

Service Change Summary

Final DRAFT

May 2026: System Redesign



INTERcity
TRANSIT

Prepared by:

Intercity Transit Development Department

November 2025

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Part I: Major Service Change Summary

Executive Summary

Consistent with the forecast of *Planned Operating Changes* programmed in the updated 2025 – 2030 Transit Development Plan (TDP), as well as the draft 2026 Annual Budget, Intercity Transit intends to increase fixed-route service on May 3, 2026, by approximately 18,000 service hours. When factoring in changes implemented in January 2025 and May of 2025 a total of 40,000 annual hours will be added to the fixed-route system, which is a 14 percent increase to the volume of 2024 service.

This large growth in service represents a substantive fulfillment of Intercity Transit's Long-Range Plan and the associated Proposition 1 sales tax measure approved by local voters in November 2018. The anticipated system redesign of local transit routes is the culmination of a three-phase implementation of transformational changes. Phase one in May 2025 included an expansion of span and frequency on many existing routes; phase two in September 2025 began enhanced commuter service with the Routes 600 and 610. Phase three in May 2026 redesigns most of the local routes and responds to what the community asked for. Specifically, the new system will deliver:

- high-frequency corridor service that incorporates elements of bus rapid transit (BRT) between west Olympia and east Lacey, and
- service to new areas.

The planned service change is nearly a complete redesign of the fixed-route network that retains four existing bus routes (Routes 13, 21, 600, and 610) and introduces 25 new bus routes in May 2026. This would increase the overall number of routes operated from the current 20 routes (as of September 7, 2025) to 29 routes. The redesign of the fixed-route network is anchored by frequent corridor service, incorporating elements of BRT lines common in many medium and large cities. Many of the remaining new routes will provide convenient one-seat rides to nearby high schools, shopping centers, employment centers, and connections to frequent corridor service.

Final approval of the system redesign, as well as the findings and conclusion of no significant disparity the corresponding equity analysis, will be considered by the Intercity Transit Authority Board in December 2025. Pending Board action, staff will complete all necessary bus stop construction and route training, as well as maintain the robust public education campaign required for a successful transition of service scheduled to take effect on Sunday, May 3, 2026.

Introduction

In 2016, Intercity Transit began a two-year public engagement effort that informed the agency about the community's expectations and priorities for public transportation in Thurston County. The comprehensive effort provided over 10,000 ideas about what transit should look like moving forward and prioritized those into common themes, which were used to develop scenarios for the future that included:



- **Service Reductions:** Allow public transportation service levels to shrink in the face of increasing growth and congestion which increase operating costs.
- **Status Quo System:** Increase revenues enough to maintain levels of public transportation to keep up with growth and congestion.
- **Transformational System:** Increase revenue enough to keep up with growth and reduce congestion, serve new areas, add frequency and ensure those who need it have it.

Riders can look forward to better connections to local high schools, South Puget Sound Community College (SPSCC), and other key destinations in the area with the planned **Transformational System**. The new routes will also offer improved access to the Capitol Campus, service to new areas, and add cross-town connections. With faster travel times, the new system is designed to be more efficient, reliable, and responsive to the needs of our growing community.

The improvements to service identified in this summary are consistent with Intercity Transit's:

- **Draft 2026 Annual Budget**
- **2025 – 2030 Transit Development Plan (TDP)**

Shown to the right is an excerpt from the TDP containing the adopted Element 7 – 'Planned Operating Changes'

2025 Planned Operating Changes			
Schedule	New Hours	Changes in Service	Major Change?
January	10,800	Introduced Route 14 in downtown Olympia	Yes
May	12,500	Expanded span and frequency on many local routes	No
September	0	Introduction of a grant-supported commuter route with connections to Joint Base Lewis-McChord (JBLM); Changes to Olympia Express to provide more direct service	Yes

2026 Planned Operating Changes			
Schedule	New Hours	Changes in Service	Major Change?
January	0	No planned changes	No
May	18,000	Implement a new crosstown BRT-Lite line Change most of the existing local routes as part of a comprehensive system redesign	Yes
September	0	As needed adjustments to stops and schedules	No

2027 - 2030 Planned Operating Changes			
Year	New Hours	Changes in Service	Major Change?
2027	<3,000	Schedule maintenance	No
2028	<3,000	Schedule maintenance	No
2029	<3,000	Schedule maintenance	No
2030	<3,000	Schedule maintenance	No

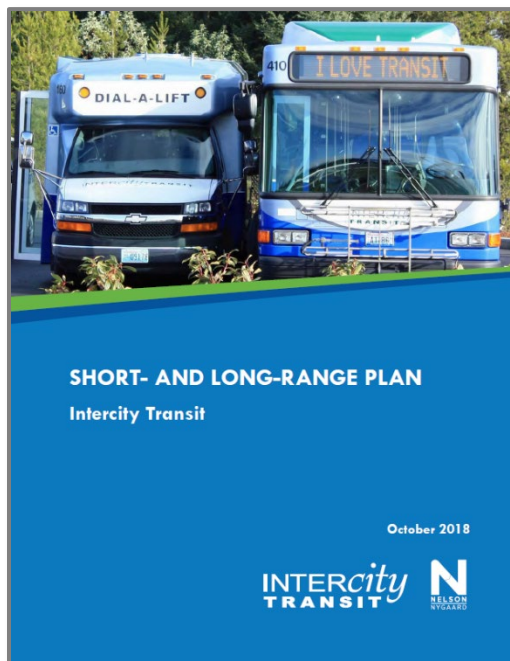
Service intended to begin May 2026 is the final step of an incremental strategy to deliver public transit service in accordance with commitments the agency made to our community in response to the November 2018 passage of Intercity Transit Proposition 1, elements of the 2018 Long-Range Plan, public input, community growth and Thurston County development patterns.

Transformational System

In late 2018, Intercity Transit adopted a Short- and Long-Range Plan, which came after a two-year public engagement process and the subsequent voter approval to increase local sales tax to expand public transit service within the existing urban area.

Despite significant challenges to service levels because of the COVID-19 pandemic, elements of the Short- and Long-Range Plan have been gradually implemented. These include enhancements to many existing bus stops, more frequent service on several routes, and later service.

Remaining elements of the plan were designed to transform legacy service to improve the usefulness and efficiency of public transportation in our PTBA and deliver the transformational system the community told us it wanted.



- **Extended Span of Service**
- **Improved Frequency**
- **Service to New Areas**
- **Maintain On-Time Performance**
- **Enhanced Capital Facilities**
- **Bus Rapid Transit**
- **Night Owl Service**
- **Enhanced Commuter Service**
- **Fare-Collection Efficiencies**

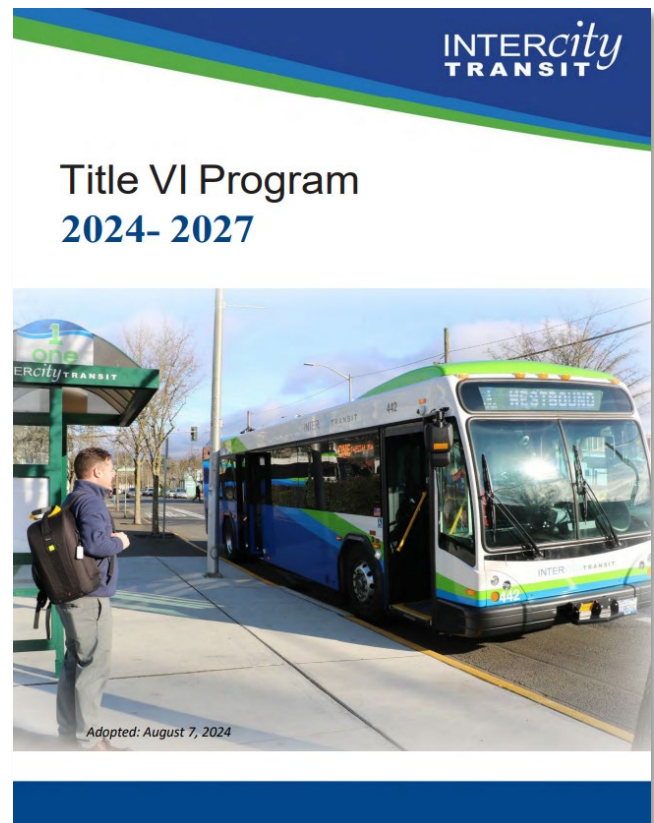
(Above) 2018 Short and Long-Range Plan: List of Service Improvements

Assessing Major Changes in Service

The changes proposed for May 2026 include a systemwide redesign of our fixed route (bus) network, which is a *major* change in service. All major changes to public transit service within Thurston County's Public Transit Benefit Area (PTBA) must include an equity analysis and adoption by the Intercity Transit Authority.

