down, which is an indicator to contact the Marketing Department to follow up with the University on promoting the pass program.

Hustoft asked whether the detour of Route 68 impacted ridership. Bloom said DAL clients using fixed route service who visited the YMCA facility now use DAL service to visit the facility. He described some of the delays encountered by agency buses, which led to detouring bus routes to bypass most of the construction area. The Yelm Highway is scheduled to receive eight new bus stops as part of the project improvements.

## CAC Meeting Minutes

February 14, 2011

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**C. OTC Expansion – Project Scoping & Estimated Costs.** Freeman-Manzanares referred to the last presentation to the CAC on the three preliminary designs that were subsequently presented to the Authority. The Authority selected Concept 3 to pursue. The next step is determining the square footage of the project and the amount of additional local funds to commit to the project. Staff meets with the Authority on February 16 to present CAC feedback.

The agency received federal funds to increase the number of bus bays for expansion of the agency's service, for other transit agencies, and to add Greyhound service as well as adding customer amenities and lobby space. That aspect of the project can be accomplished within the federal funds budget. Because of the Pattison Master Planning process, an option was considered for adding 10,000 square feet to the project. An additional \$2 million in funds was added to the financial model and the preliminary design phase was completed to determine the total cost of the project. Recently, Surface Transportation Program (STP) grant funds became available. Because the expansion project is an eligible project, the agency anticipates receiving \$1.2 million in STP federal funds. Freeman-Manzanares reviewed four expansion options:

- Option 1 – 1-story building            2,404 square feet     \$4,947,000
- Option 2 – 1-1/2-story building    5,851 square feet     \$5,883,000
- Option 3 – 2-story building         7,417 square feet     \$7,000,000
- Option 4 – 3-story building         9,684 square feet     \$7,896,000

Options 3 and 4 require additional local funding of \$403,780 and \$1,299,780, respectively. The estimated funds include the anticipated funds from the STP program.

Abernathy asked whether the Authority already selected Option 3. Freeman-Manzanares explained the Authority selected design Concept 3. The Authority will receive the same information at its February 16 meeting pertaining to the selection of the square footage option.

Freeman-Manzanares answered questions on future expansion opportunities if Option 4 is selected. She noted the potential of expanding is not an option if the one-story building is selected.

Colley commented on Greyhound service reductions over the last several years and suggested the agency check on the viability of Greyhound service in the future. Freeman-Manzanares said staff continues discussions with Greyhound officials; they are interested in moving forward. Part of the challenge is designing the space for future expansion needs of the agency or for another carrier.

## CAC Meeting Minutes

February 14, 2011

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Hagenhofer inquired about the source of the local funds. Freeman-Manzanares said the funds are included within the agency's general fund. Hagenhofer asked whether other transit agencies offer commercial space within their facilities. Freeman-Manzanares said it is unlikely there would be sufficient square footage to accommodate commercial space other than for Greyhound service.

Elliott asked about the square footage cost for each of the options. Freeman-Manzanares acknowledged she can provide that information.

Freeman-Manzanares responded to questions about accommodating growth projected within the Master Plan. Option 4 includes meeting space that could be converted to office to accommodate future growth.

O'Connell commented on the lack of usable public meeting space in downtown Olympia.

Abernathy asked whether Option 3 accommodates all current needs and whether it can accommodate any future growth. Freeman-Manzanares said growth projections are based on 2020. Abernathy said it appears Option 3 is the most affordable as it would accommodate all needs and includes some capacity for growth. Freeman-Manzanares said the current plan calls for meeting space on the first floor with staff on the second floor. Within Option 3, it may be necessary to utilize some of the public space for office space. Option 4 provides capacity for growth; however, the square footage could be reduced by eliminating meeting space. Option 4 accommodates meeting space and all staff needs.

Gray suggested an option of providing commercial space on the first floor of Option 4 as a way to help offset costs.

Melnick said it's a business decision in terms of how much money the agency wants to invest today to accommodate for needs in 2020 versus waiting and then trying to figure out how to accommodate staff in the future.

Elliott cited the square footage cost for each option as:

- Option 1 - \$968
- Option 2 - \$687.75
- Option 3 - \$691.90
- Option 4 - \$637.44

## CAC Meeting Minutes

February 14, 2011

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Freeman-Manzanares noted the cost of developing the site is deducted from the square footage cost because that cost is the same regardless of the building option.

Geyen pointed out it appears Options 1 and 2 do not fulfill the agency's needs. She asked about placement of staff if those options are selected. Harbour said the agency would explore other lease space.

Discussion followed on the committee's role in offering a suggestion. Seward said the Authority would like to know if there is a committee consensus or if there are differences of opinion.

Sibree suggested selecting Option 4 will cost less over the long term. It also could afford some commercial space to provide additional revenue. He said his preference is for Option 4.

Elliott said she would prefer to have the square footage cost prior to forwarding a recommendation to the Authority.

Geyen asked whether Option 3 is viable for placement of all staff from their current leased location. Freeman-Manzanares said it's possible if public meeting space is reduced to afford more office space for staff. There could be some meeting space remaining.

Collins asked whether the agency is considering solar power and other alternative energy sources for the new building. Freeman-Manzanares responded the agency is considering a green roof and no air conditioning, as well as other measures that will help achieve a minimum of LEED silver.

Abernathy asked if funds are available for Option 4. Harbour advised there are funds available. Freeman-Manzanares described the agency's three-month operating reserve and additional funds included in the financial model.

**It was M/S by Colley and Hagenhofer to recommend Option 4 with consideration for offering a small food/coffee commercial service.**

Hagenhofer asked if there is a commitment for public meeting space since this is one of the interests of the committee to ensure the space is not limited only for the agency's use.

Sibree commented on the agency providing public service by providing meeting space that will serve the agency well publicly.

## CAC Meeting Minutes

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*Gray suggested a friendly amendment to the motion to provide space for commercial vendors rather than limiting it to only coffee or food service. The makers of the motion accepted the friendly amendment.*

Freeman-Manzanares commented the potential provision of public meeting space requires additional staff when public meetings are held, such as in the evening. There would be additional operational costs.

**The motion carried.**

**It was M/S by Hagenhofer and Melnick to support the inclusion of public meeting space at a cost.**

Seward cautioned members that the discussion was venturing into a policy discussion in terms of establishing costs for meeting space indicating the agency and/or board sets policy. The CAC can certainly advise.

Sibree suggested meeting space should be open for some organizations and some organizations should be charged to cover costs. The meeting space should be affordable for some meeting groups.

Gray suggested contacting the City of Olympia for information on rental rates for the Olympia Center to ensure consistency with other rental space in the community.

Abernathy asked about the hours of operation. Harbour clarified that the space is essentially conference room space and would not be competitive with the Olympia Center. The hours would be similar to OTC hours. Security will be present during those hours.

Colley said there are several groups hold weekly meetings. Although the library has meeting space, it's not possible to schedule the space in advance. There is a need downtown for meeting space that can be scheduled out for several months in advance. Most of the clubs needing meeting space typically have up to 18 attendees. O'Connell said the discussion appears somewhat premature and should be pursued later in the process. Harbour cautioned the CAC this new facility may have only two rooms available, which may be two small conference rooms.

Gray said that based on the earlier discussion on meeting space, the space would be at least as large as the administrative space where current meetings are held. Harbour said the space would not be that large.

## CAC Meeting Minutes

February 14, 2011

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Hagenhofer withdrew the motion and stressed there is considerable interest in offering public meeting space.

**D. Amend CAC Bylaws.** Seward reported the amendments include changing the membership from 19 to 20 members with one position specifically reserved for a 15-19 year old from Thurston County, adding "15-19 year old" in parenthesis next to the "Youth" category, and adding a second sentence under "Terms" stating, "The youth position will serve a one-year term and is eligible to reapply for a second one-year term."

O'Connell asked about the timing of the term. Seward said it depends on the recruitment process which hasn't yet been determined. O'Connell commented on potential school year conflicts. Seward said CAC terms begin July 1 and end June 30. Recruitment is not a component of the bylaws.

**It was M/S/A by Gray and Elliott to approve the amendments to the CAC bylaws, as presented.**

### REPORTS

**A. February 2, 2011, Regular Meeting** – Don Melnick provided a recap of the Authority meeting on February 2.

### MEMBER & STAFF COMMENTS

Gray asked about the timeline for filling a vacant position. Seward advised the recruitment will take place in May.

Geyen said her son used Google Trip Planner and discovered it provided some inaccurate information in terms of times and bus routes. Harbour advised her to email Bloom or provide feedback on the agency's website. The agency continues to adjust the trip planner. Seward also said she can send the information to her and she will get it to Bloom.

Hustoft reported she recently visited Seattle and viewed another passenger using "One Bus Away" which lets the passenger know the location of the bus. She suggested the agency implement the same program. Harbour advised we are nearing implementation of the same program and is resolving some software issues.

Colley asked about the recent changes in service and whether Braille schedules were released. Seward will follow up.

**ADJOURNMENT**

**It was M/S/A by Elliott and Abernathy to adjourn the meeting at 7:33 p.m.**

Prepared by Valerie L Gow, Recording Secretary/President  
Puget Sound Meeting Services

**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 8-A**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority

**FROM:** Melody Jamieson, 705-5878

**SUBJECT:** Contract Award - Dial-A-Lift Customer Satisfaction Survey

- 
- 1) **The Issue:** Consideration of a contract award to conduct a Dial-A-Lift (DAL) Customer Satisfaction Survey.
- 
- 2) **Recommended Action:** Authorize the General Manager to execute a contract in an amount not to exceed \$20,832.00 with Corey, Canapary & Galanis to conduct a DAL Customer Satisfaction Survey.
- 
- 3) **Policy Analysis:** Although this contract is within the General Manager's award authority, staff is bringing this issue before the Authority due to the high level of interest shown by the Intercity Transit Authority and the Citizen Advisory Committee.
- 
- 4) **Background:** Intercity Transit issued a Request for Qualifications and Proposals to conduct a DAL Customer Satisfaction Survey on December 8, 2010, and conducted a pre-proposal conference December 16th. Seven proposals were received by the submittal deadline of January 18, 2011.

Staff from Operations, Marketing, and Procurement, and a representative from the Citizen Advisory Committee evaluated the proposals. The proposals were evaluated based on the experience and technical competence of the firm and personnel, and recent experience with similar projects (45%); the proposed method to accomplish the work and a demonstrated understanding of the challenges of the project (35%); and cost (20%).

After the initial scoring process, four firms were determined to be in the competitive range. Those four firms were interviewed on February 4, 2011. Reference checks were conducted and Corey, Canapary & Galanis emerged as the top ranking firm.

Corey, Canapary & Galanis was selected based on their extensive experience with customer satisfaction work in the Paratransit industry. Their proposed scope of work fits our needs. They received excellent references.

5) **Alternatives:**

- A. Authorize the General Manager to execute a contract in an amount not to exceed \$20,832.00 with Corey, Canapary & Galanis to conduct a DAL Customer Satisfaction Survey.
- B. Defer award pending further review.
- C. Reject all proposals.

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6) **Budget Notes:** The 2011 budget includes \$20,000 for DAL Market Research. This contract is \$832.00 over budget.

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7) **Goal Reference:** Goal #2: *"Provide outstanding customer service."*

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8) **References:** N/A

**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 8-B**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority

**FROM:** Marilyn Hemmann, 705-5833

**SUBJECT:** Compensation and Classification Update

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1) **The Issue:** Consideration of an award for compensation and classification consultation services to Fox Lawson and Associates, a division of Gallagher Benefit Services.

---

2) **Recommended Action:** Authorize the General Manager to enter into a contract with Fox Lawson and Associates to provide professional services in an amount not to exceed \$22,840.

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3) **Policy Analysis:** Although this contract is within the General Manager's award authority, staff is bringing this issue before the Authority due to the level of interest shown by the Intercity Transit Authority.

---

4) **Background:** In January 2004, Intercity Transit awarded a contract to Fox Lawson to complete a classification and compensation study for all non-represented agency positions. As part of that contract, Intercity Transit adopted Fox Lawson's proprietary Decision Band Method for creating and classifying all non-represented position descriptions, aligning the positions and setting compensation ranges.

Since the completion of the 2004 study, Intercity Transit used the Decision Band Method to create several new positions and adjust a few existing positions that experienced changes in duties. Given these known changes and the knowledge that it is not unusual duties may evolve to some degree over time as organizational needs evolve, it has been determined it is time to complete a periodic review of the agency's non-represented positions.

The purpose of the project is to verify the Decision Band Method is being applied correctly, recommend modifications to any position descriptions that merit change, and confirm the alignment of positions is correct. Human Resources will lead the review, and Fox Lawson will assist in specific areas as their expertise is required. Human Resources will also complete a periodic compensation benchmarking survey of selected transit agencies using Fox Lawson's survey

tool. Procurement and Human Resources negotiated the scope of work and associated costs with Fox Lawson.

Over the last thirty years, Fox Lawson completed many compensation and classification studies for public agencies, including many transit agencies. In the last five years, their clients included King County Metro, Community Transit, C-Tran, Pierce Transit and Ben Franklin Transit. They are currently completing work for Capital Metro in Austin and the Fresno Area Express in Fresno, CA. Fox Lawson has great expertise in applying their methodology to the positions found in transit agencies and a solid national reputation. Considering the fair and reasonable negotiated cost, staff recommends the award of contract to Fox Lawson.

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5) **Alternatives:**

- A. Authorize the General Manager to enter into a contract with Fox Lawson and Associates to provide professional services in an amount not to exceed \$22,840.
- B. Defer action.

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6) **Budget Notes:** Funds for this contract are included in the 2011 budget.

---

7) **Goal Reference:** No goal specifically speaks to this action.

---

8) **References:** N/A

**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 8-C**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority

**FROM:** Ann Freeman-Manzanares, 705-5838

**SUBJECT:** Purchase of Replacement Buses

---

1) **The Issue:** Consideration of the purchase of seven, 40-foot, hybrid/electric, low-floor buses.

---

2) **Recommended Actions:** Authorize the General Manager to issue a purchase order for seven, 40 foot, hybrid/electric, low floor buses to the Gillig Corporation pursuant to the New York State Hybrid Electric Bus Consortium Contract in an amount not to exceed \$4,592,273.53 inclusive of tax.

---

3) **Policy Analysis:** The Procurement Policy states the Authority must approve any contract over \$25,000.

---

4) **Background:** The Transit Development plan identifies the need to replace fourteen coaches by 2014. The seven vehicles identified for purchase will replace two-1996 Gillig Phantoms and five-1998 Gillig Low-Floors. The Federal Transit Administration (FTA) has a minimum replacement cycle for heavy duty buses of 12 years. Our experience has been to replace buses at an older age, typically around 15 years, depending on fleet condition, finances, grants and the bus market. This purchase will replace vehicles that will be 14 and 16 years old.

The budget and strategic plan call for replaced buses to be hybrid, diesel/electric units. This hybrid propulsion system has both a diesel and electric motor in the bus. Extra batteries are placed on the bus to store energy from the diesel motor and from energy generated by engine deceleration and stopping. This energy is then applied upon demand by the electric motor. Reduced fuel consumption is an outcome of both the regenerated energy from the batteries and the smaller diesel motor required.

Staff intends to purchase the vehicles under the New York State Hybrid Electric Bus Consortium contract for hybrid electric 40-foot buses. This is the contract we utilized for our previous purchase of six hybrid buses. This contract will fulfill our needs, is competitive, meets FTA standards and the pricing is fair and reasonable. A March 2011 purchase date should allow delivery of buses in May 2012.

5) **Alternatives:**

- A. Authorize the General Manager to issue a purchase order for seven, 40 foot, hybrid/electric, low floor buses to the Gillig Corporation pursuant to the New York State Hybrid Electric Bus Consortium Contract in an amount not to exceed \$4,592,273.53 inclusive of tax.
- B. Defer action. The NYSHEBC contract expires March 10, 2011. If we chose not to exercise options from this contract, staff will need to identify other qualifying contracts and seek options from the respective transit property. The current vehicle delivery schedule is approximately 14 months.

---

6) **Budget Notes:** Funding for this purchase is through a combination of two Federal grants, (State of Good Repair and a 2010 Earmark) and local funds. The State of Good Repair provides \$2,000,000 in federal funds with a \$409,639 local match. The 2010 earmark provides \$1,732,500 in federal funds with a \$354,849 local match. In addition, \$95,285.53 of local dollars will need to be dedicated to this project. The result is approximately 81% federal funds with a 19% local match. Funds for these vehicles are identified in the strategic plan and will need to be included in the 2012 budget.

---

7) **Goal Reference:** Goal No. 2: *"Provide outstanding customer service."* Goal No. 4: *"Provide responsive transportation options."* Goal No. 5: *"Align best practices and support agency sustainable technologies and activities."*

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8) **References:** N/A

**INTERCITY TRANSIT AUTHORITY**  
**AGENDA ITEM NO. 8-D**  
**MEETING DATE: March 2, 2011**

**FOR:** Intercity Transit Authority  
**FROM:** Dennis Bloom, Planning Manager - 705-5832  
**SUBJECT:** Review Draft of Annual Update of the Transit Development Plan

- 
- 1) **The Issue:** Review update of the Transit Development Plan (TDP) for 2010-2016.
- 
- 2) **Recommended Action:** For information and discussion purposes. Staff will provide a brief presentation on the highlights of the 2010 Annual Report and the 2011-2016 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) by April of each year. This includes the following items:
- a) Description of the system from the previous year (a 2010 Summary);
  - b) Description of planned changes, if any, to services and facilities (2011-16); and
  - c) Operating and Capital financing elements for the previous year (2010), budgeted for current year (2011), and planned for the next five years (2012 - 16).

This year's update is again more of an administrative process due to the requirement that all transit systems comply with the April 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.

