

Proposed Resolution: Temporary Fare Waiver for Federal Workers



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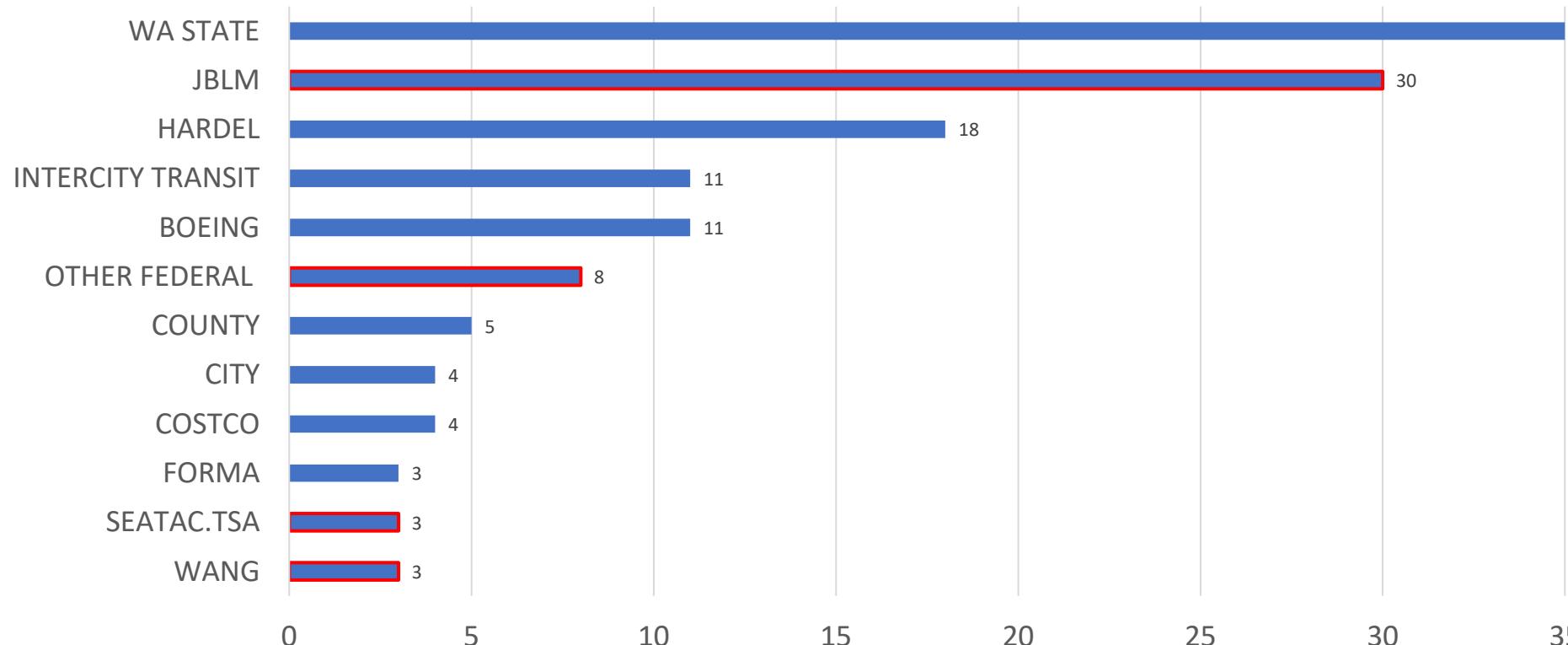
About the shutdown...

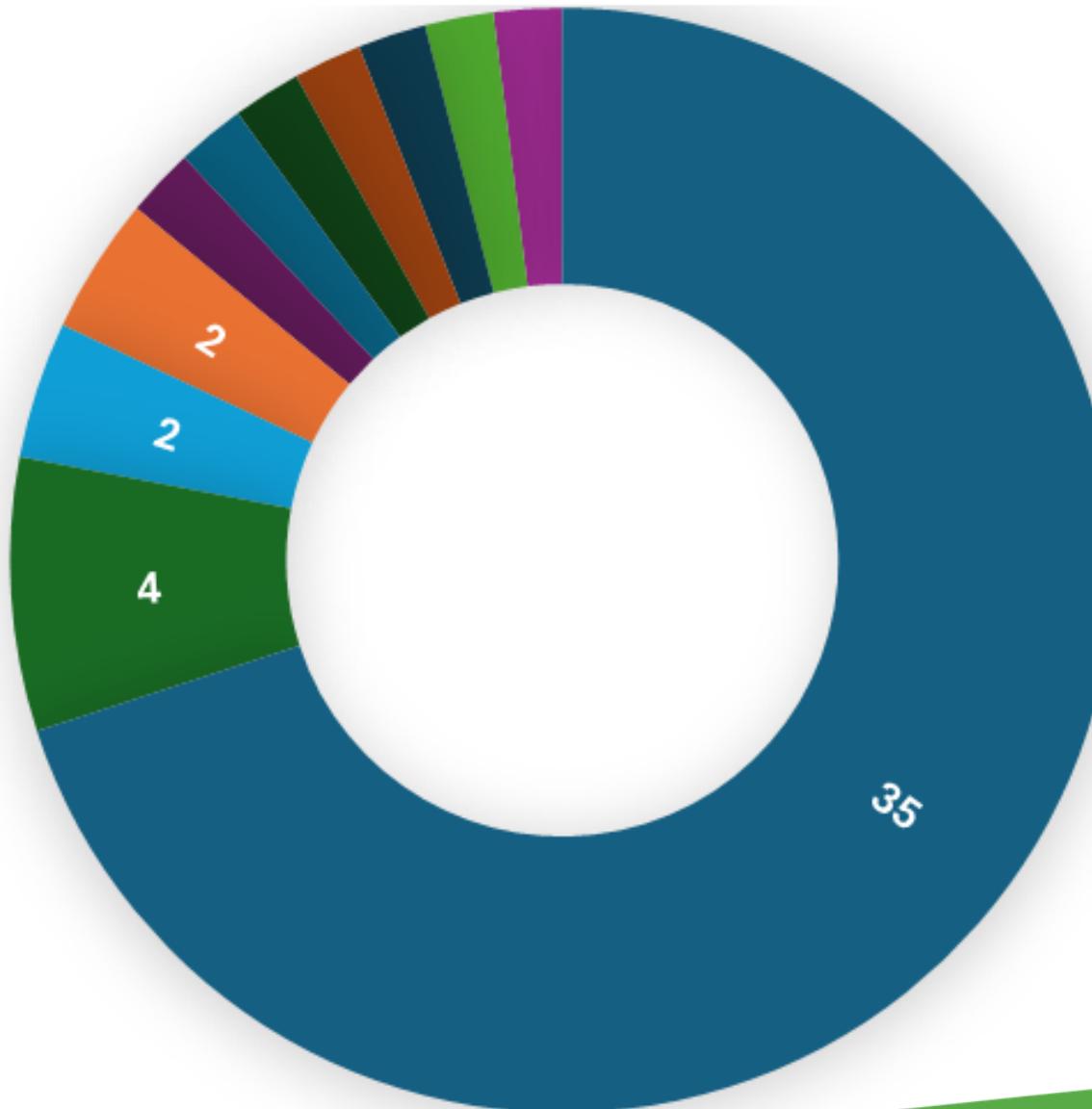
- November 5, 2026 = 36 days
- 79k+ federal workers in WA State Q1
- Kitsap (naval bases), King and Pierce counties have the highest concentrations of federal employees.
- Largest federal employers in the state are US DOD, US Postal Service, and VA
- Federal payment cards shut off by November 9
- Essential personnel required to work but not paid