Pursuant to guidance from the Federal Transit Administration (FTA), Intercity Transit's updated **2024 – 2027 Title VI Program** contains definitions distinguishing major and non-major changes in service. Intercity Transit defines a major change in service as any of the following:

- A single change that reduces a route's revenue hours by 10 percent or more.
- A single change that increases a route's revenue hours by 50 percent or more.
- A single change that reduces the number of consecutive bus stops on an individual route by three or more.
- A single change that increases the number of consecutive bus stops on an individual route by five or more.
- Removing or substantially relocating a single bus stop that is used by 50 or more passengers a day (combined boardings and alightings) greater than 500 feet from its original location.
- Creation or discontinuation of a fixed transit route in entirety.



Equity Analysis

Part 2 of this summary includes Intercity Transit's completed Equity Analysis, which is a requirement for transit agencies to research, identify and measure any significant disparity impacting transit access among racial minority populations or low-income residents when considering major changes in service. Following a public comment period, the completed Equity Analysis is considered for adoption by the Intercity Transit Authority.

Public Comment Period

Formal public comment regarding the methodology, findings, and conclusion of the Equity Analysis, along with related content published within the Service Summary and any posted addendums began October 2, 2025, and remained available through November 14, 2025. A

public hearing with the Intercity Transit Authority Board was held on November 5, 2025 at the Intercity Transit Administrative Office Building. Following the public comment period, Intercity Transit’s Community Advisory Committee (CAC) will consider a formal recommendation of the final version of this document during their regular meeting on November 17, 2025; the Intercity Transit Authority Board will consider final adoption during their regular meeting on December 3, 2025.

Public information related to the redesign proposal and public engagement process is available at <https://www.intercitytransit.com/bus-system-redesign> as well as at our Customer Service desk located at the Olympia Transit Center.

Summary of Comments Received

During the formal comment period Intercity Transit received approximately 50 written comments, two voice message comments, and approximately 70 verbal comments obtained during an open house event on November 3, 2025. The primary concern expressed related to changes in access to the Evergreen State College. Additional comments related to the span and frequency of commuter service, as well as the anticipated Route 9X and the current Route 13.

SYSTEM REDESIGN ENGAGEMENT PHASES

PHASE 1 Design 2019 - 2024

Initial Design

Created based on elements of Prop 1., customer and internal comments and passenger data.

Internal Engagement

Design concept shared with Operations, Planning and Facilities staff to determine feasibility.

Internal Testing

ITA and CAC briefings conducted. Operations and Planning staff evaluated routes and schedules to identify flaws.

External Outreach

Presentations and meetings with partner agencies and jurisdictions to identify flaws in design.

PHASE 2 Test Feb.-Oct. 2025

PHASE 3 Adoption Oct.-Dec. 2025

Public Hearing

Draft Service Change Summary and Equity Analysis is developed and posted publicly. An open house is held and public comment collected.

Board Action

After reviewing public comment, the board votes to adopt the new system.

Internal Education

Operations and Facilities staff are trained on new routes.

Public Education

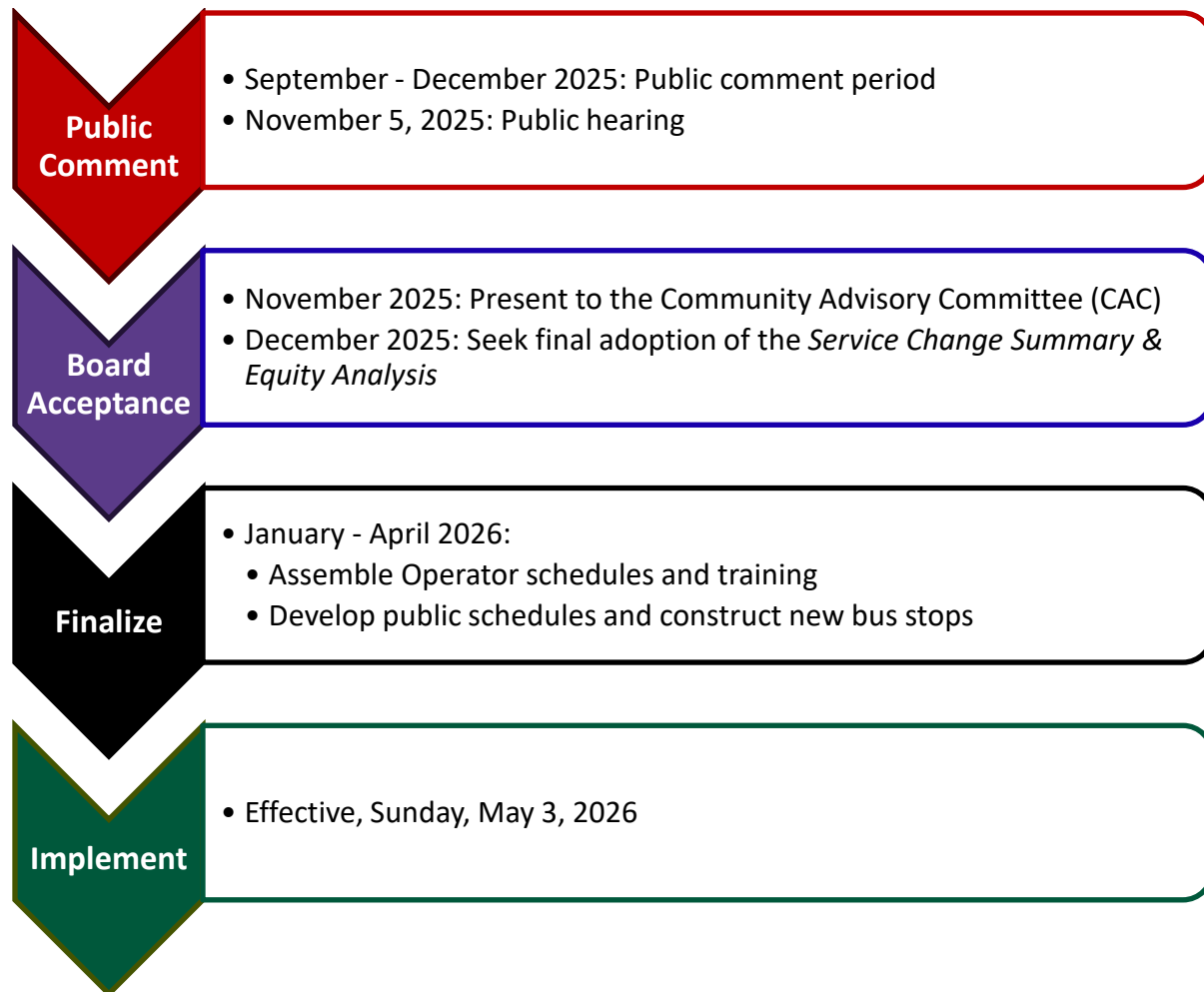
All communication methods are employed to educate community members about the upcoming changes. Including but not limited to:

- In-person engagement.
- Presentations.
- Community partner information.
- Social media.
- Print and radio advertising.

PHASE 4 Education Jan.-May. 2026



Service Change Process and Timeline



Review Process

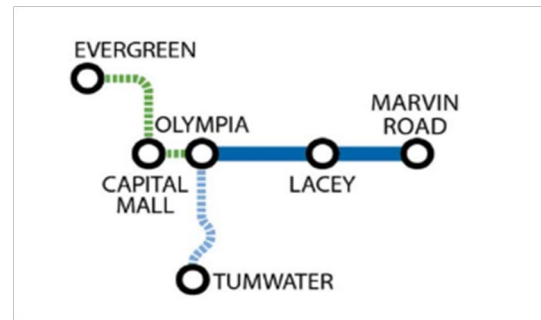
Intercity Transit completed the design and review of bus route changes by November 2025. Coordination with regional jurisdictions and stakeholders was one of the primary objectives during public review. Adoption of the *Service Change Summary and Equity Analysis* by the Intercity Transit Authority Board represents the culmination of route design work and formally transitions the redesign into the finalization and implementation phases.

Implementation

Following adoption from the Intercity Transit Authority Board, the system redesign will be finalized with route schedules, bus stop construction, Operator training, and public education. To aid in the transition of existing bus riders, Intercity Transit intends to provide a variety of outreach tools and events to help everyone be ready for changes beginning Sunday, May 3, 2026.