Staff presented a brief overview of the annual TDP update process to the Citizen Advisory Committee on February 14. The Authority will conduct a public hearing on the TDP on March 16, 2011. Staff will request adoption by the Authority at the April 6, 2011, meeting.

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

6) **Budget Notes:** This is currently covered under the 2011 Budget.

---

7) **Goal Reference:** This discussion provides background leading up to the public hearing for the draft TDP and reflects all current goals established for the agency. In particular, it impacts 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 Annual Update of Intercity Transit’s Transit Development Plan.

**2011 Timeline for TDP Process:**

- ✓ Feb 2 ITA: Request Public Hearing for March 16 and Adoption April 6, 2011
- ✓ Feb 14 CAC: Review Update Process

March 2 ITA: Present Draft TDP and Financial Forecast. Draft available to the public.

March 16 ITA: Conduct Public Hearing

April 6 ITA: Adopt TDP

*Copies of the Approved TDP will be distributed to WSDOT, local jurisdictions and other appropriate organizations and businesses.*

- The CAC meets after the March 16 public hearing. However, the draft will be sent to them for their review and comments.

DRAFT

Intercity Transit

2010  
*Annual Report*  
&  
2011 – 2016  
*Transit Development Plan*

Prepared by the  
Intercity Transit Development Department

To be issued March 2, 2011

*A Public Hearing is scheduled for March 16, 2011*

*Proposed Approval Date: April 6, 2011*

**Intercity Transit Authority:**

**Sandra Romero ,Chair - Thurston County**  
**Martin Thies, Vice Chair - Citizen Representative**  
**Joe Baker - City of Yelm**  
**Virgil Clarkson - City of Lacey**  
**Ed Hildreth - City of Tumwater**  
**Eve Johnson - Citizen Representative**  
**Karen Messmer, Citizen Representative**  
**Karen Rogers - City of Olympia**  
**Karen Stites - Labor Representative**

**Mike Harbour - Intercity Transit General Manager:**

**Intercity Transit**  
**526 Pattison SE**  
**PO Box 659**  
**Olympia, WA 98507**  
**360-786-8585**

**Intercity Transit complies with all federal requirements under Title VI, which prohibits discrimination on the basis of race, color or national origin.**

If you have any questions concerning this policy or practice please, contact:  
Intercity Transit, 526 Pattison SE, PO Box 659, Olympia, WA 98507 or by calling  
360.786.8585 or email: [Customerservice@intercitytransit.com](mailto:Customerservice@intercitytransit.com).

This document can also be made available in other accessible formats. Please  
contact Customer Services:

360-786-1881 or outside Thurston County: 1-800-287-6348

TTY: 360-943-5211 Fax: 360-943-8760 or [Customerservice@intercitytransit.com](mailto:Customerservice@intercitytransit.com).

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## **Introduction to Intercity Transit's 2011 - 2016 Transit Development Plan**

This year's Transit Development Plan (TDP) continues a practice adopted by Intercity Transit in 2005. Prior to 2005, we used the "TDP process" as an opportunity to engage our governing body – the Intercity Transit Authority – our employees, customers and the general public in a process that helped to define the direction of the transit system for the next 6 years.

The TDP provided an in-depth process for considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It served the basis for developing the coming year's annual budget.

Significant public participation including material review and discussions at public open houses, discussions with our advisory committee – at the time named the Citizen's Work Group - and deliberations with the Intercity Transit Authority took place. It culminated in a public hearing before adoption of the TDP could occur. The time frame for this process covered several months and was completed each year in June. The final approved plan was then submitted to the WSDOT by early July.

The new process, established in 2005 and continued in 2011 reflects WSDOT's requirement that the document be submitted by April of each year. The plan, contained herein, provides the basic reporting components and sections required by the state. Intercity Transit though, will continue to involve the public, agency staff, our Citizen Advisory Committee (CAC) and Transit Authority in developing and updating our "Strategic Plan" which is currently scheduled to begin in July 2011. It will again utilize components of the TDP, but will provide the in-depth analysis and discussions as the basis for developing next year's annual budget (2012) as well as guidance for the future direction of the agency.

This year's "Draft 2009 Annual Report and 2011 – 2016 Transit Development Plan" will initially be presented at the Intercity Transit Authority workshop in March. Distribution of the draft will be made available on Intercity Transit's web site, at public libraries and available at a number of other public outlets throughout the service district. Local media news will be notified about the document and the public process and notification to the public. An invitation to comment on the document either electronically, by mail, fax, telephone, or in person will also be provided to transit customers and the general public over a period of a few weeks prior to the public hearing that is currently scheduled to be held on March 16, 2011.

## 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 *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). This report provides summary information for 2010 as well as projected changes for 2011 – 2016.

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 through 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 transit's service boundary to the urbanized areas of Olympia, Lacey, Tumwater and Yelm. The new boundary, established in September 2002, didn't affect service until 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. This new rate went into effect in 2003.

2003 - 2005: Incremental service increases in 3 phases began. It reversed a trend that had seen 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 and completing market research and ridership studies.

2006 - 2007: Implemented a Phase 3 increase of over 15% in service hours. The "Dash" circulator route, between the Capitol Campus and downtown Olympia, started. A fixed route Short and Long Range Service Plan (2020) was completed, 26 expansion vanpools acquired and installation of a communications systems with advanced digital radio, ALV tracking, stop announcements and auto-passenger counters was begun (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), 3 Dial-A-Lift vans and 44 vanpools (27 expansion). Twelve percent increase in total system boardings above '06 was noted. A new education program, "Smart Moves," for middle and high school students

began; completed state funded Trip Reduction program with state offices in Tumwater; and engaged over 1,000 participants in the annual Bicycle Commuter Contest.

2008: An 11% increase in service hours focused on local service enhancements and 15 minute service along major corridors. Expansion of the Martin Way P&R Lot (Lacey) began. Installation of onboard security camera for the fleet was completed. System wide ridership hit new record of over 5.1 million boardings, as fuel prices nationwide rose to unprecedented levels.

2009: Received two national awards: APTA’s “Outstanding Public Transportation System” for medium sized systems and FTA’s “Success in Enhancing Transit Ridership.” Martin Way P&R Lot expansion completed (138 to 319 stalls); completed major market research and ridership studies; completed master site plan for expansion of agency’s operating facility and updated facility 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 (landfill) and a ‘Safe Routes to Schools’ program for bicycle youth program at several schools. System’s base fare increased from \$.75 to \$1.

2010: Our first 6 hybrid (electric-diesel) buses were acquired as replacement vehicles. In August, district voters approved an increase of 0.2% in local sales tax. The new rate for transit becomes .8% Jan ’11. Expansion plans for OTC continues and includes provision for adding transit bays that can also accommodate Greyhound/interstate transit service. The new Hawks Prairie Park & Ride in NE Lacey pre-construction effort got under way. And a pilot program for discounted bus passes began, aimed at assisting local non-profit and human service agencies deal with cuts in funding while still trying to meet the needs of their clients.

### Governing Board

The Intercity Transit Authority governs the organization. The board was 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 with citizen members serving on its governing board.

### Table of Organization

As of December 2010, Intercity Transit’s budget included 290 full-time equivalent staff positions (see table below for FTE’s and Appendix A for organization chart). \* 4 FTE’s not refilled in 2010 due to budget constraints.

Department	Jan 1 2008	Jan 1 2009	Jan 1 2010	Dec 31 2010
<b>Executive</b>	4.0	4.50	4.5	4.5
<i>Executive Division</i>	3.0	4.5	4.5	4.5
<b>Human Resources</b>	4.0	4.5	4.5	4.5
<i>Assistant &amp; Analysts</i>	4.0	4.5	4.5	4.5
<b>Finance &amp; Administration</b>	10.75	5.75	5.75	9.75
<i>Accounting, Inventory, Clerical, *Information Systems to Maintenance mid '08 back to Finance mid-'10</i>	10.75	5.75*	5.75*	5.75 4.0*
<b>Operations:</b>	<b>191.0</b>	<b>206.0</b>	<b>207.0</b>	<b>209.75</b>
<i>Operators</i>	154.0	169.0	169.0	169.0
<i>Customer Service and Vanpool</i>	10.0	11.0	12.0	13.0
<i>Dial-A-Lift</i>	11.0	11.0	11.0	11.0
<i>Supervisors and Administrative *Village Vans to Operations in early '10</i>	16.0	15.00	15.0	15.0 1.75
<b>Maintenance:</b>	<b>41.0</b>	<b>51.0</b>	<b>52.0</b>	<b>45.0</b>

<i>Coach/Auto Technicians</i>	17.0	21.0	21.0	20.0*
<i>Facilities maintenance</i>	6.0	6.0	7.0	7.0
<i>Other Maintenance</i>	18.0	19.0	19.0	18.0*
<i>Information Systems to Finance in late '10</i>		5.0	5.0	.0
<b>Development:</b>	<b>15.75</b>	<b>18.55</b>	<b>19.55</b>	<b>16.5</b>
<i>Administration</i>	2.0	2.0	3.0	2.0*
<i>Planning</i>	4.0	4.0	4.0	4.0
<i>Procurement/Inventory</i>	4.0	6.0	6.0	6.0
<i>Marketing &amp; Communications</i>	4.0	4.8	4.80	4.50
<i>Village Vans moved to Operations</i>	1.75	1.75	1.75	0
<b>Total Employees</b>	<b>266.50</b>	<b>290.25</b>	<b>293.30</b>	<b>290.00*</b>

## Section 2: Physical Plant

Intercity Transit dispatches all services from its administrative and maintenance 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 - 2010

During 2010, 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 2010, 22 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 \_\_\_% of operating costs (based on 2010 projected expenses).

Total Boardings: 4,313,015, an increase of 0.3% above 2009.

### **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 \_\_\_% of operating costs (based on 2010 projected expenses).

Total Boardings: 147,017, an increase of 3.6% above 2009.

### **Fare Structure for Local Fixed Route and Dial-A-Lift Service**

<b>Local Fixed Route</b>	<b>Per Ride</b>	<b>Daily Pass</b>	<b>IT Monthly Pass</b> (ORCA currently not accepted on Local service)	<b>Express Olympia/Lacey Per Ride</b>	<b>ORCA: One Regional Card for All (1/2010)</b> Electronic fare card for Central Puget Sound
Regular Adult	\$1.00	\$2.00	\$30.00	\$2.50	PugetPass discontinued replaced by ORCA
Youth (6 -17 yrs) [Under 5 ride free]	\$1.00	\$2.00	\$15.00	\$2.50	PugetPass discontinued replaced by ORCA
Reduced*	\$.50	\$1.00	\$15.00	\$1.25	PugetPass discontinued replaced by ORCA
<b>Dial-A-Lift Reduced*</b>	\$1.00	\$2.00	\$30.00 \$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 2010, there were 175 Intercity Transit commuter vanpools in operation throughout the Puget Sound region. This was only slightly down from 179 the year before, which was a result of continued economic and unemployment conditions affecting the region. Over the year though, the vanpools carried an average of 1,283 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: 635,090, a decrease of -6.9% from 2009.

Ridematching: Free service. Intercity Transit is a member of Washington State 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. Of the 239 individuals that participated in the program, there were a total of 5,960 boardings in 2010 (-6.5% decrease from '09). Of the client base 69% of those qualified under Temporary Assistance for Needy Families (a 50% average is required of the service) and 31% 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. Six drivers found good jobs while in the program this year. This innovative program works with representatives from the Departments of Employment Security, Social and Health Services, South Puget Sound Community College 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 2009-11 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, and 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 191 affected and 13 voluntary worksites, including 79 newly affected worksites resulting from SB6088.

## **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 governments, and public and private developers to maximize the opportunities for public transportation through effective land use planning and urban design. During 2010 staff received 209 submissions, reviewed 124 and commented on 8 applications requesting transit amenities that generally reflect the addition of a stop and 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.

## **Section 4: Service Connections**

In 2008, Intercity Transit provided connections with four other public transit operators, two rural regional service providers, as well as Greyhound and Amtrak service:

<b>Pierce Transit</b>	Since 1988, Pierce Transit jointly operated the Olympia Express service with Intercity Transit. This service is composed of four regional routes, which link Thurston County with Pierce County. Intercity Transit operates two of the routes, one on weekdays and the other on weekends.
<b>Sound Transit</b>	Olympia 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 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.
<b>Mason County Transit</b>	Mason County Transit provides connections from Shelton to the Olympia Transit Center and the Westfield Mall in W. Olympia.
<b>Grays Harbor Transit</b>	Service between Aberdeen and the Westfield Mall in West Olympia and the downtown Olympia Greyhound Bus terminal.
<b>AMTRAK</b>	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.
<b>Greyhound</b>	Four local Intercity Transit routes provide service within a block of the downtown Olympia Greyhound bus terminal.
<b>Rural Transportation</b> (South Thurston Co - Olympia)	Two smaller rural systems funded by WSDOT grants provide regional connections with Intercity Transit routes in a number of locations within the service district.
<b>Lower Columbia CAP</b> (Vancouver - Tumwater service)	
<b>Park &amp; Ride Lots</b>	Fixed routed service available at two lots: Lacey - Martin Way P&R (Local & Express service) Thurston Co - Amtrak rail station (Local)

## **Educational Facilities**

Fixed routed service is available to many public and private grade schools throughout the service district. Of four school districts that exist within Intercity Transit's service district, 28 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. Service is also available to Saint Martin's College (Lacey), but not onto the campus. The schools participate in local Commute Trip Reduction incentives and have a transit pass program for students, faculty and staff.

## **Section 5: Activities in 2010**

The continuation of the rollout for the Advanced Communications System was a significant internal change on how we operate the day to day system. Other efforts included:

**New Fleet Vehicles:** Two expansion Dial-A-Lift vans and 45 commuter vanpool vehicles, 29 replacements and 16 expansion, brought the fleet to 231 vans.

**Transit Service:** The year saw a transition from recorded setting ridership during 2008 that had been spurred on by higher than normal fuel prices to a dip in boardings from what appears to be a result of the local, regional and national economy suffering through significant declines. Unemployment hit record levels while local sales tax revenue dropped 9.4% during 2010.

**New Shelters and Amenities:** Continued to increase shelter placements and improvements in accessibility and safety at bus stops. Ten bus stops had accessibility improvements made including six with shelters added in 2010. The project also included retrofitting 2 shelters with interior solar lighting during 2010 and another 18 in 2011.

**Service Planning:** Due to the downturn in the local economy, which directly affected local operating revenues, service hours were kept basically at the same level as 2009. Ridership saw a small increase from 2009, but Intercity Transit was able to maintain consistent ridership numbers compared to the larger transit systems in the Central Puget Sound region that saw their ridership continue to drop and had to implement service cuts with continued loss of local tax revenues.

**Ridership:** System wide Total Boardings decreased - 0.5% from 2009 due to the drop in Vanpool boardings, which decreased - 6.9%. The drop appears to reflect on-going economic and employment conditions in the region. Both Fixed Route and Dial-A-Lift boardings though increased: FR = 0.34%; DAL = 3.6% during 2010.

**Village Van:** Welfare to Work transportation program had 6,373 boardings (40.8% increase) and provided transportation to more than 228 low-income job seekers during 2009. This program operates in partnership with 16 local social and public service agencies, and the South Puget Sound Community College and employs and trains individuals to become drivers as well as providing rides to qualified individuals.

**Vanpool Program:** Over 635,090 passenger trips were recorded during the year. This was a decrease of -6.9% from the previous year's tally. The cause for the decrease appears to reflect the continued downturn in the regional economy. Vanpool group loss only dropped slightly from 179 vans on the road to 175, but the groups continued to operate over a five county wide region.

With certified and trained volunteer drivers in place, these vanpools carried an average of 1,283 daily riders removing over 1,100 vehicles from our congested roadways each weekday.

**Innovative Programs:** Intercity Transit continued the growth of its “Smart Moves” youth education program throughout the year reaching an estimated 12,000 students, parents and teachers through direct interaction, mailing outreach materials, special events, and participation in all-school programs like “Bike and Walk to School Days.” And we continued to maintain and improve internet social media to broaden the agency’s relevance and relationships with customers and community members.

## Section 6: State Proposed Action Strategies 2011 - 2016

The Washington State Department of Transportation (WSDOT) requires that 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” that previously required listing accomplishments.

### 1. PRESERVATION

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

<b>2010</b>	<b>2011-2016</b>
Continued Effort	Continuing Effort

#### **2010**

- Programmed funds continued for facility repairs at the central base as well as maintenance of all transit centers.
- Bus replacements included six hybrid buses for Fixed Route and nine Dial-A-Lift vehicles.
- Vanpool program had 5 replacement vans which keeps the fleet at 221.
- Expansion of the Martin Way Park & Ride completed. The lot more than doubles the number of stalls from 138 to 319.
- Continued efforts on master planning for expanding the current Intercity Transit base of operations.
- Updated master plan and began expansion design plans for the Olympia Transit Center to include additional facilities and bays for fixed route service and an interstate private carrier (Greyhound).
- Continued the effort for the design and construction of a new 300 stall park & ride lot facility (6.5 acres) in NE Lacey at the Thurston County Waste and Recovery Center.

**2011-2016**

- With local voter approval in August of 2010 for an increase in local sales from 0.6 to 0.8%, what was projected might be a 23% cut in service turned into a modest 3.1% increase in service in 2011.
- Enhancements for route extensions and service frequency may occur if operational funding becomes available. Depending on when an economic recovery might occur it appears that service levels will remain the same over the next 3 - 5 years.
- Replace auto-fueling system to improve efficiency of current system.
- Intercity Transit will continue to provide performance measurement reports that provide summaries to the public, twice a year that provide attributes, costs and utilization of the existing system services.
- Intercity Transit will continue to replace aging fleet vehicles as needed for Fixed Route, Dial-A-Ride and Vanpool services.
- Continue work on three capital facility projects: A) Expanding operations base in Olympia to accommodate a larger fleet that will provide more service in the future. B) Continue to coordinate and expand the downtown Olympia Transit Center as a transportation hub and includes an intercity service provider (Greyhound) and, C) Design and construct the Hawks Prairie Park & Ride Lot in NE Lacey.