Federal Vanpool Customers

- 154 total vanpools
- 47 federal vanpools
- Longest federal commute = 172 RTM
- Average RTM for federal vanpools = 73

Most Vanpools by Employer





- JBLM
- TSA/SeaTac
- Federal Detention Center
- PSNS
- Naval Base Kitsap
- FEMA
- FDA
- US Geological Survey
- GSA
- US Postal Service
- CBP

Impact

Washington State

- 1,184 federal workers filed for unemployment benefits
 - about 79 per day.
- 79,532 federal employees as of Q1 2025
- Kitsap County: 22.9% of the labor force
- Pierce County ~11,442 federal employees
- Unemployment filings: 6,287 claims



Proposal

Temporary Fare Waiver for Federal Vanpool Customers

Objective: To mitigate financial hardship for vanpool customers impacted by the shutdown, maintain ridership continuity, and demonstrate community responsiveness.

Key Parameters:

- Waive vanpool fares for federal employees
- Communicate the waiver prominently
- Monitor ridership and cost implications

Rationale

- Equity & accessibility
- Ridership retention
- Community goodwill & strategic positioning
- Operational stability

Vanpool Fares

The Flat Rate Vanpool Fare **is simple and affordable**. In addition, we have a daily trip option for those with hybrid work schedules. The Flat Rate Vanpool fare is summarized below.

Daily Round Trip Miles	Monthly per Person Fare*
0-25	\$25
26-50	\$50
51-75	\$75
76-100	\$100
101-125	\$125
126-150	\$150
151-175	\$175
176-200	\$200

Daily Trip Fare	\$10
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* Zero fare for eligible youth riders 18 years or younger.



Fares Paid

Month	Year	# of Riders	Total VP Fare
October	2024	170	\$10,660
November	2024	173	\$10,635
December	2024	164	\$9,775
January	2025	163	\$10,345
February	2025	149	\$9,320
March	2025	165	\$10,395
April	2025	163	\$10,190
May	2025	162	\$10,475
June	2025	154	\$9,655
July	2025	138	\$8,995
August	2025	135	\$8,580
September	2025	139	\$10,430
Total:			\$119,455
Average:			\$9,955

Financial/Operational Implications

- Estimate: 47 federal vanpools serving federally-employed riders; average fare per month; projected revenue forgone under waiver.
- Consider that without the waiver, revenue may drop anyway
- Administrative overhead: tracking rider eligibility (employer verification), communicating policy, tracking the waiver's period and phasing back to standard fares.
- Post-shutdown: plan for a smooth transition back to standard fare
- Alignment with broader budget: revenue loss for the waiver needs to be accounted for in our financial forecasts; may require offsetting adjustments or subsidies.

Risks and Mitigations

Risk: If the shutdown continues, the waiver period could become prolonged, increasing revenue impact.

Mitigation: Set a review date (e.g., 30 or 60 days) and task staff to revisit with updated data and Board oversight before extension.

Risk: Other non-federal riders may expect similar relief, raising equity concerns.

Mitigation: Clearly define eligibility: only riders employed by federal agencies/contractors adversely impacted; communicate transparently why this group is special.

Risk: Administrative burden in verifying eligibility and managing waiver period.

Mitigation: Use streamlined employer attestation or a simple template; collaborate with federal-employer HR contacts for verification; keep documentation light but sufficient.

Recommended Next Steps

1. Approve the waiver.
2. Deploy communication plan.
3. Launch the waiver as soon as possible.
4. Monitor monthly: ridership numbers, revenue lost vs. baseline, rider feedback, any rider drop-outs.
5. Provide a follow-up report to Board at review date (e.g., 30 or 60 days).

Questions?

Lynne Cunningham
lcunningham@intercitytransit.com

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