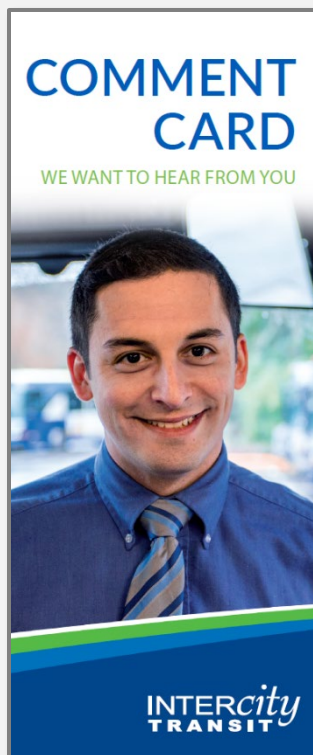
A System Redesign

A bus system redesign allows Intercity Transit to maximize service. Achievement of a transformational system which includes frequent corridor service, late-night buses, and expansions to new areas requires a careful evaluation of resources. To ensure a sustainable expansion of service, the proposed system redesign reduces duplication of existing bus service in some areas and redistributes buses elsewhere in the community.



Regional Planning

The investment in frequent transit service along the ‘Martin Way corridor’ is consistent with regional plans and projects to improve mobility and overall experience for bus passengers, pedestrians, and motorists alike. Frequent bus service between west Olympia and east Lacey will evolve as supportive projects to improve intersections, sidewalks, crosswalks, and adjacent land use are gradually implemented.



Influences and Considerations

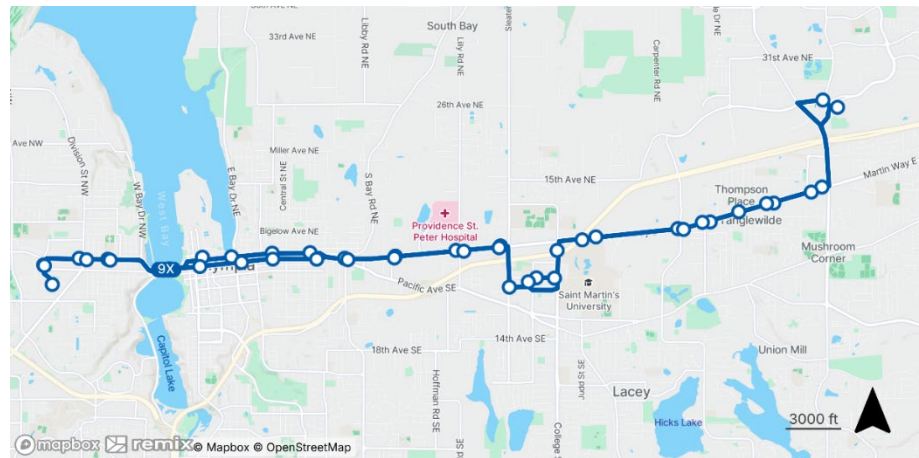
The planning and preparation of the proposed redesign of service reflects the following considerations:

- **Regional development**
Allocating transit service in more densely populated areas of the community.
- **Direct and convenient**
Aligning bus routes to follow arterials and corridors with fewer turns and out-of-direction travel.
- **Operability**
Ensuring the reliable and predictable movement of buses along roadways and intersections.
- **Community input**
Incorporating many of the ideas, requests, and desires for bus service to schools, employers, and growing neighborhoods.

Route 9X – Elements of Bus Rapid Transit (BRT)

The anchor of the Long-Range Plan is gradual implementation of Bus Rapid Transit (BRT). The redesigned system introduces the 9X, a frequent express route operating between Capital Mall in west Olympia to Hawks Prairie Park and Ride in east Lacey.

Route 9X will succeed *The One* and represents a significant step toward implementation of rapid bus service along the major east-west corridor of the community. Buses on the 'Martin Way corridor' will operate every 15 minutes during busy weekdays, and a



reduced 30-minute frequency during evening and night hours. The new 9X service will replace the busy Routes 62A/B, as well as *The One*, and will be the foundation of our Bus Rapid Transit line in the future. The Route 9X will make fewer stops than the 62A/B, providing faster travel time, and will emphasize connections with other routes at busy intersections and existing transit centers. Stops not served by the frequent corridor route will continue to be served by the new Route 50 east of the Olympia Transit Center. Implementation of the 9X, and the subsequent discontinuation of Routes 62A and 62B, are the fundamental basis for a comprehensive redesign of the community's transit system.

Bus Rapid Transit

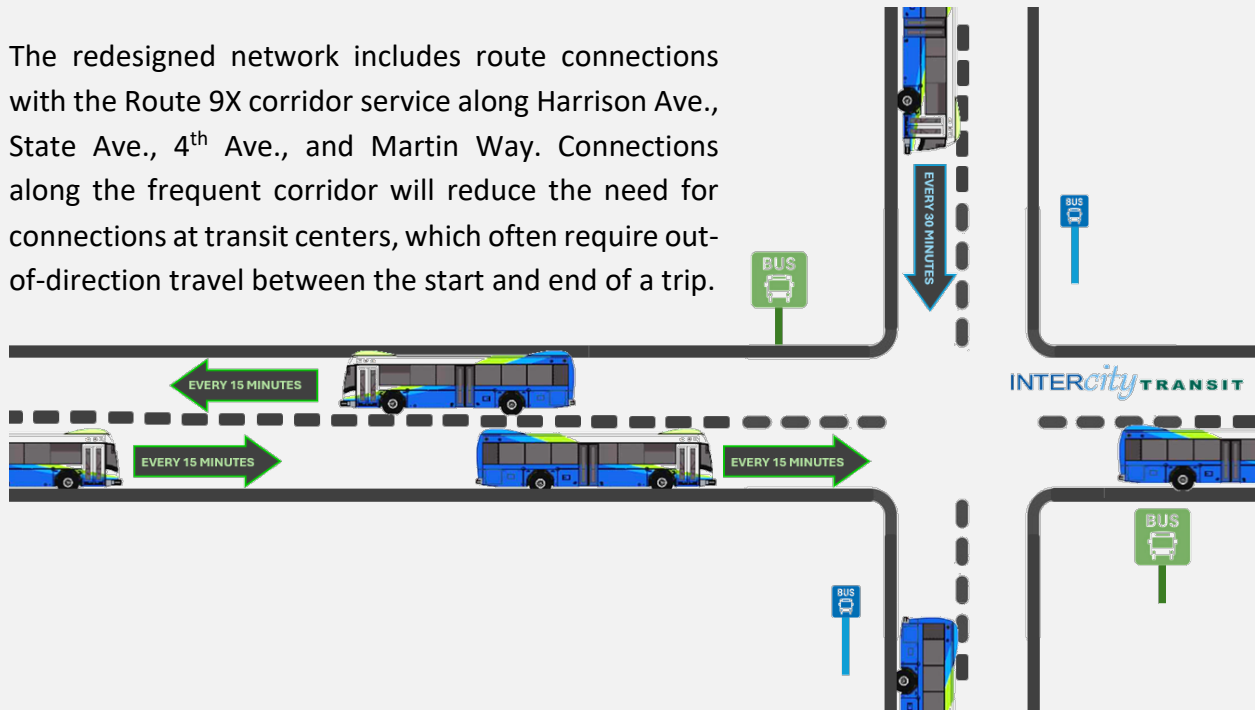


Bus Rapid Transit (BRT) refers to enhanced bus service with features that help reduce dwell times at bus stops, bypass traffic congestion, and provide a more comfortable and convenient service for passengers. BRT is a popular transit choice in municipalities looking for a way to provide service that is faster, more convenient, more comfortable, and more attractive than regular bus service, without the level of investment required by rail. Investments in high-quality bus transit can support economic development and lead to increased ridership.

The level of investments in high-quality bus transit can vary, and it is possible to achieve better service and increased ridership without implementing all of the common BRT features. Dedicated running ways, in particular, are often not found in BRT systems.