**2. SAFETY**

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

<b>2010</b>	<b>2011-2016</b>
Made Progress	Continuing Effort

**2010**

- 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 Manger 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 have dramatically improved the ability to document safety concerns and to provide additional evidence in the case of on-bus incidents and vehicle accidents.
- 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.

**2011 - 2016**

- 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.
- Intercity Transit will continue to work with and make improvements in concert with other public agencies on both the local and regional level.
- Provide training to ensure understanding and integration of National

Incident Management System, update the Emergency Preparedness and Security Plan and a new Continuity of Operations Plan, and 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.

<b>2010</b>	<b>2011-2016</b>
Continued Effort	Continuing Effort

#### **2010**

- Intercity Transit continues to be involved with working with local jurisdictions and employers to promote the use of alternative transportation modes as well as TDM 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 attends community business association meetings to update and provide leadership in efforts to support and improve local and regional transportation network.
- Actively participates in a coordination network of human service organizations to improve mobility for those challenged by income and/or disabilities.

#### **2011 - 2016**

- 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.

### **4. MOBILITY**

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

<b>2010</b>	<b>2011- 2016</b>
Made Progress	Continuing Effort

#### **2010**

- 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 also cooperatively participate in local CTR efforts. We continued to lead in marketing efforts with employers around Thurston County. In addition, Intercity Transit staff also continues to provide education and outreach efforts to public schools and coordinates an annual county wide bicycle commuting contest.
- Intercity Transit staff regularly review land use and community design

components and comments, as needed, for transportation integration and ADA accessibility.

- Intercity Transit has service integration with four other public transportation service providers, two rural regional service providers, as well as interstate bus and passenger rail service.
- Intercity Transit continues to provide regional integration of transportation services from fixed route and Dial-A-Lift (paratransit) services to providing a commuter Vanpool program and a Village Van program for qualified low-income recipients.
- The agency continued to work in partnerships with employers and colleges who encourage employees and students to use public transit.
- Staff continued to work with WSDOT on state employee's transit 'STAR Pass' contract. The pass is available to all State employees working in Thurston County. A WSDOT FlexPass for employees who use vanpool vehicles throughout the Puget Sound region was continued as was a similar agreement with the University of Washington (Seattle). Locally, student pass programs with the South Puget Sound Community College and The Evergreen State College continued and a new contract with St Martin's University began. Pass agreements with Thurston County and the Thurston Regional Planning Council for their employees also continued.
- 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 to review and consider improvements to local traffic control technologies that can also benefit transit service.
- Agency continued with WSDOT funding of Phase 1 work for a park & ride lot that utilizes 6.5 acre parcel at Thurston County's Waste and Recovery Center landfill.
- 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 over the next few years.
- The agency will continue to work with the other transportation providers to improve connections between services. Work will continue on the coordination and integration of electronic 'smart card' fare technology 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 federal interstate.
- Continued funding for Phase 2 of construction of the Hawks Prairie Park & Ride at the Thurston County Waste and Recovery Center is expected in 2011 - 2013 with completion estimated by mid-2012.
- Intercity Transit will continue to integrate improvements in information technology and transportation services. This includes web-based information, on-street displays and other information materials that encourage and promote transportation alternatives.

**2011 - 2016**

## 5. ENVIRONMENTAL QUALITY AND HEALTH

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

2010	2011-2016
Continued Effort	Continuing Effort

- 2010**
- Intercity Transit continues to utilize biodiesel fuel to of a 5 - 20% blend throughout the fleet. All buses run on ultra-low sulfur diesel, which already provides cleaner vehicle emissions. The agency meets all on-site water quality standards including recycling antifreeze and engine oil, office paper, cardboard and printer ink cartridges
  - In-house Sustainability Committee continues to review and analyzed existing conditions and make recommendations for improving the agency's sustainability efforts.
  - Utilizing federal funds, acquired six hybrid electric buses.
  - Pursue additional federal support and training to improve in-house sustainability efforts.
- 2011 - 2016**
- 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 begin training in 2011 in *Environmental and Sustainability Management Systems* to become certified in international standards that allow an organization to "analyze, control and reduce the environmental impact of its activities, products and services and operate with greater efficiency and control."
  - Fixed route bus replacements will be hybrid vehicles. Electric staff vehicles are being researched and considered for future acquisition.

## Section 7: Summary of Proposed Changes 2011 - 2016

In addition to the efforts that 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 6 years:

<b>2011</b>	<b><u>Preservation/Maintain</u></b>	<b><u>Expansion</u></b>
Services	No Change	Fixed Route: 6,200 hours
Facilities	Bus stop improvements Facility improvements Auto Fueling	Hawks Prairie P&R (Lacey) OTC/Greyhound Operations Base Fare collection: 'smart card'
Equipment	Buses: 6 (hybrids) DAL: 8 Vanpools: 47	DAL: 1 Fare collection: 'smart card'

<b><u>2012</u></b>	<b><u>Preservation/Maintain</u></b>	<b><u>Expansion</u></b>
Services	No Change	No Change
Facilities	Bus Stop Improvements Facility improvements	Hawks Prairie P&R (Lacey) Tumwater P&R OTC/Greyhound Operations Base Lacey Transit Cnt Cameras
Equipment	Buses: 6 (hybrids) DAL: 4 Vanpools: 35 Village Vans: 1	DAL: 1 Vanpools: 5
<b><u>2013</u></b>		
Services	No Change	No Change
Facilities	Bus Stop Improvements Facility improvements	Tumwater P&R
Equipment	DAL: 2 Vanpools: 44	Vanpools: 16
<b><u>2014</u></b>		
Services	No Change	No Change
Facilities	Bus Stop Improvements	Yelm P&R
Equipment	Buses: 8 (hybrids) DAL: 3 Vanpools: 47 Village Vans: 2	DAL: 1 Vanpools: 16
<b><u>2015</u></b>		
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	DAL: 5 Vanpools: 45	DAL: 1 Vanpools: 16
<b><u>2016</u></b>		
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	DAL: 2 Vanpools: 5	Vanpools: 16

## **Section 8: Capital Improvement Program 2010 - 2016**

## VEHICLE PROJECTIONS

	2010	2011	2012	2013	2014	2015	2016
Total Revenue Vehicles at Y/E	325	326	332	348	365	382	398
<b>Fixed Route Coaches</b>							
Beg. Yr. # of Vehicles in Fleet	68	68	68	68	68	68	68
Replacement Vehicles	6		6		8		
Expansion Vehicles							
From Contingency Fleet							
End of Yr. Fleet Size	68	68	68	68	68	68	68
<b>Total Actual Coach Purchases</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>

	2010	2011	2012	2013	2014	2015	2016
<b>Dial-A-Lift Vans</b>							
Beg. Yr. # of Vehicles in Fleet	33	33	34	35	35	36	37
Replacement Vehicles	9	8	4	2	3	5	2
Expansion Vehicles		1	1		1	1	
End of Yr. Fleet Size	33	34	35	35	36	37	37
<b>Total Actual DAL Van Purchases</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>2</b>

	2010	2011	2012	2013	2014	2015	2016
<b>Vanpools</b>							
Beg. Yr. # of Vehicles in Fleet	221	221	221	226	242	258	274
Replacement Vehicles	5	47	35	44	47	45	5
Expansion Vehicles	0	0	5	16	16	16	16
End of Yr. Fleet Size	221	221	226	242	258	274	290
<b>Total Actual Vanpool Purchases</b>	<b>5</b>	<b>47</b>	<b>40</b>	<b>60</b>	<b>63</b>	<b>61</b>	<b>21</b>

	2010	2011	2012	2013	2014	2015	2016
<b>Village Vans</b>							
Beg. Yr. # of Vehicles in Fleet	3	3	3	3	3	3	3
Replacement Vehicles			1		2		
Expansion Vehicles							
End of Yr. Fleet Size	3	3	3	3	3	3	3
<b>Total Actual W/F Van Purchases</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

Total Vehicles Purchased by Year	2010	2011	2012	2013	2014	2015	2016
	20	56	52	62	77	67	23

## Vehicle Expenses

Coaches	2010	2011	2012	2013	2014	2015	2016
Coach Unit Cost	\$650,000	\$672,709	\$696,211	\$720,535	\$745,708	\$771,761	\$798,724
Total Units Purchased	6	0	6	0	8	0	0
<b>Total Expense</b>	<b>\$3,900,000</b>	<b>\$0</b>	<b>\$4,177,269</b>	<b>\$0</b>	<b>\$5,965,667</b>	<b>\$0</b>	<b>\$0</b>

Dial-A-Lift Vans	2010	2011	2012	2013	2014	2015	2016
DAL Van Unit Cost	\$107,123	\$110,889	\$114,770	\$118,787	\$122,945	\$127,248	\$131,701
Total Units Purchased	9	9	5	2	4	6	2
<b>Total Expense</b>	<b>\$964,103</b>	<b>\$998,001</b>	<b>\$573,851</b>	<b>\$237,574</b>	<b>\$491,778</b>	<b>\$763,486</b>	<b>\$263,403</b>

Vanpools	2010	2011	2012	2013	2014	2015	2016
Vanpool Van Unit Cost	\$24,720	\$26,500	\$27,428	\$28,387	\$29,381	\$30,409	\$31,474
Total Units Purchased	5	47	40	60	63	61	21
<b>Total Expense</b>	<b>\$123,600</b>	<b>\$1,245,500</b>	<b>\$1,097,100</b>	<b>\$1,703,248</b>	<b>\$1,851,004</b>	<b>\$1,854,971</b>	<b>\$660,947</b>

Village Vans	2010	2011	2012	2013	2014	2015	2016
Village Vans	\$24,089	\$24,932	\$50,000	\$26,708	\$27,642	\$28,610	\$29,611
Total Units Purchased	0	0	1	0	2	0	0
<b>Total Expense</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$55,285</b>	<b>\$0</b>	<b>\$0</b>

Accessible Van

**Total Expenses**

<b>Expenses</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Coaches	\$3,900,000	\$0	\$4,177,269	\$0	\$5,965,667	\$0	\$0
Dial-A-Lift Vans	\$964,000	\$998,000	\$573,851	\$237,574	\$491,778	\$763,486	\$263,403
Vanpools	\$126,700	\$1,245,500	\$1,097,100	\$1,703,248	\$1,851,004	\$1,854,971	\$660,947
Village Vans	\$0	\$0	\$50,000	\$0	\$55,285	\$0	\$0
<b>Total Expenses for Vehicles</b>	<b>\$4,990,700</b>	<b>\$2,243,500</b>	<b>\$5,898,219</b>	<b>\$1,940,822</b>	<b>\$8,363,734</b>	<b>\$2,618,457</b>	<b>\$924,350</b>

**Staff Vehicles**

Total Staff Vehicles at Y/E	15	15	15	15	15	15	15	15	15	15
<b>VM Service Trucks</b>	2010	2011	2012	2013	2014	2015	2015	2015	2015	2016
Beg. Yr. # of Vehicles in Fleet	2	2	2	2	2	2	2	2	2	2
Replacement Vehicles										
Expansion Vehicles										
End of Yr. Fleet Size	2	2	2	2	2	2	2	2	2	2
<b>Total Actual VM Service Truck Purchases</b>	0	0	0	0	0	0	0	0	0	0
<b>Ops Service Vans - 5 Year Cycle</b>	2010	2011	2012	2013	2014	2015	2015	2015	2015	2016
Beg. Yr. # of Vehicles in Fleet	3	3	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	3	3
<b>Total Actual Ops Service Van Purchases</b>	1	0	0	2	0	0	0	0	0	1
<b>General Staff Vans</b>	2010	2011	2012	2013	2014	2015	2015	2015	2015	2016
Beg. Yr. # of Vehicles in Fleet	2	2	2	1	1	1	1	1	1	1
Replacement Vehicles		1	-1							
Expansion Vehicles										
End of Yr. Fleet Size	2	2	1	1	1	1	1	1	1	1
<b>Total Actual Staff Van Purchases</b>	0	1	0	0	0	0	0	0	0	0
<b>General Staff Car</b>	2010	2011	2012	2013	2014	2015	2015	2015	2015	2016
Beg. Yr. # of Vehicles in Fleet	2	2	2	3	3	3	3	3	3	3
Replacement Vehicles		1	1		1					
Expansion Vehicles										
End of Yr. Fleet Size	2	2	3	3	3	3	3	3	3	3
<b>Total Actual Staff Car Purchases</b>	0	1	1	0	1	0	0	0	0	0
<b>General Staff Station Wagon</b>	2010	2011	2012	2013	2014	2015	2015	2015	2015	2016
Beg. Yr. # of Vehicles in Fleet	1	1	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	1	1
<b>Total Actual Staff Station Wagon Purchases</b>	0	0	0	0	1	0	0	0	0	0

<b>Facility Truck</b>	2010	2011	2012	2013	2014	2015	2016
Beg. Yr. # of Vehicles in Fleet	5	5	5	5	5	5	5
Replacement Vehicles					1	1	
Expansion Vehicles							
End of Yr. Fleet Size	5	5	5	5	5	5	5
<b>Total Actual Facility Truck Purchases</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>

<b>Facility Maintenance Trailers</b>	2010	2011	2012	2013	2014	2015	2016
Beg. Yr. # of Vehicles in Fleet	0	0	0	0	0	0	0
Replacement Vehicles							
Expansion Vehicles							
End of Yr. Fleet Size	0	0	0	0	0	0	0
<b>Total Actual Facility Truck Purchases</b>	<b>0</b>						

<b>Total Staff Vehicles Purchased by Year</b>	2010	2011	2012	2013	2014	2015	2016
	1	2	1	2	3	1	1

**Vehicle Expenses and Revenues**

<b>VM Service Trucks</b>	2010	2011	2012	2013	2014	2015	2016
VM Service Truck Unit Cost	\$51,200	\$53,000	\$54,900	\$56,800	\$58,800	\$60,900	\$63,000
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
<b>Total Expense</b>	<b>\$0</b>						

<b>Ops Service Vans</b>	2010	2011	2012	2013	2014	2015	2016
Op Service Van Unit Cost	\$30,600	\$31,700	\$32,800	\$33,900	\$35,100	\$36,300	\$37,600
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	1	0	0	2	0	0	1
<b>Total Expense</b>	<b>\$30,600</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,600</b>

<b>General Staff Vans</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
General Staff Van Unit Cost	\$25,800	\$26,700	\$27,600	\$28,600	\$29,600	\$30,600	\$31,700
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
<b>Total Expense</b>	<b>\$0</b>	<b>\$26,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>General Staff Car</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
General Staff Car Unit Cost	\$27,100	\$40,000	\$29,000	\$30,000	\$31,100	\$32,200	\$33,300
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	1	1	0	1	0	0
<b>Total Expense</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$29,000</b>	<b>\$0</b>	<b>\$31,100</b>	<b>\$0</b>	<b>\$0</b>

<b>General Staff Station Wagon</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
General Staff Station Wagon Unit Cost	\$22,100	\$22,900	\$23,700	\$24,500	\$25,400	\$26,300	\$27,200
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	0	0
<b>Total Expense</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,400</b>	<b>\$0</b>	<b>\$0</b>

<b>Facility Truck</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Facility Truck Unit Cost	\$51,200	\$53,000	\$54,900	\$56,800	\$58,800	\$68,900	\$63,300
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
<b>Total Expense</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,800</b>	<b>\$68,900</b>	<b>\$0</b>

<b>Facility Trailers</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Facility Trailer Unit Cost	\$13,200	\$13,700	\$14,200	\$14,700	\$15,200	\$15,700	\$16,200
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
<b>Total Expense</b>	<b>\$0</b>						

**Total Expenses/Revenues**

<b>Expenses</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
VM Service Trucks	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Ops Service Vans	\$30,600	\$0	\$0	\$67,800	\$0	\$0	\$37,600
General Staff Vans	\$0	\$26,700	\$0	\$0	\$0	\$0	\$0
General Staff Car	\$0	\$40,000	\$29,000	\$0	\$31,100	\$0	\$0
General Staff Station Wagon	\$0	\$0	\$0	\$0	\$25,400	\$0	\$0
Facility Truck	\$0	\$0	\$0	\$0	\$58,800	\$68,900	\$0
Facility maintenance Trailers							
<b>Total Expenses for Staff Vehicles</b>	<b>\$30,600</b>	<b>\$66,700</b>	<b>\$29,000</b>	<b>\$67,800</b>	<b>\$115,300</b>	<b>\$68,900</b>	<b>\$37,600</b>