Convenient Connections

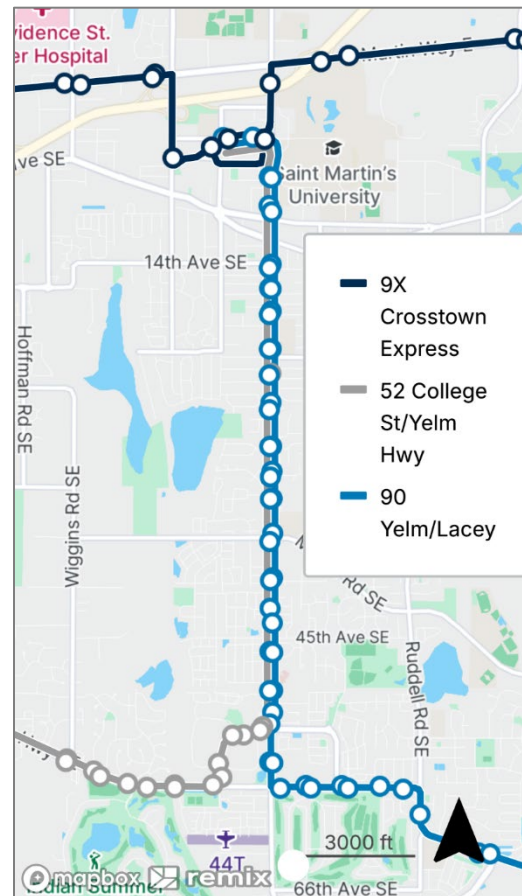
The redesigned network includes route connections with the Route 9X corridor service along Harrison Ave., State Ave., 4th Ave., and Martin Way. Connections along the frequent corridor will reduce the need for connections at transit centers, which often require out-of-direction travel between the start and end of a trip.



Shared Frequency

College Street

Right – The proposed redesign of service includes a significant increase in College St. bus service. Routes 52 and 90 will combine to provide service every 15 minutes, making it easier and more convenient for people to travel to and from destinations along College St. and connect to the Lacey Transit Center, which will provide access to many other locations across the system. In addition to College St., Lacey Blvd. and Pacific Ave. will continue to be served by routes with shared frequency, which means passengers will have more frequent options for traveling to and from their destinations.



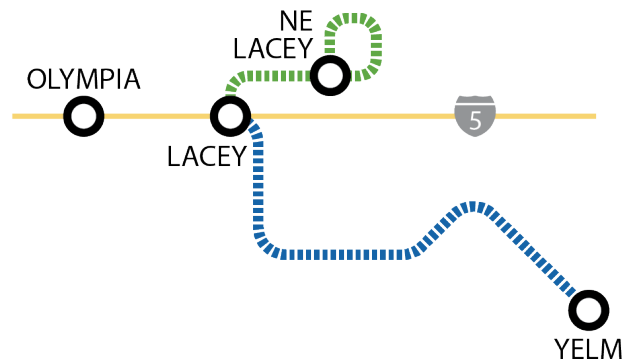
Capitol Way/Blvd.

The redesigned system maintains high frequency service along the Capitol Way/Capitol Blvd. corridor between downtown Olympia and south Tumwater. The existing Route 13 will remain in service; however, it will run every 30 minutes—a decrease from its historic 15-minute frequency. Other offsetting routes along Capitol Way/Blvd. are included in the redesigned system to supplement Route 13 buses with the intent to maintain four buses per hour. Buses on Route 15 will complement the corridor between OTC and Tumwater Square; Route 76 between Tumwater Square and Linwood Ave; and Route 16 between Linwood Ave and Tumwater Blvd.



Service to New Areas

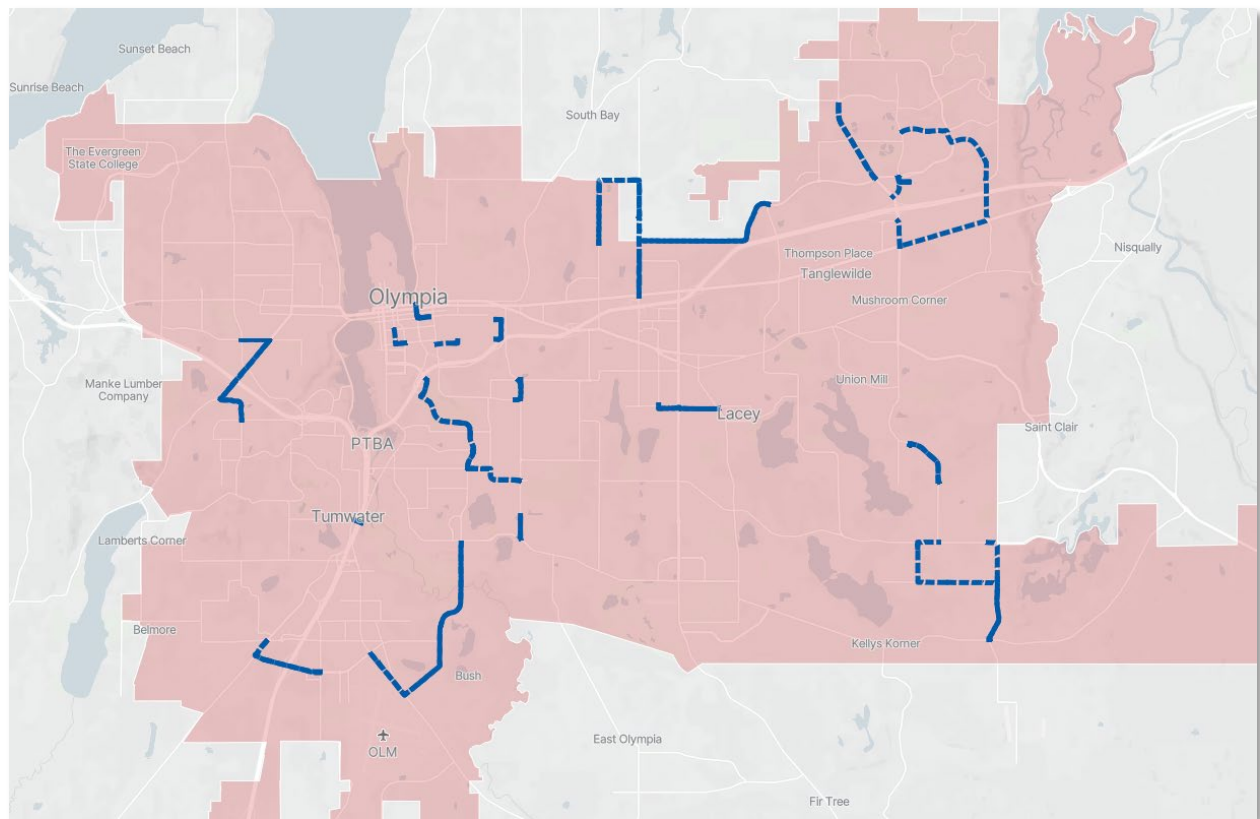
The proposed system redesign adds service to several new areas. These areas coincide with land use and growth in population density, as well as include the essential transit-supportive roadways and intersections needed to provide reliable operation of service. It is important to note that many areas of the community qualify as candidates for transit service, however operational limitations that contribute to unreliable maneuvering often result in candidate locations being deferred until additional improvements are made to roadways, intersections, and pedestrian amenities.



Area	New Service Segment	Why it is included
Tumwater	Littlerock Rd. Tumwater Blvd. Old Hwy. 99 Henderson Blvd.	• Follows land and road development patterns. • Improved coverage and more direct service. • Better access to Tumwater High School. • Envisioned extension of service toward Black Hills High School. *
West Olympia	Capital Mall Dr. Black Lake Blvd. 21 st Ave. RW Johnson Blvd.	• Follows land and road development patterns. • Improved coverage and more direct service. • Better access to businesses and services.
East Olympia	Lilly Rd. 26 th Ave. Sleater-Kinney Rd.	• Follows land and road development patterns. • Improved coverage and more direct service.

Area	New Service Segment	Why it is included
Central Olympia	Legion Way Sawyer St. 11 th Ave. Boulevard Rd. Henderson Blvd. North St. Log Cabin Rd.	• Improved coverage and more direct service. • Better access to Olympia High School. • Better access to the State Capitol campus.
North Lacey	15 th Ave. Marvin Rd. 31 st Ave. Hawks Prairie Park & Ride	• Follows land and road development patterns. • Improved coverage and more direct service. • Better access to North Thurston High School. • Better access to River Ridge High School. • Better access to NE Lacey employers.
Central Lacey	22 nd Ave.	• Improved coverage and more direct service. • Better access to River Ridge High School.
Thurston County	58 th Ave./Kagy St. Meridian Rd.	• Follows land and road development patterns. • Improved coverage and more direct service.