## OTHER CAPITAL AND FACILITIES

<b>MIS &amp; COMMUNICATIONS EQUIPMENT</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
<i>Expansion - Server Room Move/Remodel Replacement</i>							
Personal Computers	60	40	40	30	20	40	40
	\$180,000	\$120,000	\$120,000	\$90,000	\$60,000	\$120,000	\$120,000
Servers - High Performance (8 @ 5 yr)	\$132,000	\$50,000			\$100,000		\$100,000
Servers - Standard (10 @ 5 yr cycle)		\$30,000	\$30,000	\$30,000		\$10,000	\$30,000
Backup System (3)							
Data Deduplication System (Single Sys/5 Yr)		\$60,000					\$50,000
Laser Printers High Pro Color (1/4YR)		\$5,000				\$5,000	
Laser Printers High Pro BW (6/4Yr)		\$7,000	\$7,000	\$7,000		\$7,000	\$7,000
Laser Printer - Specialty (7/4Yr)		\$4,000	\$4,000	\$6,000		\$4,000	\$4,000
Laptops - Tough Book Type (7/4YR)	\$17,500	\$4,500	\$18,000	\$9,000	\$9,000	\$4,500	\$18,000
Laptops_Standard (26/4Yr)		\$8,000	\$12,000	\$14,000	\$18,000	\$8,000	\$12,000
Plotter (1/5 Yr)		\$15,000					\$15,000
Network Hardware	\$2,400						
Routers (4/7 YR)			\$16,000				
Switches (14/7 YR)	\$13,000		\$56,000	\$24,000	\$16,000	\$16,000	
Firewalls (9/5 Yr)		\$36,000	\$45,000				\$36,000
Network Wiring (10 year cycle)				\$60,000			
Voice Logger (1 System/7 Yrs)			\$66,000				
Fiber Optics	\$100,000						
Storage Area Network (SAN) (1/5YR)						\$120,000	
Software							
VMWare Software (8 Units/5 Yrs)		\$12,000			\$24,000		\$24,000
V-Server Windows Std (20 Units/5 Yrs)		\$2,000				\$8,000	
V-Server Windows Enterprise (6 Units/5 Yrs)		\$4,500				\$4,500	\$4,500
Windows Exchange (5 Yr)							\$40,000
Office Upgrades (130/5yrs)						\$52,000	
PC Operating Systems (130/5Yr)		\$33,800	\$14,000	\$10,500	\$7,000	\$14,000	\$14,000
<b>Total</b>	<b>\$444,900</b>	<b>\$391,800</b>	<b>\$388,000</b>	<b>\$257,500</b>	<b>\$234,000</b>	<b>\$373,000</b>	<b>\$474,500</b>

<b>FACILITIES</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Amtrak Floor Tile Replacement			\$25,000				
Purchase Information Systems Modular Bldg							
Remodel CS, DAL, Fare box Rm	\$203,400						
Air Compressors (2)							
Air Compressor Room Mod	\$25,000						
Catwalk Around Heat Recovery Units							
Seal Coat Pattison Parking Lot			\$9,700				
Transit Center Signs							
Urea Dispensers	\$50,000						
Dumpster Enclosure LTC			\$10,000				
Boiler Replacement							
Lighting Upgrade - Main Fac		\$120,000					
Interior Paint Amtrak	\$10,000				\$15,000		
Replace Gasoline Pump							
Windows, Glass Block and Soffit Replacement -							
Maint Fac				\$200,000			
AutoBank	\$5,000						
<b>Total</b>	<b>\$293,400</b>	<b>\$120,000</b>	<b>\$44,700</b>	<b>\$200,000</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>

<b>Intelligent Transportation System Projects</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Fare boxes/Smartcards	\$50,000	\$450,000					
<b>Total</b>	<b>\$50,000</b>	<b>\$450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>SHOP EQUIPMENT</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Replace Two Bus Washers							
Upgrade Maintenance Boiler						\$20,000	
Tire Machine						\$15,000	
Spin Balancer						\$50,000	
Dyno							
Bead Blaster			\$10,000				
Replace Facilities Pressure Washer	\$8,000						
Articulated Boom Lift						\$55,000	
Reverse Osmosis Bus Wash		\$15,000					
Auto Fueling		\$200,000					
Floor Scrubber		\$17,500		\$35,000			
<b>Total</b>	<b>\$8,000</b>	<b>\$232,500</b>	<b>\$10,000</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$140,000</b>	<b>\$0</b>

<b>FACILITIES &amp; LAND</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Bus Stop Improvements		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
OTC Expansion (Greyhound Terminal)	\$1,800,000	\$1,686,000	\$2,000,000				
Pattison Street Preliminary Engineering/Construction	\$600,000	\$3,200,000	\$10,000,000	\$10,000,000			
<b>Total</b>	<b>\$2,400,000</b>	<b>\$4,986,000</b>	<b>\$12,100,000</b>	<b>\$10,100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>

<b>SECURITY PROJECTS</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Onboard Security System (Cameras)							
Lacey Transit Ctr Cameras			\$200,000				
Security Upgrades	22,500	10,000					
<b>Total</b>	<b>\$22,500</b>	<b>\$10,000</b>	<b>\$200,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>TRANSIT CENTERS &amp; PARK and RIDES</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Martin Way Park and Ride							
Landfill Park and Ride	\$2,500,000	\$1,364,865	\$4,321,115			\$20,000	
Tumwater Park and Ride			\$500,000	\$3,000,000			
Yelm Park and Ride					\$1,500,000		
<b>Total</b>	<b>2,500,000</b>	<b>1,364,865</b>	<b>4,821,115</b>	<b>3,000,000</b>	<b>1,500,000</b>	<b>20,000</b>	<b>-</b>

<b>TOTAL OTHER CAPITAL COSTS</b>	<b>\$5,718,800</b>	<b>\$7,555,165</b>	<b>\$17,563,815</b>	<b>\$13,592,500</b>	<b>\$1,849,000</b>	<b>\$633,000</b>	<b>\$574,500</b>
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## **Section 9: Operating Revenues 2010 - 2016**

<b>WSDOT Report - 2010</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2010</b>	<b>\$13,641,140</b>	<b>\$7,081,907</b>	<b>\$20,723,047</b>
<b>Revenues</b>			
Sales Tax	20,893,319		20,893,319
Motor Vehicle Excise Tax			-
Farebox	4,255,856		4,255,856
Sales Tax Equalization			
Federal Operating Grants	2,552,260		2,552,260
State Operating Grants	480,000		
Other	755,994		755,994
Contribution To Accounts	(310,336)	310,336	-
<b>Total Available</b>	<b>42,401,320</b>	<b>7,392,243</b>	<b>49,793,563</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,181,956		1,181,956
Vanpool/Rideshare System Expansion	60,000		60,000
Fixed Route P&M	22,499,456		22,499,456
Fixed Route System Expansion			-
Paratransit ADA P&M	5,626,204		5,626,204
Paratransit ADA System Expansion	151,955		151,955
Rideshare/CTR P&M	-		-
Amtrak Station P&M	49,400		49,400
Annual Depreciation	2,451,000		2,451,000
Contribution To Accounts			-
<b>Total Expenses</b>	<b>32,019,972</b>	<b>-</b>	<b>32,019,972</b>
<b>Add Back Depreciation</b>	<b>2,451,000</b>		<b>2,451,000</b>
<b>Net Cash Available</b>	<b>12,832,348</b>		<b>12,832,348</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	4,298,380		4,298,380
State Capital Grants	1,996,892		1,996,892
<b>Total Capital Revenue</b>	<b>6,295,272</b>	<b>-</b>	<b>6,295,272</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	796,300		796,300
Replace Coaches -	3,900,000		3,900,000
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	964,000		964,000
Replace Vanpool Vans -	126,700		126,700
Replace Staff Vehicles	30,600		30,600
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van			-
Land, Buildings, and Improvements	4,922,500		4,922,500
<b>Total Capital Expenses</b>	<b>10,740,100</b>		<b>10,740,100</b>
<b>Ending Balance December 31, 2010</b>	<b>\$8,254,434</b>	<b>\$7,392,243</b>	<b>\$15,646,677</b>

<b>WSDOT Report - 2011</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2011</b>	<b>\$8,254,434</b>	<b>\$7,392,243</b>	<b>\$15,646,677</b>
<b>Revenues</b>			
Sales Tax	28,414,913		28,414,913
Motor Vehicle Excise Tax			-
Farebox	4,352,831		4,352,831
Sales Tax Equalization			
Federal Operating Grants	2,552,260		2,552,260
State Operating Grants	480,000		
Other	401,096		401,096
Contribution To Accounts	(445,732)	445,732	-
<b>Total Available</b>	<b>44,009,802</b>	<b>7,837,975</b>	<b>51,847,777</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,304,069		1,304,069
Vanpool/Rideshare System Expansion			-
Fixed Route P&M	23,593,305		23,593,305
Fixed Route System Expansion	337,312		337,312
Paratransit ADA P&M	6,066,314		6,066,314
Paratransit ADA System Expansion			-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	50,900		50,900
Annual Depreciation	2,524,530		2,524,530
Contribution To Accounts			-
<b>Total Expenses</b>	<b>33,876,430</b>	<b>-</b>	<b>33,876,430</b>
<b>Add Back Depreciation</b>	<b>2,524,530</b>		<b>2,524,530</b>
<b>Net Cash Available</b>	<b>12,657,902</b>		<b>12,657,902</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	1,212,750		1,212,750
State Capital Grants	2,098,650		2,098,650
<b>Total Capital Revenue</b>	<b>3,311,400</b>	<b>-</b>	<b>3,311,400</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	1,194,335		1,194,335
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	998,000		998,000
Replace Vanpool Vans -	1,245,500		1,245,500
Replace Staff Vehicles	66,700		66,700
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van			-
Land, Buildings, and Improvements	6,360,865		6,360,865
<b>Total Capital Expenses</b>	<b>9,865,400</b>		<b>9,865,400</b>
<b>Ending Balance December 31, 2011</b>	<b>\$6,103,902</b>	<b>\$7,837,975</b>	<b>\$13,941,877</b>

<b>WSDOT Report - 2012</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2012</b>	<b>\$6,103,902</b>	<b>\$7,837,975</b>	<b>\$13,941,877</b>
<b>Revenues</b>			
Sales Tax	29,409,435		29,409,435
Motor Vehicle Excise Tax			-
Farebox	4,527,457		4,527,457
Sales Tax Equalization			
Federal Operating Grants	2,707,693		2,707,693
State Operating Grants	480,000		
Other	273,231		273,231
Contribution To Accounts	(470,991)	470,991	-
<b>Total Available</b>	<b>43,030,727</b>	<b>8,308,966</b>	<b>51,339,693</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,375,283		1,375,283
Vanpool/Rideshare System Expansion	-		-
Fixed Route P&M	25,412,950		25,412,950
Fixed Route System Expansion			-
Paratransit ADA P&M	6,395,207		6,395,207
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	52,427		52,427
Annual Depreciation	2,600,266		2,600,266
Contribution To Accounts			-
<b>Total Expenses</b>	<b>35,836,132</b>	<b>-</b>	<b>35,836,132</b>
<b>Add Back Depreciation</b>	<b>2,600,266</b>		<b>2,600,266</b>
<b>Net Cash Available</b>	<b>9,794,860</b>		<b>9,794,860</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	11,341,815		11,341,815
State Capital Grants	4,566,583		4,566,583
<b>Total Capital Revenue</b>	<b>15,908,398</b>	<b>-</b>	<b>15,908,398</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	442,700		442,700
Replace Coaches -	4,177,269		4,177,269
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	623,851		623,851
Replace Vanpool Vans -	987,390		987,390
Replace Staff Vehicles	29,000		29,000
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	109,710		109,710
Land, Buildings, and Improvements	17,121,115		17,121,115
<b>Total Capital Expenses</b>	<b>23,491,034</b>		<b>23,491,034</b>
<b>Ending Balance December 31, 2012</b>	<b>\$2,212,224</b>	<b>\$8,308,966</b>	<b>\$10,521,190</b>

<b>WSDOT Report - 2013</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2013</b>	<b>\$2,212,224</b>	<b>\$8,308,966</b>	<b>\$10,521,190</b>
<b>Revenues</b>			
Sales Tax	30,438,765		30,438,765
Motor Vehicle Excise Tax			-
Farebox	4,709,309		4,709,309
Sales Tax Equalization			
Federal Operating Grants	2,788,924		2,788,924
State Operating Grants	480,000		
Other	444,835		444,835
Contribution To Accounts	(433,338)	433,338	-
<b>Total Available</b>	<b>40,640,719</b>	<b>8,742,304</b>	<b>49,383,023</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,423,417		1,423,417
Vanpool/Rideshare System Expansion	-		-
Fixed Route P&M	26,872,760		26,872,760
Fixed Route System Expansion			-
Paratransit ADA P&M	6,619,039		6,619,039
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	54,000		54,000
Annual Depreciation	2,600,266		2,600,266
Contribution To Accounts			-
<b>Total Expenses</b>	<b>37,569,482</b>	<b>-</b>	<b>37,569,482</b>
<b>Add Back Depreciation</b>	<b>2,600,266</b>		<b>2,600,266</b>
<b>Net Cash Available</b>	<b>5,671,504</b>		<b>5,671,504</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	8,040,000		8,040,000
State Capital Grants	3,437,884		3,437,884
<b>Total Capital Revenue</b>	<b>11,477,884</b>	<b>-</b>	<b>11,477,884</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	492,500		492,500
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	237,574		237,574
Replace Vanpool Vans -	1,249,048		1,249,048
Replace Staff Vehicles	67,800		67,800
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	454,199		454,199
Land, Buildings, and Improvements	13,100,000		13,100,000
<b>Total Capital Expenses</b>	<b>15,601,122</b>		<b>15,601,122</b>
<b>Ending Balance December 31, 2013</b>	<b>\$1,548,265</b>	<b>\$8,742,304</b>	<b>\$10,290,569</b>

<b>WSDOT Report - 2014</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2014</b>	<b>\$1,548,265</b>	<b>\$8,742,304</b>	<b>\$10,290,569</b>
<b>Revenues</b>			
Sales Tax	31,504,122		31,504,122
Motor Vehicle Excise Tax			-
Farebox	4,898,695		4,898,695
Sales Tax Equalization			
Federal Operating Grants	2,872,591		2,872,591
State Operating Grants	480,000		
Other	441,975		441,975
Contribution To Accounts	(480,155)	480,155	-
<b>Total Available</b>	<b>41,265,494</b>	<b>9,222,459</b>	<b>50,487,953</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,473,237		1,473,237
Vanpool/Rideshare System Expansion	-		-
Fixed Route P&M	28,510,276		28,510,276
Fixed Route System Expansion			-
Paratransit ADA P&M	6,850,705		6,850,705
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	55,620		55,620
Annual Depreciation	2,600,266		2,600,266
Contribution To Accounts			-
<b>Total Expenses</b>	<b>39,490,104</b>	<b>-</b>	<b>39,490,104</b>
<b>Add Back Depreciation</b>	<b>2,600,266</b>		<b>2,600,266</b>
<b>Net Cash Available</b>	<b>4,375,656</b>		<b>4,375,656</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	4,791,533		4,791,533
State Capital Grants	2,316,531		2,316,531
<b>Total Capital Revenue</b>	<b>7,108,065</b>	<b>-</b>	<b>7,108,065</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	249,000		249,000
Replace Coaches -	5,965,667		5,965,667
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	547,063		547,063
Replace Vanpool Vans -	1,380,908		1,380,908
Replace Staff Vehicles	115,300		115,300
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	470,096		470,096
Land, Buildings, and Improvements	1,600,000		1,600,000
<b>Total Capital Expenses</b>	<b>10,328,034</b>		<b>10,328,034</b>
<b>Ending Balance December 31, 2014</b>	<b>\$1,155,686</b>	<b>\$9,222,459</b>	<b>\$10,378,146</b>

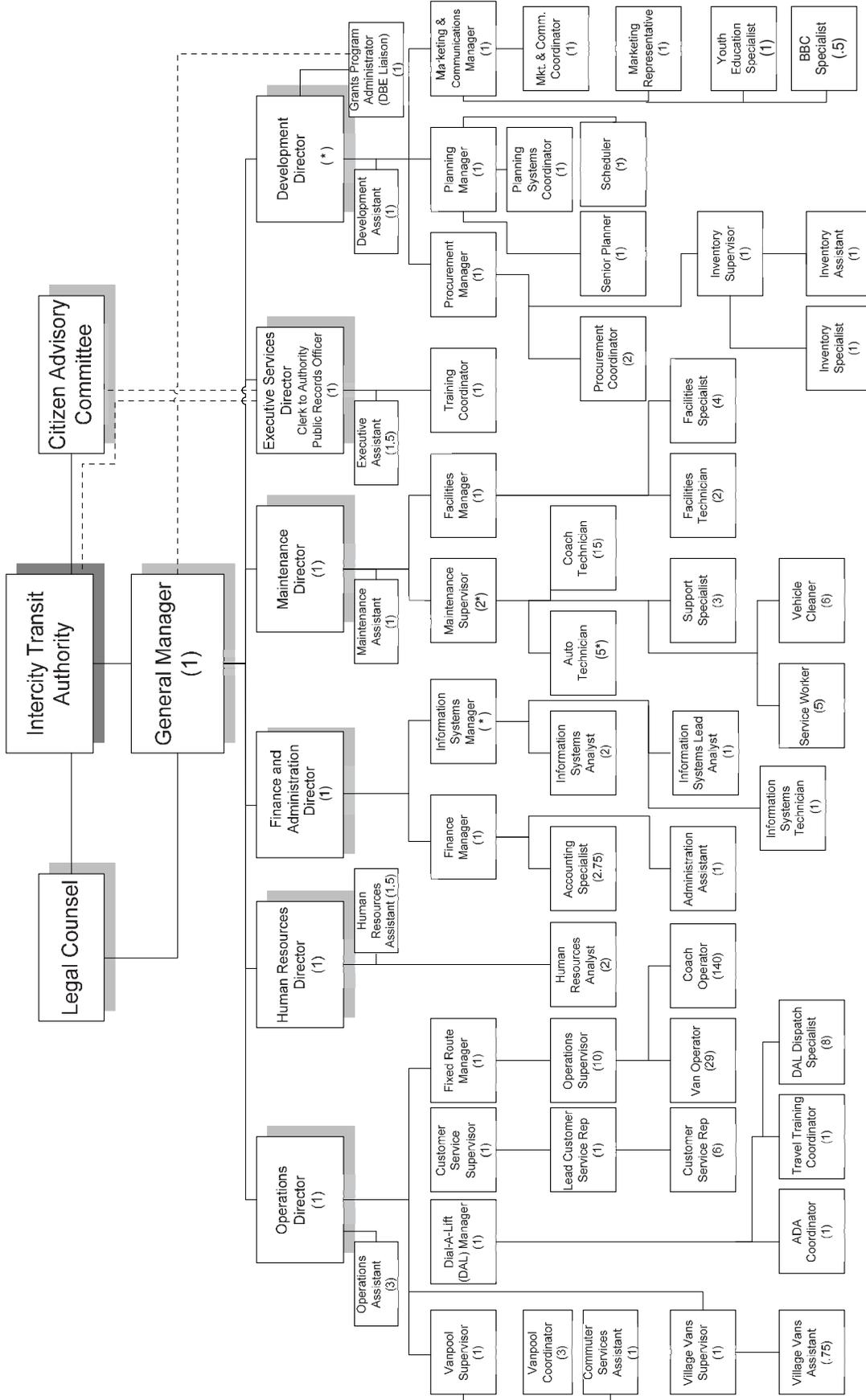
<b>WSDOT Report - 2015</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2015</b>	<b>\$1,155,686</b>	<b>\$9,222,459</b>	<b>\$10,378,146</b>
<b>Revenues</b>			
Sales Tax	32,606,766		32,606,766
Motor Vehicle Excise Tax			-
Farebox	5,095,938		5,095,938
Sales Tax Equalization			
Federal Operating Grants	2,958,769		2,958,769
State Operating Grants	480,000		
Other	453,114		453,114
Contribution To Accounts	(509,625)	509,625	-
<b>Total Available</b>	<b>42,240,649</b>	<b>9,732,084</b>	<b>51,972,734</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,524,800		1,524,800
Vanpool/Rideshare System Expansion	-		-
Fixed Route P&M	30,255,770		30,255,770
Fixed Route System Expansion			-
Paratransit ADA P&M	7,090,480		7,090,480
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	57,288		57,288
Annual Depreciation	2,600,266		2,600,266
Contribution To Accounts			-
<b>Total Expenses</b>	<b>41,528,604</b>	<b>-</b>	<b>41,528,604</b>
<b>Add Back Depreciation</b>	<b>2,600,266</b>		<b>2,600,266</b>
<b>Net Cash Available</b>	<b>3,312,311</b>		<b>3,312,311</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	-		-
State Capital Grants	1,123,450		1,123,450
<b>Total Capital Revenue</b>	<b>1,123,450</b>	<b>-</b>	<b>1,123,450</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	633,000		633,000
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	763,486		763,486
Replace Vanpool Vans -	1,368,421		1,368,421
Replace Staff Vehicles	68,900		68,900
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	486,550		486,550
Land, Buildings, and Improvements			-
<b>Total Capital Expenses</b>	<b>3,320,357</b>		<b>3,320,357</b>
<b>Ending Balance December 31, 2015</b>	<b>\$1,115,404</b>	<b>\$9,732,084</b>	<b>\$10,847,489</b>

<b>WSDOT Report - 2016</b>	<b>General Fund</b>	<b>Working Capital</b>	<b>Total</b>
<b>Beginning Balance January 1, 2016</b>	<b>\$1,115,404</b>	<b>\$9,732,084</b>	<b>\$10,847,489</b>
<b>Revenues</b>			
Sales Tax	33,748,003		33,748,003
Motor Vehicle Excise Tax			-
Farebox	5,301,374		5,301,374
Sales Tax Equalization			
Federal Operating Grants	3,047,532		3,047,532
State Operating Grants	480,000		
Other	483,482		483,482
Contribution To Accounts	(519,526)	519,526	-
<b>Total Available</b>	<b>43,656,270</b>	<b>10,251,610</b>	<b>53,907,880</b>
<b>Operating Expenses</b>			
Vanpool/Rideshare P&M	1,578,168		1,578,168
Vanpool/Rideshare System Expansion	-		-
Fixed Route P&M	32,030,618		32,030,618
Fixed Route System Expansion			-
Paratransit ADA P&M	7,338,647		7,338,647
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	59,007		59,007
Annual Depreciation	2,600,266		2,600,266
Contribution To Accounts			-
<b>Total Expenses</b>	<b>43,606,706</b>	<b>-</b>	<b>43,606,706</b>
<b>Add Back Depreciation</b>	<b>2,600,266</b>		<b>2,600,266</b>
<b>Net Cash Available</b>	<b>2,649,830</b>		<b>2,649,830</b>
<b>Capital</b>			
<b>Capital Revenue</b>			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	-		-
State Capital Grants	531,547		531,547
<b>Total Capital Revenue</b>	<b>531,547</b>	<b>-</b>	<b>531,547</b>
<b>Capital Expenses</b>			
System P&M			
Equipment & Furnishings	574,500		574,500
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	263,403		263,403
Replace Vanpool Vans -	157,368		157,368
Replace Staff Vehicles	37,600		37,600
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	503,579		503,579
Land, Buildings, and Improvements			-
<b>Total Capital Expenses</b>	<b>1,536,450</b>		<b>1,536,450</b>
<b>Ending Balance December 31, 2016</b>	<b>\$1,644,927</b>	<b>\$10,251,610</b>	<b>\$11,896,537</b>

## Appendix

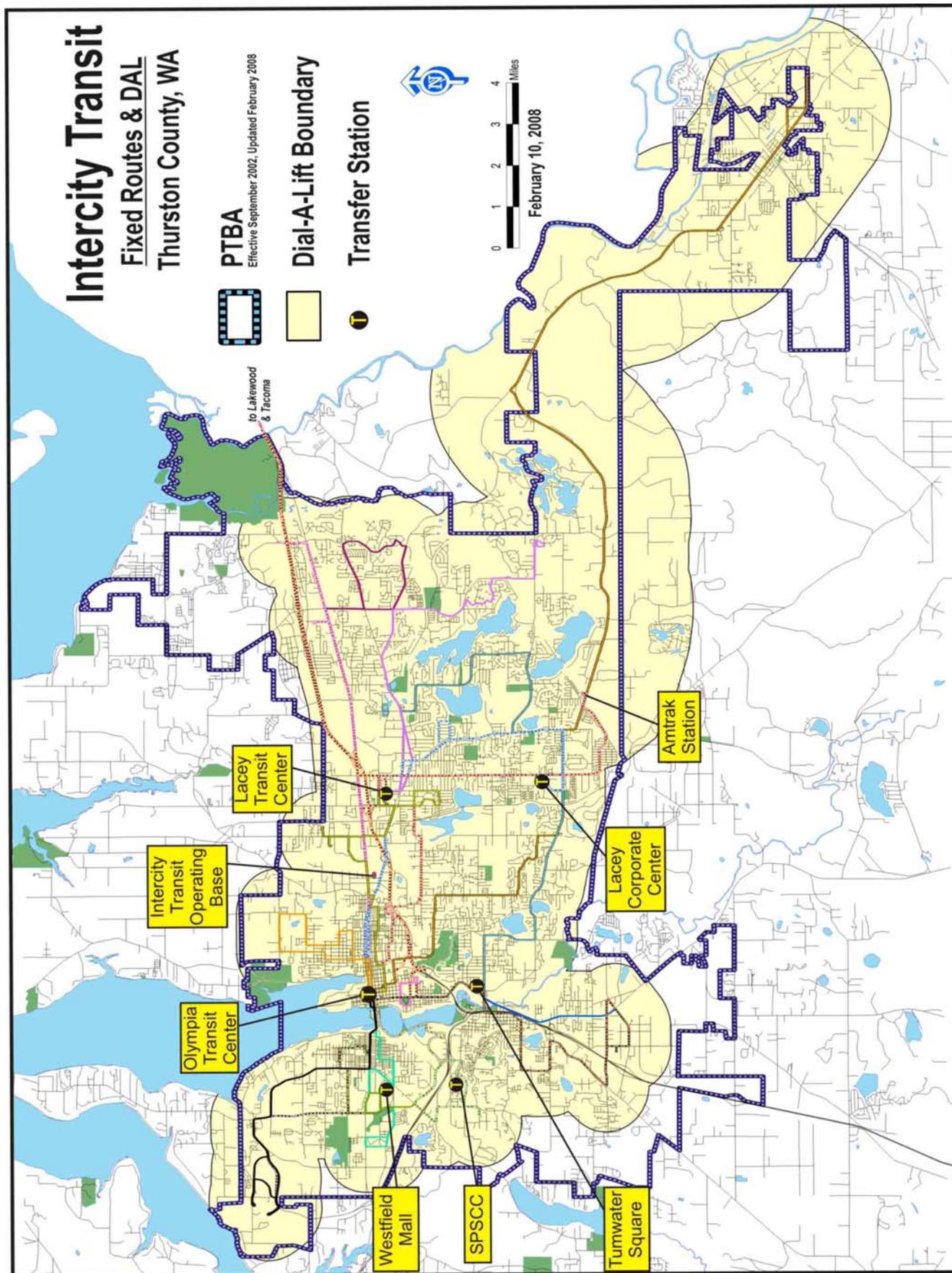
Appendix A:	Organizational Chart
Appendix B:	System Map and Service Boundary Map
Appendix C:	Public Management System (WSDOT forms)
Appendix D:	Operating Data

# Appendix A



Total Employees: 290\*  
December 2010

\*4 FTE positions not filled during 2010 due to budget constraints.



## **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 2010**

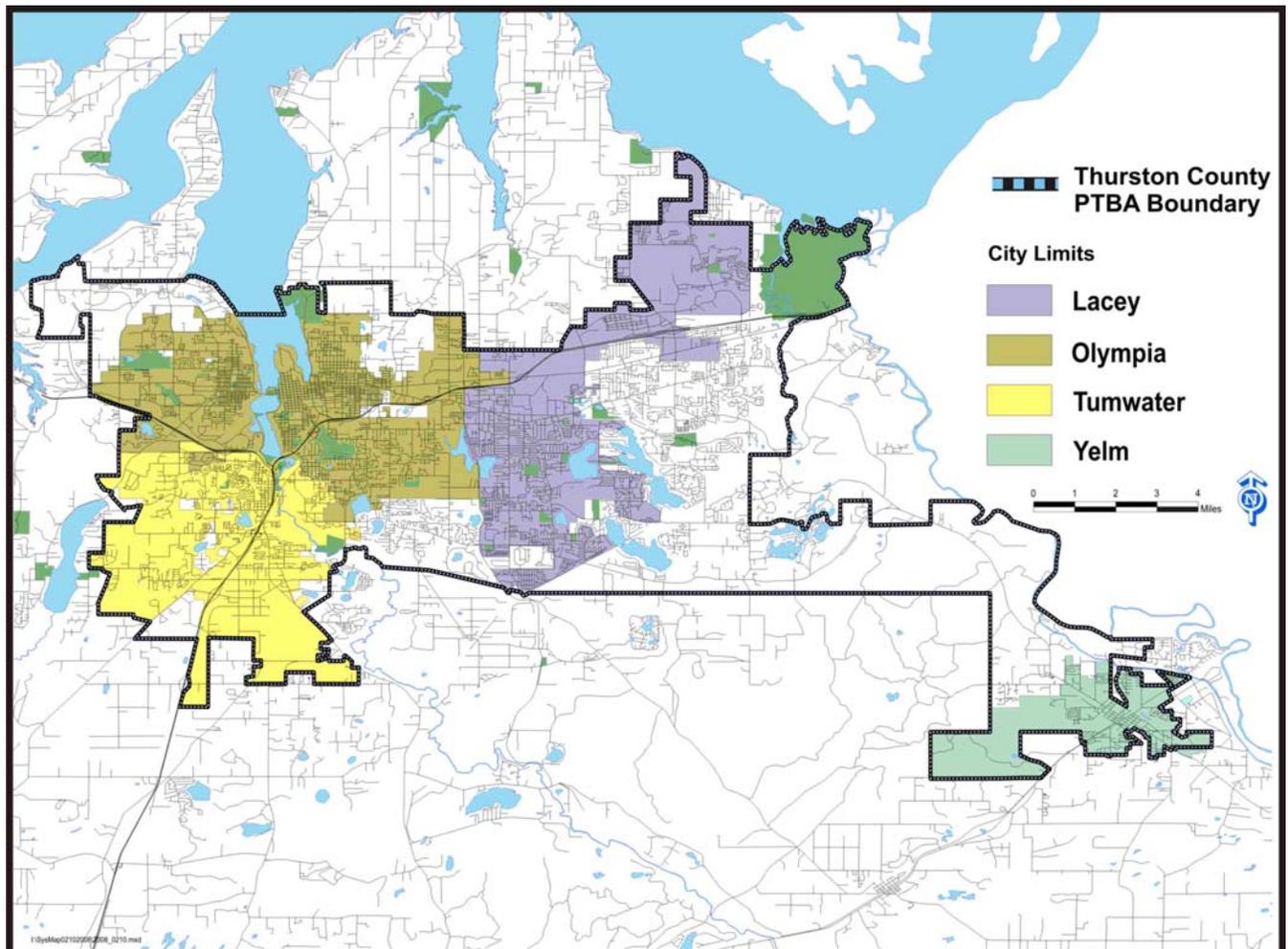
Fixed route bus service was available weekdays on 22 routes with 17 routes operating Saturdays 14 routes on Sundays, including Dial-A-Lift (paratransit) service. Bus fleet is ADA accessible and all fixed route vehicles have bike racks:

- Twenty local routes serving the greater Olympia/Lacey/Tumwater/Yelm area. Connections to Pierce, Grays Harbor and Mason Transit systems, and regional connections to Amtrak and Greyhound service are also available.
- Two inter-county routes providing Express service between Thurston County and Lakewood and Tacoma in Pierce County with connections to Sound Transit bus and rail service.