**Expanded service closer to Black Hills High School is restricted until future roadway development better supports transit operations.*

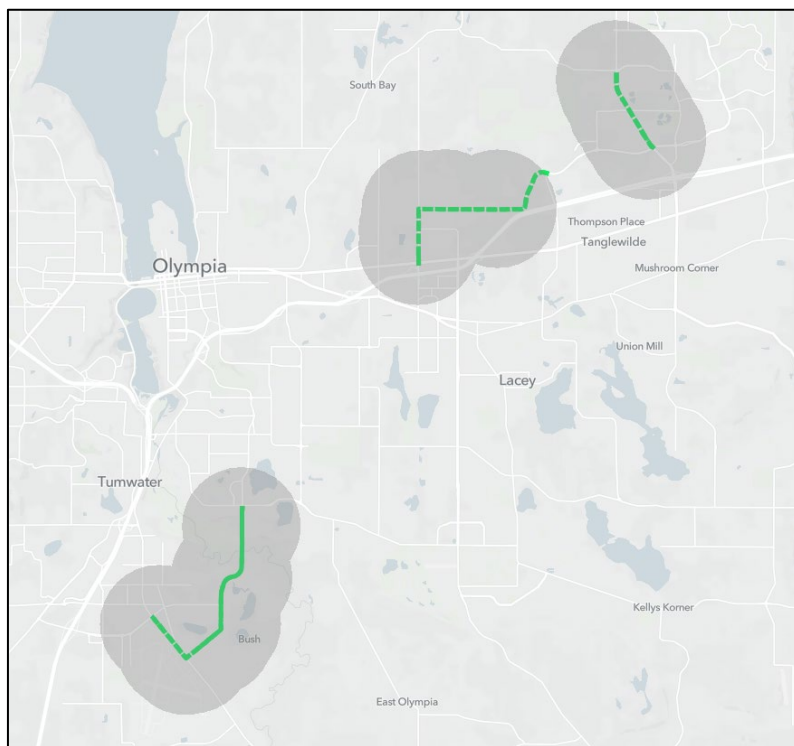


Above – New service segments shown in blue (Public Transportation Benefit Area in pink).

Dial-A-Lift (ADA Paratransit)

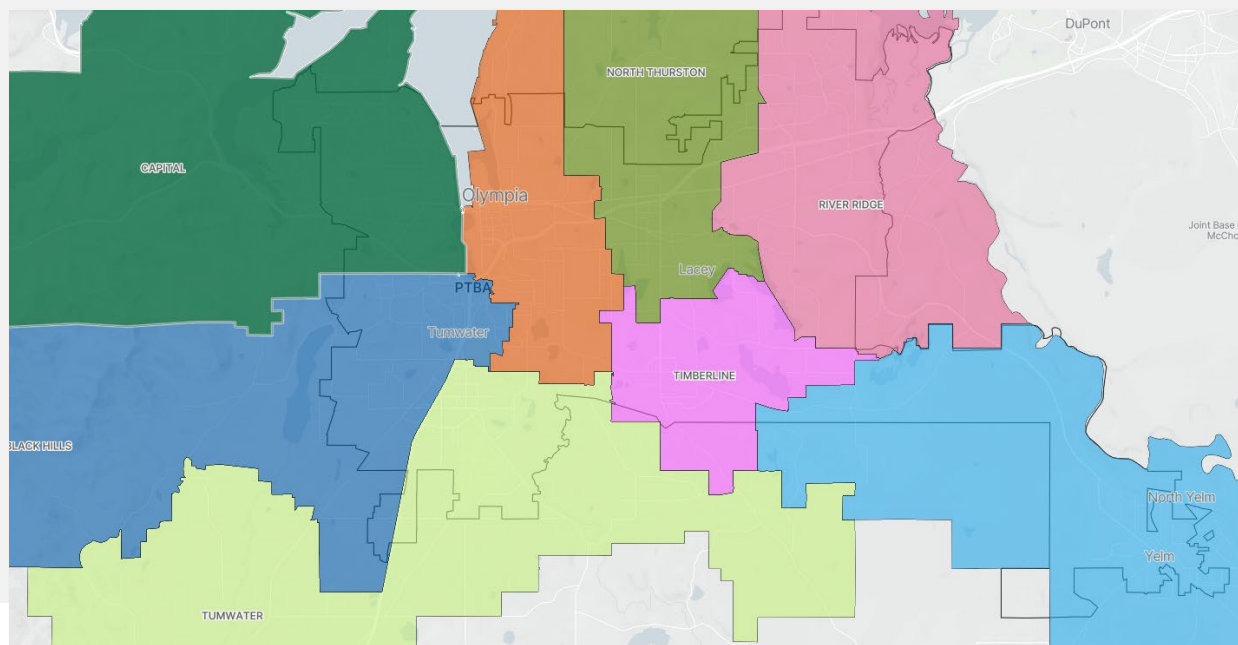
Right – The May 2026 redesign expands fixed route service in south Tumwater and north Lacey, which will expand the Dial-A-Lift service area. The dark gray areas show the approximate locations where new Dial-A-Lift service will be available.

Dial-A-Lift serves areas that are within 3/4 miles of a bus route, depending on the location. By expanding the fixed route network service area, the Dial-A-Lift service area is also expanded.



Students

Intercity Transit has received many comments over the years from families describing the mobility needs of students and youth. Below – School attendance boundaries were used to design better routes for high school and college students, which will benefit students attending early-morning classes, after-school sports and activities, and Running Start.



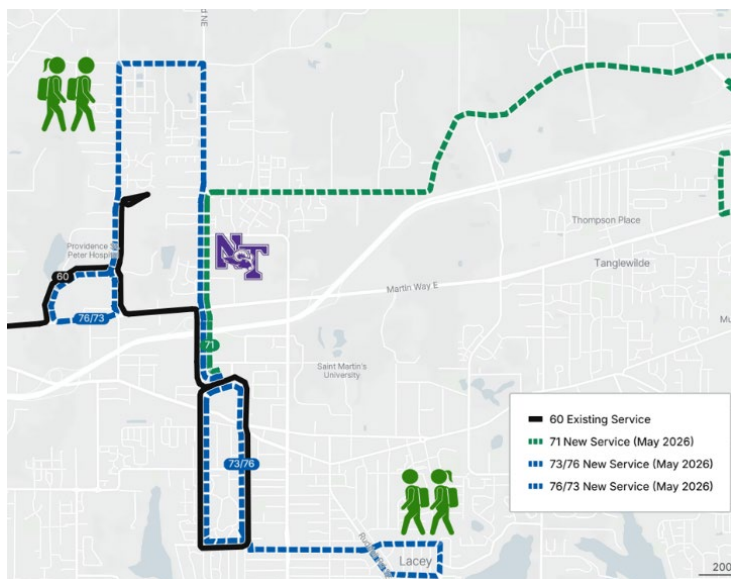
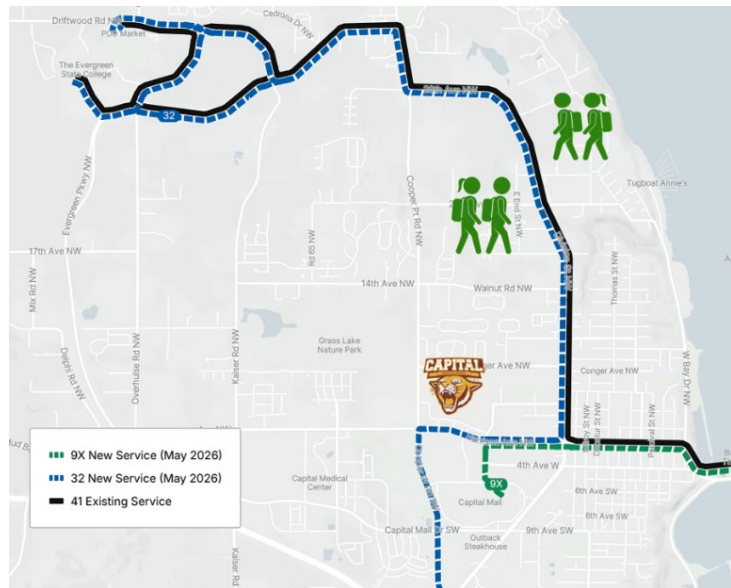
Direct and Convenient

The planned redesign of service improves the directness of transit routes and provides better access to local high schools and surrounding neighborhoods; many trips may not require riders to change buses. Purposely designed routes intend to improve access to shopping centers, schools, and neighborhoods without out-of-direction travel or the need to transfer between buses.