## **Intercity Transit Service Boundary**

**Approved April 2002, Implemented September 2002,**

**Updated with City Annexations: 2005 - 08**



Appendix C

## **Public Management System**

**Public Transportation Management System  
Owned Rolling Stock Inventory**

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

**Agency/Organization:** Intercity Transit  
**Date:** 2/19/2011

*Signature and Title*

	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)
1	2004/Eldorado/Aerotech	11	1FDXE45P24HA86167	100	177,133	40	6	1	\$73,800	yes	12	BD	no
2	2004/Eldorado/Aerotech	11	1FDXE45P24HA86168	101	176,920	40	6	1	\$73,800	yes	12	BD	no
3	2004/Eldorado/Aerotech	11	1FDXE45P44HA86169	102	200,877	40	6	1	\$73,800	yes	12	BD	no
4	2004/Eldorado/Aerotech	11	1FDXE45P24HA86170	103	217,947	40	6	1	\$73,800	yes	12	BD	no
5	2004/Eldorado/Aerotech	11	1FDXE45P44HA86171	104	229,076	40	6	1	\$73,800	yes	12	BD	no
6	2004/Eldorado/Aerotech	11	1FDXE45P64HA86172	105	180,295	40	6	1	\$73,800	yes	12	BD	no
7	2004/Eldorado/Aerotech	11	1FDXE45P84HA86173	106	177,743	40	6	1	\$73,800	yes	12	BD	no
8	2004/Eldorado/Aerotech	11	1FDXE45P44HA86174	107	192,192	40	6	1	\$73,800	yes	12	BD	no
9	2006/Eldorado/Aerotech	11	1FDXE45P76HA36268	110	130,411	60	4	3	\$73,800	yes	12	BD	no
10	2006/Eldorado/Aerotech	11	1FDXE45P96HA36269	111	139,692	60	4	3	\$73,800	yes	12	BD	no
11	2007/Eldorado/Aerotech	11	1FDXE45P96DA96141	120	94,915	70	3	4	\$73,800	yes	12	BD	no
12	2007/Eldorado/Aerotech	11	1FDXE45P16DDB13420	121	98,884	70	3	4	\$73,800	yes	12	BD	no
13	2007/Eldorado/Aerotech	11	1FDXE45P96DDB20874	122	96,448	70	3	4	\$73,800	yes	12	BD	no
14	2008/Eldorado/Aerotech	11	1FDAE45P68DA39644	130	88,796	80	2	5	\$73,800	yes	12	BD	no
15	2008/Eldorado/Aerotech	11	1FDAE45P88DA39645	131	87,453	80	2	5	\$73,800	yes	12	BD	no
16	2008/Eldorado/Aerotech	11	1FDAE45P8XDA39646	132	114,574	80	2	5	\$73,800	yes	12	BD	no
17	2008/Eldorado/Aerotech	11	1FDAE45P18DA39647	133	112,610	80	2	5	\$73,800	yes	12	BD	no
18	2008/Eldorado/Aerotech	11	1FDAE45P38DA39648	134	81,690	80	2	5	\$73,800	yes	12	BD	no
19	2009/Eldorado/Aerotech	11	1FDXE45P99DA72356	140	39,040	90	1	6	\$73,800	yes	12	BD	no
20	2009/Eldorado/Aerotech	11	1FDE45P09DA72357	141	32,952	90	1	6	\$73,800	yes	12	BD	no
21	2002/Eldorado/Aerotech	11	1FDXE45F62HB59223	280	207,998	10	8	0	\$73,800	yes	12	BD	no
22	2002/Eldorado/Aerotech	11	1FDXE45F82HB59224	281	178,044	20	8	0	\$73,800	yes	12	BD	no
23	2002/Eldorado/Aerotech	11	1FDXE45F2HB59225	282	194,268	20	8	0	\$73,800	yes	12	BD	no
24	2002/Eldorado/Aerotech	11	1FDXE45F12HB59226	283	221,102	20	8	0	\$73,800	yes	12	BD	no
25	2002/Eldorado/Aerotech	11	1FDXE45F32HB59227	284	235,095	20	8	0	\$73,800	yes	12	BD	no
26	2002/Eldorado/Aerotech	11	1FDXE45F52HB59228	285	157,736	20	8	0	\$73,800	yes	12	BD	no
27	2002/Eldorado/Aerotech	11	1FDXE45F72HB59229	286	200,105	20	8	0	\$73,800	yes	12	BD	no
28	2002/Eldorado/Aerotech	11	1FDXE45F32HB59230	287	133,890	20	8	0	\$73,800	yes	12	BD	no
29	2002/Eldorado/Aerotech	11	1FDXE45F52HB59231	288	209,191	20	8	0	\$73,800	yes	12	BD	no
30	2004/Eldorado/Aerotech	11	1FDXE45F03HB94602	290	172,838	30	6	1	\$73,800	yes	12	BD	no
31	2004/Eldorado/Aerotech	11	1FDXE45F43HB94604	291	185,812	30	6	1	\$73,800	yes	12	BD	no
32	2004/Eldorado/Aerotech	11	1FDXE45F63HB94605	292	196,198	30	6	1	\$73,800	yes	12	BD	no
33	2004/Eldorado/Aerotech	11	1FDXE45F83HB94606	293	191,586	30	6	1	\$73,800	yes	12	BD	no
34	2010/Gillig Hybrid	10	15GGD3013A1177058	400	20,622	100	0	14	\$630,700	yes	38	DE	no
35	2010/Gillig Hybrid	10	15GGD3013A1177059	401	17,415	100	0	14	\$630,700	yes	38	DE	no
36	2010/Gillig Hybrid	10	15GGD3013A1177060	402	25,981	100	0	14	\$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	15GGD3011A177061	403	18,199	100	0	14	\$630,700	yes	38	DE	no
38	2010/Gillig Hybrid	10	15GGD3013A177062	404	18,727	100	0	14	\$630,700	yes	38	DE	no
39	2010/Gillig Hybrid	10	15GGD3015A177063	405	17,762	100	0	14	\$630,700	yes	38	DE	no
40	1996/Gillig/Phantom	2	15GCB2012T1087225	801	607,415	10	14	0	\$323,000	yes	37	BD	no
41	1996/Gillig/Phantom	2	15GCB2014T1087226	802	615,979	10	14	0	\$323,000	yes	37	BD	no
42	1996/Gillig/Phantom	2	15GCB2016T1087227	803	588,732	10	14	0	\$323,000	yes	37	BD	no
43	1996/Gillig/Phantom	2	15GCB2018T1087228	804	624,844	10	14	0	\$323,000	yes	37	BD	no
44	1996/Gillig/Phantom	2	15GDD201XT1087229	805	588,240	10	14	0	\$323,000	yes	37	BD	no
45	1996/Gillig/Phantom	2	15GCB2016T1087230	806	563,806	10	14	0	\$323,000	yes	37	BD	no
46	1996/Gillig/Phantom	1	15GDD201XT1087231	807	563,626	10	14	0	\$323,000	yes	44	BD	no
47	1996/Gillig/Phantom	1	15GCB2011T1087232	808	635,684	10	14	0	\$323,000	yes	44	BD	no
48	1998/Gillig/Lowfloor	1	15GGD1818W1070170	901	610,968	10	12	2	\$323,000	yes	38	BD	no
49	1998/Gillig/Lowfloor	1	15GGD181XW1070171	902	535,494	10	12	2	\$323,000	yes	38	BD	no
50	1998/Gillig/Lowfloor	1	15GGD1811W1070172	903	567,263	10	12	2	\$323,000	yes	38	BD	no
51	1998/Gillig/Lowfloor	1	15GGD1813W1070173	904	605,639	10	12	2	\$323,000	yes	38	BD	no
52	1998/Gillig/Lowfloor	1	15GGD1815W1070174	905	614,483	10	12	2	\$323,000	yes	38	BD	no
53	1998/Gillig/Lowfloor	1	15GGD1817W1070175	906	579,687	10	12	2	\$323,000	yes	38	BD	no
54	1998/Gillig/Lowfloor	1	15GGD1819W1070176	907	598,644	10	12	2	\$323,000	yes	38	BD	no
55	1998/Gillig/Lowfloor	1	15GGD1810W1070177	908	577,987	10	12	2	\$323,000	yes	38	BD	no
56	1998/Gillig/Lowfloor	1	15GGD1812W1070178	909	620,460	10	12	2	\$323,000	yes	38	BD	no
57	1998/Gillig/Lowfloor	1	15GGD1814W1070179	910	636,833	10	12	2	\$323,000	yes	38	BD	no
58	1998/Gillig/Lowfloor	1	15GGD1810W1070180	911	703,293	10	12	2	\$323,000	yes	38	BD	no
59	1998/Gillig/Lowfloor	1	15GGD1812W1070181	912	574,063	10	12	2	\$323,000	yes	38	BD	no
60	2004/Gillig/Lowfloor	2	15GGB201241070833	920	360,584	40	6	8	\$323,000	yes	31	BD	no
61	2004/Gillig/Lowfloor	2	15GGB201441070834	921	362,270	40	6	8	\$323,000	yes	31	BD	no
62	2004/Gillig/Lowfloor	2	15GGB201641070835	922	310,951	40	6	8	\$323,000	yes	31	BD	no
63	2004/Gillig/Lowfloor	2	15GGB201841070836	923	303,185	40	6	8	\$323,000	yes	31	BD	no
64	2004/Gillig/Lowfloor	2	15GGB201X41070837	924	258,386	40	6	8	\$323,000	yes	31	BD	no
65	2004/Gillig/Lowfloor	2	15GGB201141070838	925	287,488	40	6	8	\$323,000	yes	31	BD	no
66	2004/Gillig/Lowfloor	2	15GGB201341070839	926	336,789	40	6	8	\$323,000	yes	31	BD	no
67	2004/Gillig/Lowfloor	2	15GGB201131070840	927	323,156	40	6	8	\$323,000	yes	31	BD	no
68	2005/Gillig/Lowfloor	2	15GGB291151075106	930	315,641	50	5	9	\$323,000	yes	32	BD	no
69	2005/Gillig/Lowfloor	2	15GGB291351075107	931	325,792	50	5	9	\$323,000	yes	32	BD	no
70	2005/Gillig/Lowfloor	2	15GGB291551075108	932	331,501	50	5	9	\$323,000	yes	32	BD	no
71	2005/Gillig/Lowfloor	2	15GGV291751075109	933	290,274	50	5	9	\$323,000	yes	32	BD	no
72	2005/Gillig/Lowfloor	2	15GGB291951075256	934	301,086	50	5	9	\$323,000	yes	32	BD	no
73	2005/Gillig/Lowfloor	2	1555B291951075257	935	351,755	50	5	9	\$323,000	yes	32	BD	no
74	2005/Gillig/Lowfloor	2	15GGB291951075258	936	275,615	50	5	9	\$323,000	yes	32	BD	no
75	2005/Gillig/Lowfloor	2	15GGB291951075259	937	278,352	50	5	9	\$323,000	yes	32	BD	no
76	2005/Gillig/Lowfloor	2	15GGB291651076509	940	261,114	50	5	9	\$323,000	yes	32	BD	no
77	2005/Gillig/Lowfloor	2	15GGB291251076510	941	228,278	50	5	9	\$323,000	yes	32	BD	no
78	2005/Gillig/Lowfloor	2	15GGB291451076511	942	221,021	50	5	9	\$323,000	yes	32	BD	no
79	2005/Gillig/Lowfloor	2	15ggb291651076512	943	200,865	50	5	9	\$323,000	yes	32	BD	no
80	2005/Gillig/Lowfloor	2	15GGB291851076513	944	240,467	50	5	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)
81	2005/Gillig/Lowfloor	3	15GGE291451091095	950	86,532	50	5	9	\$300,000	yes	22	BD	no
82	2005/Gillig/Lowfloor	3	15GGE291651091096	951	103,110	50	5	9	\$300,000	yes	22	BD	no
83	2005/Gillig/Lowfloor	3	15GGE291851091097	952	107,193	50	5	9	\$300,000	yes	22	BD	no
84	2005/Gillig/Lowfloor	3	15GGE291X51091098	953	81,161	50	5	9	\$300,000	yes	22	BD	no
85	2007 Gillig/Lowfloor	2	15GGD271871077683	960	49,692	70	3	11	\$323,000	yes	32	BD	no
86	2007 Gillig/Lowfloor	2	15GGB271X71077684	961	45,688	70	3	11	\$323,000	yes	32	BD	no
87	2007 Gillig/Lowfloor	2	15GGB271171077685	962	52,170	70	3	11	\$323,000	yes	32	BD	no
88	2007 Gillig/Lowfloor	2	15GGB271371077686	963	48,139	70	3	11	\$323,000	yes	32	BD	no
89	2007 Gillig/Lowfloor	2	15GGB271571077687	964	46,420	70	3	11	\$323,000	yes	32	BD	no
90	2007 Gillig/Lowfloor	3	15GGE271471091376	970	99,314	70	3	11	\$300,000	yes	22	BD	no
91	2007 Gillig/Lowfloor	3	15GGE271671091377	971	96,887	70	3	11	\$300,000	yes	22	BD	no
92	2007 Gillig/Lowfloor	3	15GGE271871091378	972	138,177	70	3	11	\$300,000	yes	22	BD	no
93	2007 Gillig/Lowfloor	3	15GGE271X71091379	973	79,208	70	3	11	\$300,000	yes	22	BD	no
94	2007 Gillig/Lowfloor	3	15GGE271671091380	974	104,436	70	3	11	\$300,000	yes	22	BD	no
95	2007 Gillig/Lowfloor	3	15GGE271871091381	975	80,970	70	3	11	\$300,000	yes	22	BD	no
96	2007 Gillig/Lowfloor	3	15GGE271X71091382	976	95,467	70	3	11	\$300,000	yes	22	BD	no
97	2007 Gillig/Lowfloor	3	15GGE271171091383	977	99,456	70	3	11	\$300,000	yes	22	BD	no
98	2007 Gillig/Lowfloor	2	15GGB271571078385	980	144,274	70	3	11	\$323,000	yes	32	BD	no
99	2007 Gillig/Lowfloor	2	15GGB27177078386	981	152,339	70	3	11	\$323,000	yes	32	BD	no
100	2007 Gillig/Lowfloor	2	15GGB27191078387	982	151,849	70	3	11	\$323,000	yes	32	BD	no
101	2007 Gillig/Lowfloor	2	15GGB271071078388	983	137,938	70	3	11	\$323,000	yes	32	BD	no
102	2007 Gillig/Lowfloor	2	15GGB271271078389	984	151,147	70	3	11	\$323,000	yes	32	BD	no
103	2007 Gillig/Lowfloor	2	15GGD271671078390	990	179,997	70	3	11	\$323,000	yes	32	BD	no
104	2007 Gillig/Lowfloor	2	15GGD271871078391	991	177,234	70	3	11	\$323,000	yes	32	BD	no
105	2007 Gillig/Lowfloor	2	15GGD271X71078392	992	169,786	70	3	11	\$323,000	yes	32	BD	no
106	2007 Gillig/Lowfloor	2	15GGD271171078393	993	150,769	70	3	11	\$323,000	yes	32	BD	no
107	2007 Gillig/Lowfloor	2	15GGD271371078394	994	203,477	70	3	11	\$323,000	yes	32	BD	no
108	2005/Chevrolet/Astro	13	1GNDM19X05B124848	1500		50	5	1	\$23,195	no	8	GA	no
109	2005/Chevrolet/Astro	13	1GNDM19X75B124863	1501	77,560	50	5	1	\$23,195	no	8	GA	yes
110	2005/Chevrolet/Astro	13	1GNDM19X85B124905	1502	99,410	50	5	1	\$23,195	no	8	GA	no
111	2005/Chevrolet/Astro	13	1GNDM19X05B124994	1504	83,789	50	5	1	\$23,195	no	8	GA	no
112	2005/Chevrolet/Astro	13	1GNDM19X35B124908	1505	101,244	50	5	1	\$23,195	no	8	GA	no
113	2005/Chevrolet/Astro	13	1GNDM19X55B125218	1507	61,587	50	5	1	\$23,195	no	8	GA	no
114	2005/Chevrolet/Astro	13	1GNDM19X95B125237	1508	82,282	50	5	1	\$23,195	no	8	GA	no
115	2005/Chevrolet/Astro	13	1GNDM19X35B125427	1509	64,766	50	5	1	\$23,195	no	8	GA	no
116	2005/Chevrolet/Astro	13	1GNDM19X95B125559	1510	68,716	50	5	1	\$23,195	no	8	GA	yes
117	2005/Chevrolet/Astro	13	1GNDM19XX5B125599	1511	62,304	50	5	1	\$23,195	no	8	GA	yes
118	2005/Chevrolet/Astro	13	1GNDM19X35B125699	1512	40,011	50	5	1	\$23,195	no	8	GA	no
119	2005/Chevrolet/Astro	13	1GNDM19X65B125633	1513	36,975	50	5	1	\$23,195	no	8	GA	yes
120	2005/Chevrolet/Astro	13	1GNDM19X55B125526	1514	89,454	50	5	1	\$23,195	no	8	GA	yes
121	2005/Chevrolet/Astro	13	1GNDM19X45B125100	1515	91,700	50	5	1	\$23,195	no	8	GA	yes
122	2005/Chevrolet/Astro	13	1GNDM19X65B125700	1516	50,281	50	5	1	\$23,195	no	8	GA	yes
123	2005/Chevrolet/Astro	13	1GNDM19X65B125650	1517	88,972	50	5	1	\$23,195	no	8	GA	yes
124	2005/Chevrolet/Astro	13	1GNDM19X55B125297	1518	56,229	50	5	1	\$23,195	no	8	GA	yes
125	2005/Chevrolet/Astro	13	1GNDM19X85B125276	1519	109,801	50	5	1	\$23,195	no	8	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)
126	2005/Chevrolet/Astro	13	1GNDM19X25B125693	1521	42,712	50	5	1	\$23,195	no	8	GA	yes
127	2005/Chevrolet/Astro	13	1GNDM19X45B125646	1523	92,277	50	5	1	\$23,195	no	8	GA	yes
128	2006 Dodge Caravan	13	1D8G24RX6B6637751	1530	63,194	60	4	2	\$18,680	no	7	GA	yes
129	2006 Dodge Caravan	13	1D8GP12R16B637752	1531	60,061	60	4	2	\$18,680	no	7	GA	yes
130	2004/Ford/E350	13	1FTSE34L54HB35935	1576	31,876	40	6	0	\$38,000	yes	9	GA	no
131	2001/GMC/Safari	13	1GKEL19W11B519823	1672	102,181	0	9	0	\$23,195	no	8	GA	no
132	2002/Chevrolet/Astro	13	1GNDM19X92B145113	1698	81,530	20	8	0	\$23,195	no	8	GA	no
133	2002/Chevrolet/Astro	13	1GNDM19X42B144550	1699	64,956	20	8	0	\$23,195	no	8	GA	no
134	2002/Chevrolet/Express	13	1GAHG38R221236131	1700	101,276	20	8	0	\$23,195	no	12	GA	no
135	2002/Chevrolet/Express	13	1GAHG38R121235763	1701	89,191	20	8	0	\$23,195	no	12	GA	no
136	2002/Chevrolet/Express	13	1GAHG38R721235444	1702	95,801	20	8	0	\$23,195	no	12	GA	no
137	2002/Chevrolet/Express	13	1GAHG38R221234718	1703	99,784	20	8	0	\$23,195	no	12	GA	no
138	2003/Ford/Clubwagon	13	1FBNE31L93HB42715	1722	100,277	20	7	0	\$23,195	no	12	GA	no
139	2003/Ford/Clubwagon	13	1FBNE31L23HB42717	1725	122,983	20	7	0	\$23,195	no	12	GA	no
140	2003/Ford/Clubwagon	13	1FBNE31L33HB42712	1726	107,934	20	7	0	\$23,195	no	12	GA	no
141	2003/Chevrolet/Astro	13	1GNDM19X33B146128	1734	103,467	20	7	0	\$23,195	no	8	GA	no
142	2003/Chevrolet/Astro	13	1GNDM19X83B146092	1736	103,928	20	7	0	\$23,195	no	8	GA	no
143	2003/Chevrolet/Astro	13	1GNDM19X53B146101	1737	97,917	20	7	0	\$23,195	no	8	GA	no
144	2003/Chevrolet/Astro	13	1GNDM19X83B146237	1739	87,250	20	7	0	\$23,195	no	8	GA	no
145	2004/Chevrolet/Astro	13	1GNEL19X04B127478	1753	95,470	40	6	0	\$23,195	no	8	GA	yes
146	2004/Chevrolet/Astro	13	1GNEL19X34B127622	1754	95,500	40	6	0	\$23,195	no	8	GA	yes
147	2004/Chevrolet/Astro	13	1GNEL19X44B128326	1755	84,826	40	6	0	\$23,195	no	8	GA	yes
148	2004/Chevrolet/Astro	13	1GNEL19X24B128423	1756	102,947	40	6	0	\$23,195	no	8	GA	no
149	2004/Chevrolet/Astro	13	1GNEL19XX4B128508	1757	106,618	40	6	0	\$23,195	no	8	GA	no
150	2004/Chevrolet/Astro	13	1GNEL19X24B128664	1758	88,615	40	6	0	\$23,195	no	8	GA	no
151	2004/Chevrolet/Astro	13	1GNEL19X24B128504	1759	56,077	40	6	0	\$23,195	no	8	GA	no
152	2004/Chevrolet/Astro	13	1GNEL10X94B128788	1760	86,715	40	6	0	\$23,195	no	8	GA	no
153	2004/Ford/Clubwagon	13	1FBNE31L64HB38591	1771	58,542	40	6	0	\$23,195	no	12	GA	yes
154	2004/Ford/Clubwagon	13	1FBNE31LX4HB38593	1773	79,970	40	6	0	\$23,195	no	12	GA	yes
155	2004/Ford/Clubwagon	13	1FBNE31L34HB38595	1775	56,345	40	6	0	\$23,195	no	12	GA	no
156	2004/Ford/Clubwagon	13	1FBNE31L74HB38597	1777	73,016	40	6	0	\$23,195	no	12	GA	no
157	2005/Ford/Clubwagon	13	1FBNE31L05HB38555	1780	98,537	50	5	1	\$23,195	no	12	GA	yes
158	2005/Ford/Clubwagon	13	1FBNE31L25HB38556	1781	50,194	50	5	1	\$23,195	no	12	GA	yes
159	2005/Ford/Clubwagon	13	1FBNE31L45HB38557	1782	119,910	50	5	1	\$23,195	no	12	GA	yes
160	2005/Ford/Clubwagon	13	1FBNE31L65HB38558	1783	77,277	50	5	1	\$23,195	no	12	GA	yes
161	2005/Ford/Clubwagon	13	1FBNE31L85HB38559	1784	52,867	50	5	1	\$23,195	no	12	GA	yes
162	2005/Ford/Clubwagon	13	1FBNE31L45HB38560	1785	120,058	50	5	1	\$23,195	no	12	GA	yes
163	2005/Ford/Clubwagon	13	1FBNE31L85HB38562	1786	81,466	50	5	1	\$23,195	no	12	GA	yes
164	2005/Ford/Clubwagon	13	1FBNE31L65HB38561	1787	61,426	50	5	1	\$23,195	no	12	GA	no
165	2005/Ford/Clubwagon	13	1FBNE31LX5HB38563	1788	98,404	50	5	1	\$23,195	no	12	GA	no
166	2005/Ford/Clubwagon	13	1FBNE31L15HB38564	1789	38,365	50	5	1	\$23,195	no	12	GA	no
167	2005/Ford/Clubwagon	13	1FBNE31L35HB38565	1790	85,203	50	5	1	\$23,195	no	12	GA	no
168	2005/Ford/Clubwagon	13	1FBNE31L55HB38566	1791	43,097	50	5	1	\$23,195	no	12	GA	no
169	2005/Ford/Clubwagon	13	1FBNE31L75HB38567	1792	69,998	50	5	1	\$23,195	no	12	GA	no