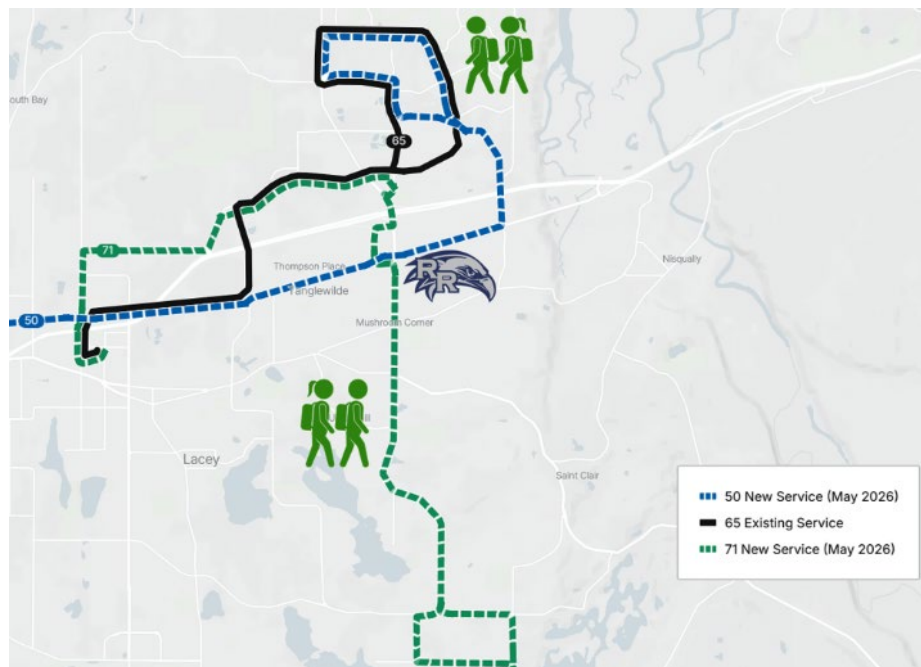
Right – The proposed redesign of transit service in west Olympia offers more one-seat rides on routes operating adjacent to Capital High School.

The proposed redesign of transit service in the greater Lacey area offers more one-seat rides between the three public high schools and nearby neighborhoods.

Right – Proposed Routes 71, 73/74 would improve access to North Thurston High School from residential areas both north and south of Martin Way. Route 73 provides new service along 22nd Ave and includes existing residential service along 25th Ave and Lilac Ln.

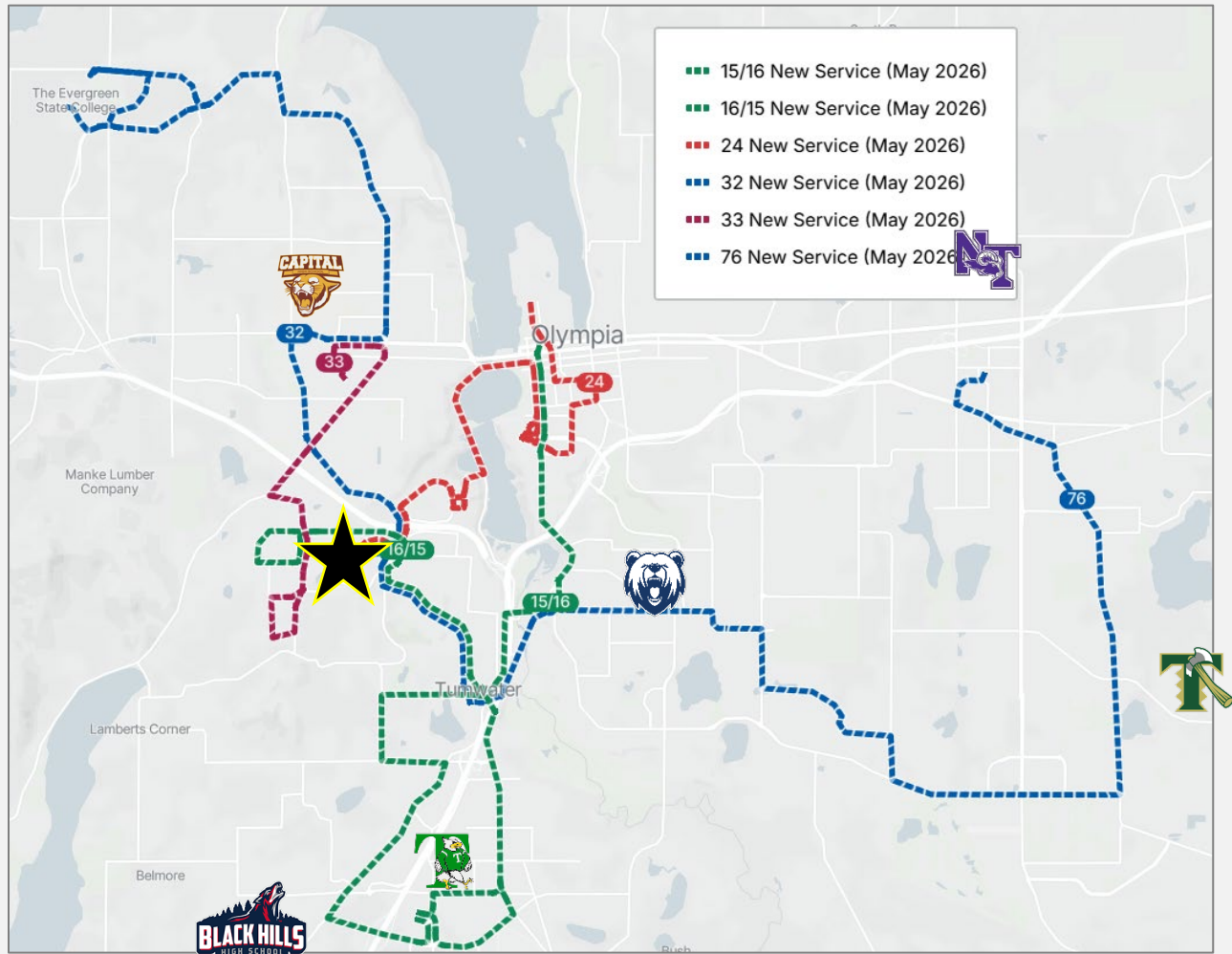


Below – Proposed Routes 50 and 71 have been designed to improve student access to River Ridge High School. Route 50 will operate bidirectionally along Martin Way and Meridian/Orion with service to/from neighborhoods in NE Lacey. Buses on Route 71 will provide corridor access from neighborhoods in NE Lacey as well as south Lacey; Route 71 buses will also provide convenient service to shopping and employment near the intersection of Martin Way and Marvin Rd.



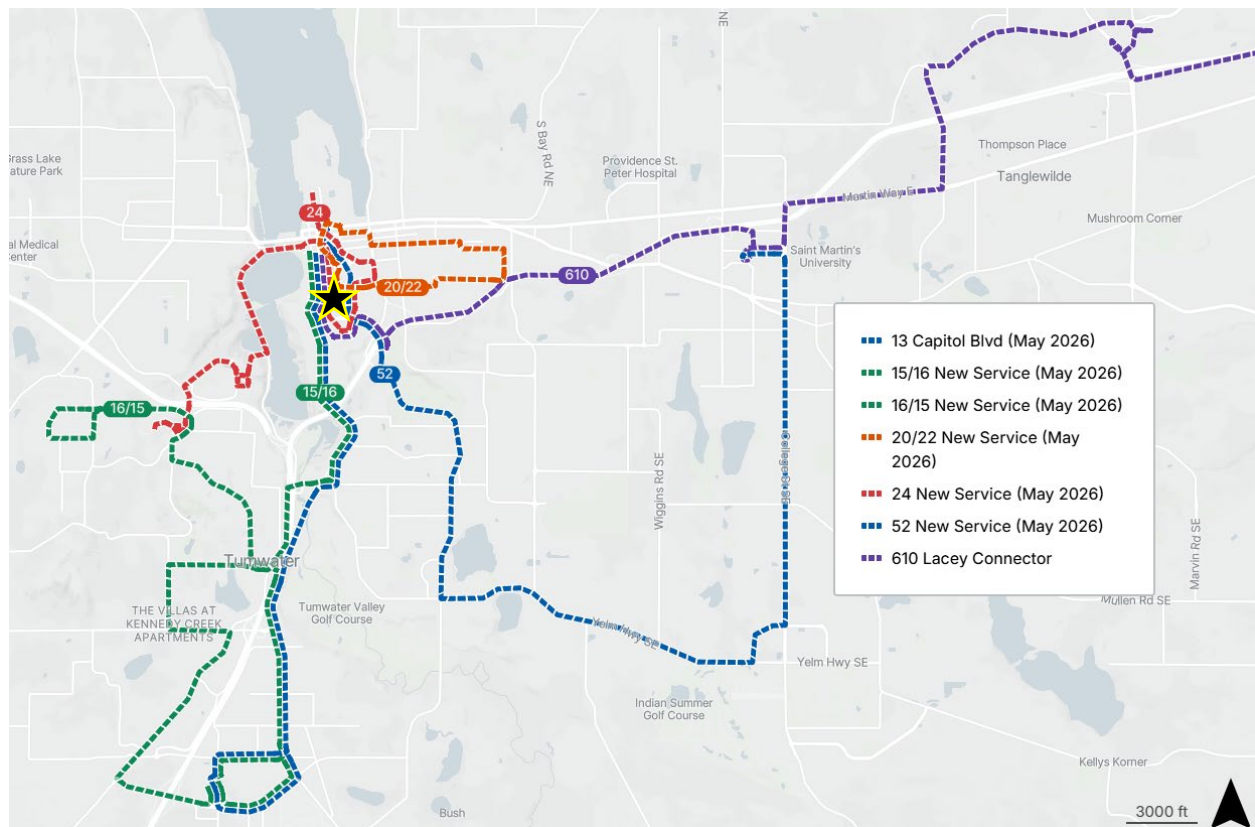
Left – The proposed redesign of transit service in Tumwater and Olympia offers more one-seat rides on routes operating adjacent to—or in the vicinity of—Olympia High School, Tumwater High School, and Black Hills High School.

The map below shows the planned changes in direct access to the South Puget Sound Community College (SPSCC) main campus.



Capitol Campus

Below – Redesigned service broadens access to the State Capitol campus with more direct routes from Lacey, Tumwater, and Olympia. Buses on Deschutes Parkway will enhance campus parking options with convenient service to Capitol Way. New stops along Henderson Blvd. will expand access to the State Capitol campus, as well as Olympia High School.



Preceding Changes to Service

The redesign of service planned for May 2026 incorporates a series of incremental expansions to existing routes. Recent improvements to span and frequency from preceding changes in May 2025 and September 2025 have been incorporated in the May 2026 redesign. Listed below are the two formal service changes which have taken effect during the review and implementation of the proposed May 2026 redesign:

May 4, 2025: The May 2025 schedule added later weekday service on Routes 21, 45, 47, 60, 64, 67, and 94, and increased weekend frequency on Routes 21, 45, 47, and 60.

- September 7, 2025: The [current] September 2025 schedule replaced the Route 620 with two new commuter bus routes, the 600 and 610.

Discontinued or Reduced Service

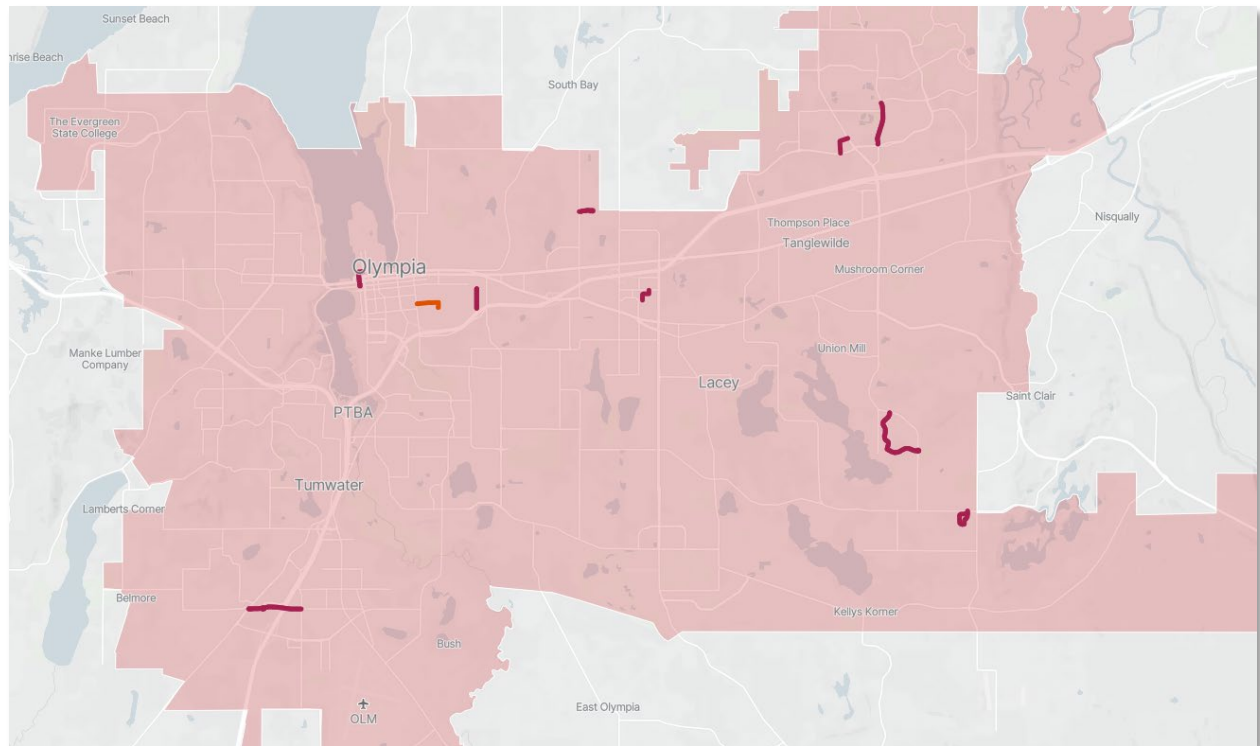
The planned May 2026 system redesign includes minor service area removals or reductions to improve efficiency; most affected bus stops will be relocated to nearby areas of service.

Deactivated Bus Stops	Route(s)	Why it is changing
Israel Rd. at Littlerock Rd. EB Israel Rd. at Littlerock Rd. WB Israel Rd. at Old Israel Rd. EB Israel Rd. at Old Israel Rd. WB Israel Rd. at Linderson Way EB Israel Rd. at Linderson Way WB	12	• Service moved to Littlerock Rd. • Service moved to Tumwater Blvd.
Columbia St. at State Ave. NB Columbia St. at State Ave. SB	12, 42	• Service moved to State Ave.
Harrison Ave. at Decatur EB Harrison Ave. at Milroy St. WB	41, 48	• Stop consolidation; service available at Division St. and Perry/Plymouth
10 th Ave. at Central St. WB 10 th Ave. at St. Michaels WB Frederick St. at Union Ave. NB Frederick St. at Union Ave. SB 9 th Ave. at Frederick St. EB 9 th Ave. at Frederick St. WB	64	• Service moved to Sawyer St.
4 th Ave. at Wilson St. EB	66	• Service moved to Fairview St.
Lake Forest Dr. at Fordham Ct. SB Lake Forest Dr. at Fordham Ct. NB Lake Forest Dr. at Duke Ct. SB Lake Forest Dr. at Marquette NB Lake Forest Dr. at Lake Forest Ct. EB Lake Forest Dr. at Creighton Ct. WB Lake Forest Dr. at Carnegie Dr. EB Lake Forest Dr. at Carnegie Dr. WB Lake Forest Dr. at Oxford Dr. EB Lake Forest Dr. at Oxford Dr. WB	67	• Service moved to Marvin Rd.
Tri-Lake Dr. at Tri-Lake Loop SB	67	• Service moved to Mullen Rd.

Discontinued Routes – Effective May 3, 2026

Route	Area Served	Replaced by
ONE	Martin Way	9X, 50
12	West Tumwater	15, 16, 24
14	Capitol Campus	24
41	West Olympia	9X, 32
42	Family Court	16, 24, 33
45	West Olympia	30, 31, 51
47	West Olympia	30, 33
48	West Olympia	9X, 34
60	Olympia/Lacey	20, 22, 73, 74
62A/B	Olympia/Lacey	9X, 50, 75, 77
64	Olympia/Lacey	20, 22, 51, 52, 70, 72, 90
65	NE Lacey	9X, 50, 71, 78
66	Olympia/Lacey	9X, 70, 76
67	Lacey	71, 75
68	Olympia/Lacey	52, 72, 76, 35
94	Olympia/Yelm	51, 70, 76, 90

Below – Removed service segments shown in red; areas of where service is reduced in one direction in orange. The boundary of the Public Transportation Benefit Area is shown in pink.