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170	2005/Ford/ Clubwagon	13	1FBNE31L05HB38569	1794	49,164	50	5	1	\$23,195	no	12	GA	no
171	2005/Ford/ Clubwagon	13	1FBNE31L75HB38570	1795	108,958	50	5	1	\$23,195	no	12	GA	no
172	2005/Ford/E350	14	1FTSE34L86HA33015	1803	48,407	50	5	1	\$23,195	yes	12	GA	no
173	2006 Ford/ Clubwagon	13	1FBNE31L46DA24647	1540	36,584	60	4	2	\$23,195	no	12	GA	yes
174	2006 Ford/ Clubwagon	13	1FBNE31L46DA24650	1541	46,730	60	4	2	\$23,195	no	12	GA	yes
175	2006 Ford/ Clubwagon	13	1FNE31L66DA24651	1542	57,134	60	4	2	\$23,195	no	12	GA	yes
176	2006 Ford/ Clubwagon	13	1FBNE31L76DA24657	1543	61,624	60	4	2	\$23,195	no	12	GA	yes
177	2006 Ford/ Clubwagon	13	1FBNE31L06DA24659	1544	100,199	60	4	2	\$23,195	no	12	GA	yes
178	2006 Ford/ Clubwagon	13	1FBNE31L96DA24644	1545	94,396	60	4	2	\$23,195	no	12	GA	yes
179	2006 Ford/ Clubwagon	13	1FBNE31L06DA24645	1546	73,932	60	4	2	\$23,195	no	12	GA	yes
180	2006 Ford/ Clubwagon	13	1FBNE31L76DA24643	1547	73,816	60	4	2	\$23,195	no	12	GA	yes
181	2006 Ford/ Clubwagon	13	1FBNE31L76DA24660	1548	87,879	60	4	2	\$23,195	no	12	GA	yes
182	2006 Ford/ Clubwagon	13	1FBNE31L86DA24652	1549	40,601	60	4	2	\$23,195	no	12	GA	yes
183	2006 Ford/ Clubwagon	13	1FBNE31L96DA24661	1550	57,541	60	4	2	\$23,195	no	12	GA	yes
184	2006 Ford/ Clubwagon	13	1FBNE31L66DA24648	1551	44,070	60	4	2	\$23,195	no	12	GA	yes
185	2006 Ford/ Clubwagon	13	1FBNE31L56DA24656	1552	39,196	60	4	2	\$23,195	no	12	GA	yes
186	2006 Ford/ Clubwagon	13	1FBNE31L96DA24658	1553	52,316	60	4	2	\$23,195	no	12	GA	yes
187	2006 Ford/ Clubwagon	13	1FBNE31LX6DA24667	1554	93,856	60	4	2	\$23,195	no	12	GA	yes
188	2006 Ford/ Clubwagon	13	1FBNE31L06DA24662	1555	75,322	60	4	2	\$23,195	no	12	GA	yes
189	2006 Ford/ Clubwagon	13	1FBNE31L26DA24663	1556	57,507	60	4	2	\$23,195	no	12	GA	yes
190	2006 Ford/ Clubwagon	13	1FBNE31L56DA24639	1557	65,815	60	4	2	\$23,195	no	12	GA	yes
191	2006 Ford/ Clubwagon	13	1FBNE31L86DA24666	1558	79,710	60	4	2	\$23,195	no	12	GA	yes
192	2006 Ford/ Clubwagon	13	1FBNE31L56DA24642	1559	102,909	60	4	2	\$23,195	no	12	GA	yes
193	2006 Ford/ Clubwagon	13	1FBNE31L16DA24654	1560	59,831	60	4	2	\$23,195	no	12	GA	yes
194	2006 Ford/ Clubwagon	13	1FBNE31L86DA24649	1561	38,394	60	4	2	\$23,195	no	12	GA	yes
195	2006 Ford/ Clubwagon	13	1FBNE31L36DA24641	1562	82,579	60	4	2	\$23,195	no	12	GA	yes
196	2006 Ford/ Clubwagon	13	1FBNE31LX3DA24653	1563	92,665	60	4	2	\$23,195	no	12	GA	yes
197	2006 Ford/ Clubwagon	13	1FBNE31L66DA24665	1564	113,220	60	4	2	\$23,195	no	12	GA	yes
198	2006 Ford/ Clubwagon	13	1FBNE31L46DA24664	1566	66,111	60	4	2	\$23,195	no	12	GA	yes
199	2006 Ford/ Clubwagon	13	1FBNE31L26DA24646	1567	125,412	60	4	2	\$23,195	no	12	GA	yes
200	2006 Ford/ Clubwagon	13	1FBNE31L36DA24655	1568	7,170	60	4	2	\$23,195	no	12	GA	yes
201	2006 Ford Clubwagon	13	1FBSS31L86DA24632	1570	117,099	60	4	2	\$23,195	no	12	GA	yes
202	2006 Ford Clubwagon	13	1FBSS31L46DA24630	1571	82,178	60	4	2	\$23,195	no	12	GA	yes
203	2006 Ford Clubwagon	13	1FBSS31L86DA24629	1572	96,698	60	4	2	\$23,195	no	12	GA	yes
204	2006 Ford Clubwagon	13	1FBSS31L66DA24631	1573	86,800	60	4	2	\$23,195	no	12	GA	no
205	2008 Ford E350	13	1FTSE34L86HA33015	1803	48,407	80	2	4	\$23,195	no	12	GA	no
206	2008 Chevrolet Uplander	13	1GNDV23W78D205888	1804	18,966	80	2	4	\$17,517	no	12	GA	no
207	2008 Chevrolet Express	13	1GAHG39KX81221687	1805	17,842	80	2	4	\$19,692	no	12	GA	no
208	2007 Chevy Express	13	1GAHG35U071188737	1820	19,843	70	3	3	\$23,195	no	12	GA	no
209	2007 Chevy Express	13	1GAHG35U171188987	1821	76,390	70	3	3	\$23,195	no	12	GA	no
210	2007 Chevy Express	13	1GAHG35UJ71188731	1822	64,634	70	3	3	\$23,195	no	12	GA	no
211	2007 Chevy Express	13	1GAHG35U671189259	1823	58,365	70	3	3	\$23,195	no	12	GA	no
212	2007 Chevy Express	13	1GAHG35U671188967	1824	72,920	70	3	3	\$23,195	no	12	GA	no
213	2007 Chevy Express	13	1GAHG35U971189143	1825	44,078	70	3	3	\$23,195	no	12	GA	no
214	2007 Chevy Express	13	AGAHG35U971189790	1826	43,781	70	3	3	\$23,195	no	12	GA	no

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215	2007 Chevy Express	13	1GAHG35U371189560	1827	40,380	70	3	3	\$23,195	no	12	GA	no
216	2007 Chevy Express	13	1GAHG35U071190570	1828	83,126	70	3	3	\$23,195	no	12	GA	no
217	2007 Chevy Express	13	1GAHG35U971189952	1829	83,787	70	3	3	\$23,195	no	12	GA	no
218	2007 Chevy Express	13	1GAHG35U671189603	1830	44,139	70	3	3	\$23,195	no	12	GA	no
219	2007 Chevy Express	13	1GAHG35U971189112	1831	55,661	70	3	3	\$23,195	no	12	GA	no
220	2007 Chevy Express	13	1GAHG35U871189084	1832	62,402	70	3	3	\$23,195	no	12	GA	no
221	2007 Chevy Express	13	1GAHG35U471189034	1833	70,938	70	3	3	\$23,195	no	12	GA	no
222	2007 Chevy Express	13	1GAHG35U771190341	1834	89,662	70	3	3	\$23,195	no	12	GA	no
223	2007 Chevy Express	13	1GAHG35U671189519	1835	100,205	70	3	3	\$23,195	no	12	GA	yes
224	2007 Chevy Express	13	1GAHG35U071189399	1836	110,903	70	3	3	\$23,195	no	12	GA	yes
225	2007 Chevy Express	13	1GAHG35U71189443	1837	45,860	70	3	3	\$23,195	no	12	GA	yes
226	2007 Chevy Express	13	1GAHG35U771188752	1838	109,162	70	3	3	\$23,195	no	12	GA	yes
227	2007 Chevy Express	13	1GAHG35U771190534	1839	39,992	70	3	3	\$23,195	no	12	GA	yes
228	2007 Chevy Express	13	1GAHG35U771190016	1840	65,980	70	3	3	\$23,195	no	12	GA	yes
229	2007 Chevy Express	13	1GAHG35U671190346	1841	49,931	70	3	3	\$23,195	no	12	GA	yes
230	2007 Chevy Express	13	1GAHG35U071190276	1842	29,492	70	3	3	\$23,195	no	12	GA	yes
231	2007 Chevy Express	13	1GAHG35U871191451	1843	61,060	70	3	3	\$23,195	no	12	GA	yes
232	2007 Chevy Express	13	1GAHG35U671191139	1844	57,347	70	3	3	\$23,195	no	12	GA	yes
233	2007 Chevy Express	13	1GAHG35U471190152	1845	50,087	70	3	3	\$23,195	no	12	GA	yes
234	2007 Chevy Express	13	1GAHG35U271190523	1846	47,123	70	3	3	\$23,195	no	12	GA	yes
235	2007 Chevy Express	13	1GAHG35U971191118	1847	31,117	70	3	3	\$23,195	no	12	GA	yes
236	2007 Chevy Express	13	1GAHG35U871191241	1848	120,882	70	3	3	\$23,195	no	12	GA	yes
237	2007 Chevy Express	13	1GAHG35U171190254	1849	91,493	70	3	3	\$23,195	no	12	GA	yes
238	2007 Chevy Express	13	1GAHG35U071190598	1850	68,726	70	3	3	\$23,195	no	12	GA	yes
239	2007 Chevy Express	13	1GAHG35U371188716	1851	72,705	70	3	3	\$23,195	no	12	GA	yes
240	2007 Chevy Express	13	1GAHG35U871189053	1852	92,952	70	3	3	\$23,195	no	12	GA	yes
241	2007 Chevy Express	13	1GAHG35U071189757	1854	57,153	70	3	3	\$23,195	no	12	GA	yes
242	2007 Chevy Express	13	1GAHG35U771189447	1855	55,361	70	3	3	\$23,195	no	12	GA	yes
243	2007 Chevy Express	13	1GAHG35U071190388	1856	23,567	70	3	3	\$23,195	no	12	GA	yes
244	2007 Chevy Express	13	1GAHG35U471191317	1857	37,774	70	3	3	\$23,195	no	12	GA	yes
245	2007 Chevy Express	13	1GAHG35U671190833	1858	82,422	70	3	3	\$23,195	no	12	GA	yes
246	2007 Chevy Express	13	1GAHG35U571191004	1859	75,191	70	3	3	\$23,195	no	12	GA	yes
247	2007 Chevy Express	13	1GAHG35U171190576	1860	42,244	70	3	3	\$23,195	no	12	GA	yes
248	2007 Chevy Express	13	1GAHG35U171189816	1861	54,031	70	3	3	\$23,195	no	12	GA	yes
249	2007 Chevy Express	13	1GAHG35U471239477	1862	40,895	70	3	3	\$23,195	no	12	GA	no
250	2007 Chevy Express	13	1GAHG39U671188977	1870	64,964	70	3	3	\$24,161	no	15	GA	no
251	2007 Chevy Express	13	1GAHG39U871191413	1871	96,928	70	3	3	\$24,161	no	15	GA	no
252	2008 Chevy Uplander	13	1GNDV23W78D196819	1900	86,266	80	2	4	\$17,517	no	7	GA	yes
253	2008 Chevy Uplander	13	1GNDV23W38D197613	1901	25,928	80	2	4	\$17,517	no	7	GA	no
254	2008 Chevy Uplander	13	1GNDV23W28D198008	1902	35,134	80	2	4	\$17,517	no	7	GA	no
255	2008 Chevy Uplander	13	1GNDV23W8D196426	1903	66,315	80	2	4	\$17,517	no	7	GA	yes
256	2008 Chevy Uplander	13	1GNDV23W48D196485	1904	41,915	80	2	4	\$17,517	no	7	GA	no
257	2008 Chevy Uplander	13	1GNDV23W78D196741	1905	30,434	80	2	4	\$17,517	no	7	GA	no
258	2008 Chevy Uplander	13	1GNDV23W38D197621	1906	24,298	80	2	4	\$17,517	no	7	GA	no
259	2008 Chevy Uplander	13	1GNDV23W8D196491	1907	46,171	80	2	4	\$17,517	no	7	GA	no

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260	2008 Chevy Uplander	13	1GNDV23W78D196237	1908	39,178	80	2	4	\$17,517	no	7	GA	no
261	2008 Chevy Uplander	13	1GNDV23W08D208549	1909	30,494	80	2	4	\$17,517	no	7	GA	no
262	2008 Chevy Uplander	13	1GNDV23W08D208440	1910	21,228	80	2	4	\$17,517	no	7	GA	no
263	2008 Chevy Uplander	13	1GNDV23W98D207917	1911	34,993	80	2	4	\$17,517	no	7	GA	no
264	2008 Chevy Uplander	13	1GNDV23W8D207828	1912	23,178	80	2	4	\$17,517	no	7	GA	no
265	2008 Chevy Uplander	13	1GNDV23W48D207825	1913	38,252	80	2	4	\$17,517	no	7	GA	no
266	2008 Chevy Uplander	13	1GNDV23W58D207946	1914	51,726	80	2	4	\$17,517	no	7	GA	no
267	2008 Chevy Uplander	13	1GNDV23W88D206547	1915	38,467	80	2	4	\$17,517	no	7	GA	no
268	2008 Chevy Uplander	13	1GNDV23W38D208612	1916	49,295	80	2	4	\$17,517	no	7	GA	no
269	2008 Chevy Uplander	13	1GNDV23W88D208752	1917	46,142	80	2	4	\$17,517	no	7	GA	no
270	2008 Chevy Express	13	1GAHG35K681217707	1920	15,075	80	2	4	\$19,692	no	12	GA	yes
271	2008 Chevy Express	13	1GAHG35K881217711	1921	32,061	80	2	4	\$19,692	no	12	GA	yes
272	2008 Chevy Express	13	1GAHG35K381219057	1922	10,926	80	2	4	\$19,692	no	12	GA	yes
273	2008 Chevy Express	13	1GAHG35K781219854	1923	32,443	80	2	4	\$19,692	no	12	GA	yes
274	2008 Chevy Express	13	1GAHG35K481220248	1924	40,087	80	2	4	\$19,692	no	12	GA	yes
275	2008 Chevy Express	13	1GAHG35K481218340	1925	25,588	80	2	4	\$19,692	no	12	GA	yes
276	2008 Chevy Express	13	1GAHG35K681219148	1926	24,771	80	2	4	\$19,692	no	12	GA	yes
277	2008 Chevy Express	13	1GAHG35K281219132	1927	25,031	80	2	4	\$19,692	no	12	GA	yes
278	2008 Chevy Express	13	1GAHG35K81220528	1928	17,558	80	2	4	\$19,692	no	12	GA	yes
279	2008 Chevy Express	13	1GAHG35K181220627	1929	25,246	80	2	4	\$19,692	no	12	GA	yes
280	2008 Chevy Express	13	1GAHG35K481220704	1930	17,360	80	2	4	\$19,692	no	12	GA	yes
281	2008 Chevy Express	13	1GAHG35K581219464	1931	32,325	80	2	4	\$19,692	no	12	GA	yes
282	2008 Chevy Express	13	1GAHG35K281218160	1932	59,651	80	2	4	\$19,692	no	12	GA	yes
283	2008 Chevy Express	13	1GAHG35K781221040	1933	46,032	80	2	4	\$19,692	no	12	GA	yes
284	2008 Chevy Express	13	1GAHG35K181221003	1934	56,256	80	2	4	\$19,692	no	12	GA	yes
285	2008 Chevy Express	13	1GAHG35K081220537	1935	50,775	80	2	4	\$19,692	no	12	GA	yes
286	2008 Chevy Express	13	1GAHG35K281218191	1936	47,404	80	2	4	\$19,692	no	12	GA	yes
287	2008 Chevy Express	13	1GAHG35K481218743	1937	68,651	80	2	4	\$19,692	no	12	GA	no
288	2008 Chevy Express	13	1GAHG35K681220218	1938	52,847	80	2	4	\$19,692	no	12	GA	no
289	2008 Chevy Express	13	1GAHG35K181219459	1939	21,477	80	2	4	\$19,692	no	12	GA	no
290	2008 Chevy Express	13	1GAHG35K81220707	1940	64,965	80	2	4	\$19,692	no	12	GA	no
291	2008 Chevy Express	13	1GAHG35K481220492	1941	58,001	80	2	4	\$19,692	no	12	GA	no
292	2008 Chevy Express	13	1GAHG35KX81220822	1942	38,891	80	2	4	\$19,692	no	12	GA	no
293	2008 Chevy Express	13	1GAHG35K381220015	1943	21,778	80	2	4	\$19,692	no	12	GA	no
294	2008 Chevy Express	13	1GAHG35K581220419	1944	22,216	80	2	4	\$19,692	no	12	GA	no
295	2008 Chevy Express	13	1GAHG35K381233427	1945	62,295	80	2	4	\$19,692	no	12	GA	no
296	2008 Chevy Express	13	1GAHG35KX81233733	1946	18,848	80	2	4	\$19,692	no	12	GA	no
297	2008 Chevy Express	13	1GAHG39K381218971	1950	36,103	80	2	4	\$21,770	no	15	GA	no
298	2008 Chevy Express	13	1GAHG39K981220126	1951	49,534	80	2	4	\$21,770	no	15	GA	no
299	2008 Chevy Express	13	1GAHG39K581218180	1952	30,040	80	2	4	\$21,770	no	15	GA	no
300	2009 Toyota Sienna	13	5TDZK23C19S278371	2000	22,996	90	1	5	\$21,747	no	7	GA	yes
301	2009 Toyota Sienna	13	5TDZK23C49S278378	2001	36,984	90	1	5	\$21,747	no	7	GA	yes
302	2009 Toyota Sienna	13	5TDZK23C19S278872	2002	18,545	90	1	5	\$21,747	no	7	GA	yes
303	2009 Toyota Sienna	13	5TDZK23C19S279232	2003	16,772	90	1	5	\$21,747	no	7	GA	yes
304	2009 Toyota Sienna	13	5TDZK23C39S279666	2004	23,366	90	1	5	\$21,747	no	7	GA	yes
305	2009 Toyota Sienna	13	5TDZK23C29S279206	2005	20,903	90	1	5	\$21,747	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	2009 Toyota Sienna	13	5TDZK23CX9S279823	2006	21,596	90	1	5	\$21,747	no	7	GA	yes
307	2009 Toyota Sienna	13	5TDZK23C89S280179	2007	27,502	90	1	5	\$21,747	no	7	GA	yes
308	2009 Toyota Sienna	13	5TDZK23C19S280203	2008	16,359	90	1	5	\$21,747	no	7	GA	yes
309	2009 Toyota Sienna	13	5TDZK23C89S279677	2009	19,843	90	1	5	\$21,747	no	7	GA	yes
310	2009 Toyota Sienna	13	5TDZK23C49S282916	2020	34,227	90	1	5	\$21,747	no	7	GA	no
311	2009 Toyota Sienna	13	5TDZK23C69S283145	2021	12,068	90	1	5	\$21,747	no	7	GA	no
312	2009 Toyota Sienna	13	5TDZK23C19S282307	2022	28,104	90	1	5	\$21,747	no	7	GA	no
313	2009 Toyota Sienna	13	5TDZK23C59S282956	2023	11,830	90	1	5	\$21,747	no	7	GA	no
314	2009 Toyota Sienna	13	5TDZK23C99S282328	2024	13,011	90	1	5	\$21,747	no	7	GA	no
315	2009 Toyota Sienna	13	5TDZK23C79S282635	2025	17,617	90	1	5	\$21,747	no	7	GA	no
316	2009 Toyota Sienna	13	5TDZK23C49S283161	2026	21,985	90	1	5	\$21,747	no	7	GA	no
317	2009 Toyota Sienna	13	5TDZK23C19S283375	2027	31,995	90	1	5	\$21,747	no	7	GA	no
318	2009 Toyota Sienna	13	5TDZK23C19S283389	2028	40,955	90	1	5	\$21,747	no	7	GA	no
319	2009 Toyota Sienna	13	5TDZK23C09S282640	2029	21,009	90	1	5	\$21,747	no	7	GA	no
320	2009 Toyota Sienna	13	5TDZK23C09S282282	2030	22,396	90	1	5	\$21,747	no	7	GA	no
321	2009 Toyota Sienna	13	5TDZK23C79S284997	2031	22,769	90	1	5	\$21,747	no	7	GA	no
322	2009 Toyota Sienna	13	5TDZK23C09S284727	2032	18,015	90	1	5	\$21,747	no	7	GA	no
323	2009 Toyota Sienna	13	5TDZK23C19S285854	2033	17,201	90	1	5	\$21,747	no	7	GA	yes
324	2009 Toyota Sienna	13	5TDZK23C49S286349	2034	18,501	90	1	5	\$21,747	no	7	GA	yes
325	2009 Toyota Sienna	13	5TDZK23C9S286355	2035	29,621	90	1	5	\$21,747	no	7	GA	yes
326	2009 Toyota Sienna	13	5TDZK23C19S286597	2036	12,007	90	1	5	\$21,747	no	7	GA	yes
327	2009 Chevy Express	13	1GAHG35K691156425	2050	37,363	90	1	5	\$23,079	no	12	GA	no
328	2009 Chevy Express	13	1GAHG35K791155459	2051	26,751	90	1	5	\$23,079	no	12	GA	no
329	2009 Chevy Express	13	1GAHG35K591155282	2052	16,867	90	1	5	\$23,079	no	12	GA	no
330	2009 Chevy Express	13	1GAHG35K391156673	2053	11,860	90	1	5	\$23,079	no	12	GA	no
331	2009 Chevy Express	13	1GAHG35K491156567	2054	26,627	90	1	5	\$23,079	no	12	GA	no
332	2009 Chevy Express	13	1GAHG35KX91156010	2055	23,034	90	1	5	\$23,079	no	12	GA	no
333	2009 Chevy Express	13	1GAHG35K191156705	2056	25,979	90	1	5	\$23,079	no	12	GA	no
334	2009 Chevy Express	13	1GAHG35K791156739	2057	22,315	90	1	5	\$23,079	no	12	GA	no
335	2009 Chevy Express	13	1GAHG35K191154713	2058	23,277	90	1	5	\$23,079	no	12	GA	no
336	2009 Chevy Express	13	1GAHG35K591156478	2059	16,002	90	1	5	\$23,079	no	12	GA	no
337	2009 Chevy Express	13	1GAHG35K691156442	2060	13,215	90	1	5	\$23,079	no	12	GA	no
338	2009 Chevy Express	13	1GAHG35K191156607	2061	12,526	90	1	5	\$23,079	no	12	GA	no
334	2009 Chevy Express	13	1GAHG35K291155823	2062	21,406	90	1	5	\$23,079	no	12	GA	no
335	2009 Chevy Express	13	1GAHG35K891166308	2063	5,489	90	1	5	\$23,079	no	12	GA	yes
336	2009 Chevy Express	13	1GAHG35K791166557	2064	32,368	90	1	5	\$23,079	no	12	GA	yes
337	2009 Chevy Express	13	1GAHG39KX91155224	2080	949	90	1	5	\$23,845	no	15	GA	no
338	2009 Chevy Express	13	1GAHG39KX91155675	2081	24,146	90	1	5	\$23,845	no	15	GA	no
339	2009 Chevy Express	13	1GAHG39K091156088	2082	8,574	90	1	5	\$23,845	no	15	GA	no
340	2010 Dodge Caravan	13	2D4RN5D15AR356401	2100	3,599	100	0	6	\$24,586	no	7	GA	no
341	2010 Dodge Caravan	13	2D4RN5D17AR356402	2101	2,943	100	0	6	\$24,586	no	7	GA	no
342	2010 Dodge Caravan	13	2D4RN5D10AR356404	2102	5,307	100	0	6	\$24,586	no	7	GA	no
343	2010 Dodge Caravan	13	2D4RN5D13AR356400	2103	3,715	100	0	6	\$24,586	no	7	GA	no
344	2010 Dodge Caravan	13	2D4RN5D19AR356403	2104	918	100	0	6	\$24,586	no	7	GA	no

# Public Transportation Management System Owned Equipment Inventory

**Agency/Organization:** Intercity Transit  
**Date:** February 19, 2010

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. None applicable per WSDOT \$100,000 requirement					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					
16.					

**Public Transportation Management System  
Owned Facility Inventory**

**Agency/Organization:** Intercity Transit

**Date:** February 19, 2010

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	73	24	24	\$3,500,000	
2. 11	Maintenance Building	70	24	24	\$10,500,000	
3. 6	Olympia Transit Center	77	15	34	\$9,000,000	
4. 6	Lacey Transit Center	80	14	35	\$3,500,000	
5. 24	Amtrak Depot	83	16	22	\$2,500,000	
6. 9	Martin Way Park and Ride	90	26	40	\$3,800,000	Owned by WSDOT. Lot/capacity redesigned & doubled in 2009
7.						
8.						

Appendix D  
**Operating Data**

**2010 Summary of Fixed Route Services**

Route	Headways					Revenue Service Hours			Revenue Service Miles		
	Weekday			Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
	Peak	Mid	Night								
12-W. Tumwater	30	60	60	60	60	6,555	726	641	91,250	9,991	9,007
13-E. Tumwater	15	15	60	60	60	13,467	638	622	151,032	7,604	7,193
21-N. Bethel	30	60		60	60	2,613	298	315	33,455	3,794	4,018
41-TESC	30	30	30	30	30	10,140	1,550	1,257	129,226	19,630	15,957
42-Family Court	25	25				1,542			16,191		
43-SPSCC/Tumwater	30	30				6,900			86,866		
44-SPSCC/Westfield	30	30	30	30	60	8,192	1,369	644	102,743	17,213	8,100
45-Conger/Westfield	30	60		60		3,811	586		38,256	5,161	
47-Westfield/CMC	30	30		60	60	6,985	591	626	68,097	5,865	6,210
48-Westfield/TESC	30	30				7,010			93,951		
49-Westfield Mall			30	30	30	397	680	612	4,685	7,023	6,334
60-Lilly/Panorama	30	60		60	60	7,238	871	886	79,021	9,665	9,860
62A-Martin/Meridian	30	30	60	60	60	11,126	966	975	135,615	13,015	13,273
62B-Martin/Meadows	30	30	60	60	60	12,009	1,117	967	152,110	16,014	13,608
64-College/Amtrak	30	60		60	60	10,791	1,264	1,234	123,300	14,341	13,964
66-Ruddell	30	30	60	30	30	12,070	2,041	1,922	154,155	26,122	24,295
67-Tri-Lakes	60	60		60		3,448	548		52,428	8,471	
68-Carpenter/Yelm Hwy	30	60		60		9,971	1,163		156,781	17,886	
94-Yelm	30/ 60	30/ 60		60/ 75	135	10,864	1,226	695	199,695	25,067	14,310
101-Dash	12/ 15	12/ 15		10		7,005	602		58,709	4,378	
411-Nightline			60	60	60	126	126	99	1,734	1,734	1,336
603-Olympia/Tacoma	30	90				11,126			270,734		
620-Oly/Tacoma Mall				60/ 90	150		1,118	653		27,770	16,335
<b>System Totals</b>						163,386	17,480	12,147	2,200,034	240,742	163,801
<b>2010 Totals</b>						<b>193,012</b>			<b>2,604,577</b>		

## 2010 Route Service Summary

Route	Total Boardings	Revenue Hours	Board/ Hour	Rating	Comments
<b>Trunk Routes</b>					
13-E. Tumwater	347,627	14,727	23.6	Marginal	
41-TESC	563,677	12,947	43.5	Exceeds	
44-SPSCC/Westfield	314,101	10,204	30.8	Satisfactory	
48-Westfield/TESC	283,012	7,010	40.4	Exceeds	Runs weekday daytime only.
49-Westfield Mall	71,368	1,689	42.3	Exceeds	Runs Evenings: Sat/Sun only.
62A-Martin/Meridian	355,162	13,067	27.2	Satisfactory	Saturday productivity: 29.5
62B-Martin/Meadows	347,525	14,094	24.7	Marginal	Saturday productivity: 36.5.
66-Ruddell	339,884	16,032	21.2	Marginal	
<b>Secondary Routes</b>					
12-W. Tumwater	109,078	7,921	13.8	Marginal	Saturday productivity: 18.7
21-N. Bethel	83,318	3,226	25.8	Exceeds	Was Satisfactory in 2009.
43-Barnes Blvd	201,207	6,900	29.2	Exceeds	Runs weekdays only.
45-Conger/Westfield	49,177	4,398	11.2	Marginal	
47-Westfield/CMC	203,964	8,202	24.9	Satisfactory	
60-Lilly/Panorama	132,342	8,996	14.7	Marginal	Was Satisfactory in 2009 (15.5) >Weekday/Saturday productivity: 15.4. >Sunday productivity: 8.7.
64-College/Amtrak	206,401	13,289	15.5	Satisfactory	
67-Tri Lake	39,404	3,996	9.9	Unsatisfactory	Was Marginal in 2009 (10.5). >Weekday productivity: 10.2. >Saturday productivity: 7.6
68-Carpenter/Boulevard	203,098	11,133	18.2	Satisfactory	
94-Yelm	168,153	12,785	13.2	Marginal	
<b>Specialized &amp; Shuttle Routes</b>					
42-Family Court	9,395	1,542	6.1	Unsatisfactory	Runs weekdays only during peak hours and noon period.
101-Dash	96,678	7,606	12.7	Marginal	>Was Satisfactory in 2009 (15.1). >Weekday service reduced by 33% during non-session period (April-Dec) >Productivity: Legislative session 17.7, Non-session 11.0, Saturday 13.5.
411-Nightline	14,089	352	40.0	Exceeds	Runs Fri/Sat/Sun late night during TESC class quarters, by contract.
<b>Express Routes</b>					
<b>Per Trip</b>					
603-Olympia/Tacoma	150,388	11,126	18.5	Satisfactory	Runs Weekdays only.
620-Oly/Tacoma Mall	23,967	1,770	16.4	Satisfactory	Runs Sat/Sun only.
<b>Fixed Route Totals</b>	<b>4,313,015</b>	<b>193,012</b>	<b>22.3</b>	Change from 2009: Boardings up 0.3%, Hours down -0.5%, Boardings per Hour up 0.9%.	

<b>Other Intercity Transit Services</b>					
Dial-A-Lift Service	147,017			3.6% increase in boardings above 2009	
Vanpools	635,090	--	--	-6.9% decrease from 2009	

<b>System Total</b>	<b>5,095,122</b>			<b>-0.5% decrease from 2009 of 5,122,277 boardings</b>	
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## 2010 Vehicle Assignment Analysis

Route	High Load*	Interlined Routes	Vehicle Assigned	Comments
<b>Trunk Routes</b>				
13-E. Tumwater	49	12, 41, 45, 66	Large Bus	Runs on all days.
41-TESC	71	13	Large Bus	Runs on all days.
44-SPSCC/Westfield	56	62A, 62B	Large Bus	Runs on all days.
48-Westfield/TESC	85	94	Large Bus	Runs weekdays only.
49-Westfield Mall	42	66	Large Bus	Runs weekday evenings and weekends.
62A-Martin/Meridian	42	43, 44	Large Bus	Runs on all days.
62B-Martin/Meadows	51	43, 44	Large Bus	Runs on all days.
66-Ruddell Road	51	13, 49	Large Bus	Runs on all days.
<b>Secondary Routes</b>				
12-W. Tumwater	42	13, 45, 64	Medium Bus	Runs on all days.
21-N. Bethel	39	47, 60	Small Bus	Runs on all days.
43-SPSCC/Barnes	44	62A, 62B	Large Bus	Runs weekdays only.
45-Conger/Westfield	29	12, 13	Medium Bus	Runs Mon-Sat.
47-Westfield/CMC	54	21, 60, 68	Medium Bus	Runs on all days.
60-Lilly/Panorama	30	21, 47	Small Bus	Runs on all days.
64-College/Amtrak	52	12, 13	Medium Bus	Runs on all days.
67-Tri Lake	56	None	Small Bus	Runs Mon-Sat.
68-Carpenter/Boulevard	59	47	Medium Bus	Runs Mon-Sat.
94-Yelm	67	48	Large Bus	Runs on all days.
<b>Specialized &amp; Shuttle Routes</b>				
42-Family Court	14	None	Small Bus	Runs weekdays during commute hours and noon period.
101-Dash	51	None	Small Bus	Weekdays: Runs all year. Saturdays: Runs Apr-Dec.
411-Nightline	72	None	Large Bus	Runs Fri/Sat/Sun late night during TESC class quarters, by contract.
<b>Express Routes</b>				
603-Olympia/Tacoma	57	None	Large Bus	Runs weekdays only.
620-Oly/Tacoma Mall	55	None	Large Bus	Runs weekends only.

\* High load numbers derived from APC data.