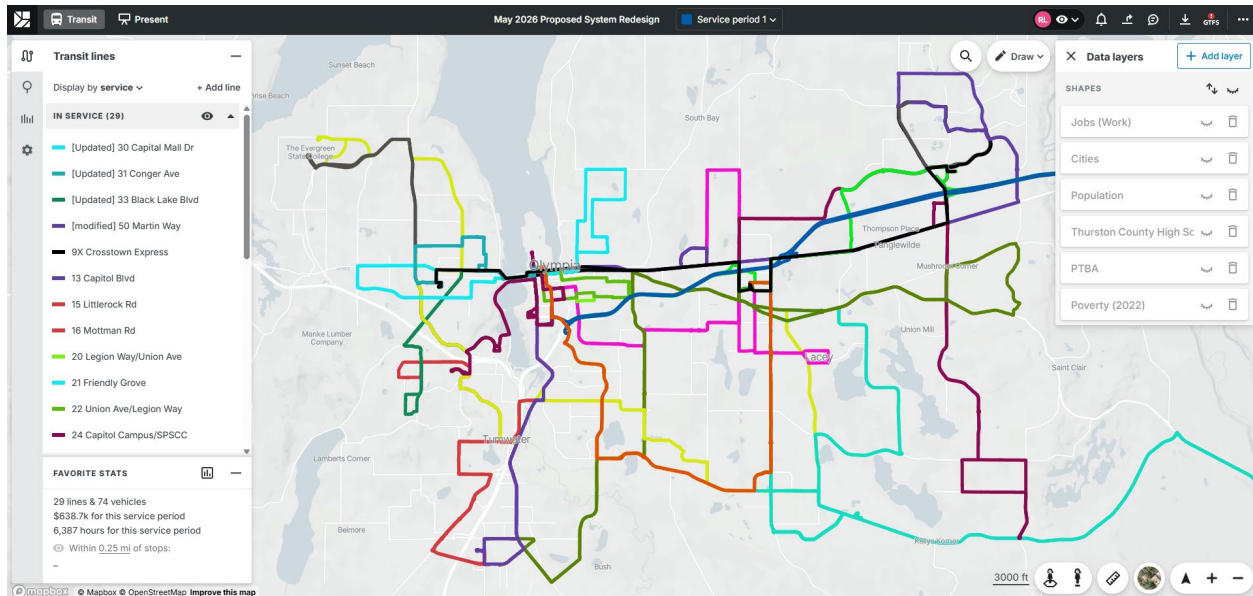


Area	Roads	Why it is changing
Tumwater	Israel Rd.	Service relocated to Tumwater Blvd. to improve coverage and provide more direct service.
Olympia	Columbia St. Frederick St. 10 th Ave. Lilly Rd/Ensign Rd. Harrison Ave. at Decatur St.	- Service on Deschutes Pkwy. routed to Capitol Way. - Service near Lion's Park relocated to provide more direct service. - Two bus stops on Harrison Ave. located adjacent to Decatur St. will be removed to improve stop spacing an efficiency for the new Route 9X.
Thurston County	Lake Forest Dr. Tri-Lake Dr.	- Service relocated to Marvin Rd. to broaden access. - Service relocated to Mullen Rd. to provide more direct service.
North Lacey	Twin Oaks Rd. Hickory Stick Rd. Hogum Bay	Service relocated to Marvin Rd. to provide more direct service.

Planned Active Bus Routes – Effective May 3, 2026

Route	Area Served	Weekday Frequency	Weekend Frequency
9X	High-Frequency Corridor	15/30-minutes	15/30-minutes
13	Capitol Way/Blvd	30-minutes	30-minutes
15	Capitol Way/Littlerock Rd	30-minutes	30-minutes
16	Capitol Blvd/Mottman Rd	30-minutes	30-minutes
20	Central Olympia	30-minutes	30-minutes
21	Central Olympia	30-minutes	30-minutes
22	Central Olympia	30-minutes	30-minutes
24	Central Olympia/SPSCC	30-minutes	N/A
30	West Olympia	30-minutes	30-minutes
31	West Olympia	30-minutes	30-minutes
32	West Olympia/SPSCC/Evergreen	30-minutes	30-minutes
33	West Olympia/North Tumwater	30-minutes	30-minutes
34	West Olympia	30-minutes	30-minutes
35	West Olympia/Evergreen	30-minutes	30-minutes
50	Olympia to NE Lacey	30-minutes	30-minutes
51	Olympia to Lacey	30-minutes	30-minutes
52	Olympia to Lacey	30-minutes	30-minutes
70	Lacey to Tumwater	30-minutes	30-minutes
71	East Lacey	30-minutes	30-minutes
72	Central Lacey	30-minutes	30-minutes
73	Central Lacey	30-minutes	30-minutes
74	Central Lacey	30-minutes	30-minutes
75	East Lacey	30-minutes	30-minutes
76	Lacey to Tumwater	30-minutes	30-minutes
77	North Lacey	30-minutes	30-minutes
78	North Lacey	30-minutes	30-minutes
90	Yelm to Lacey	30-minutes	30-minutes
600	Lakewood Commuter	variable	N/A
610	Lacey Connector	variable	variable

Interactive Map: <https://platform.remix.com/project/03cdaee8?latlng=47.06615,-122.90656,12.253&sp.id=680f7c74-dc8e-4073-ae10-bce11b19a9be&styleBy=service>



BUS STOP NOTE: Exact bus stop locations are being developed and are subject to change. Several factors are involved including obtaining jurisdictional approvals at the proposed locations.

What does it mean when bus routes are “interlined”?

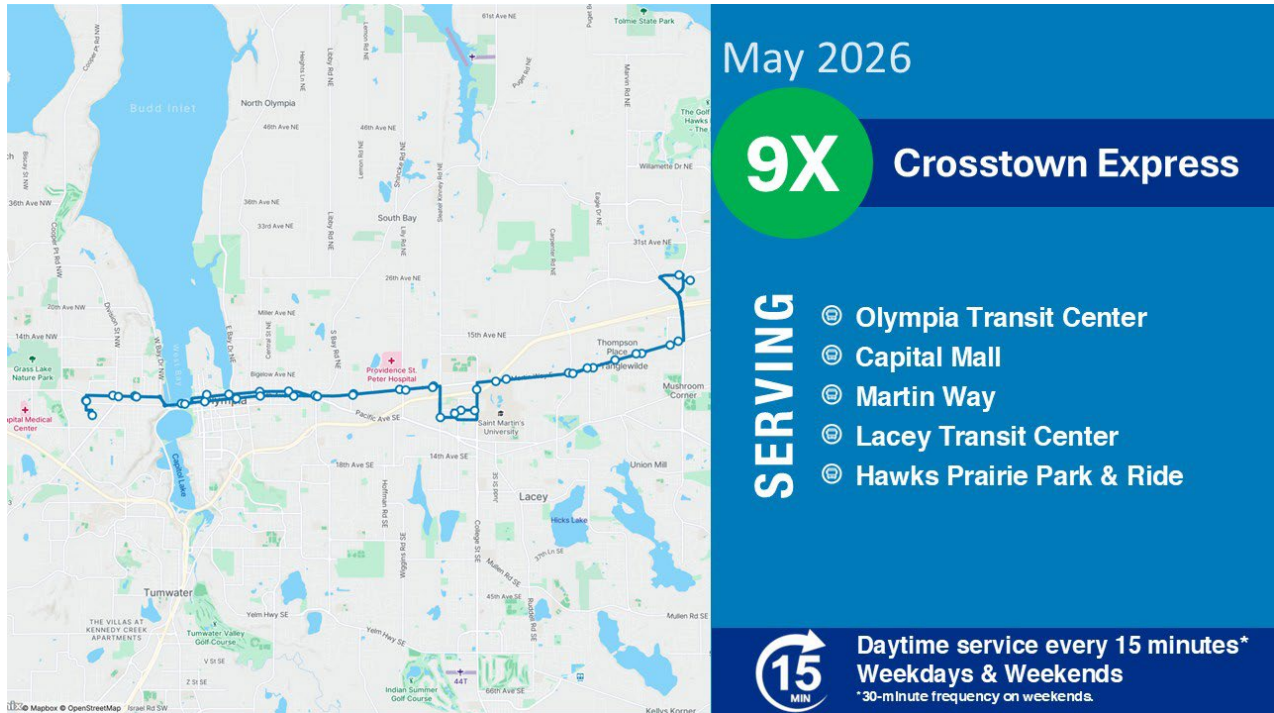
Buses are often assigned to different routes during a single day. When this happens it is often referred to as an interline. Most often a bus interline occurs at a transit center or other significant location; arriving to the transit center as one route, but leaving as another.



Interlines are strategic combinations of routes often intended to help the system run more smooth. Passengers can take advantage of interlined bus routes by enjoying a trip without the need to transfer from one bus to another.

High-Frequency Corridor

Route	Replaces:	Rationale
9X	ONE, 62A, 62B, 41, 48	Expands frequent and direct service between west Olympia and east Lacey; reduces travel times; adds connections to intersecting routes.

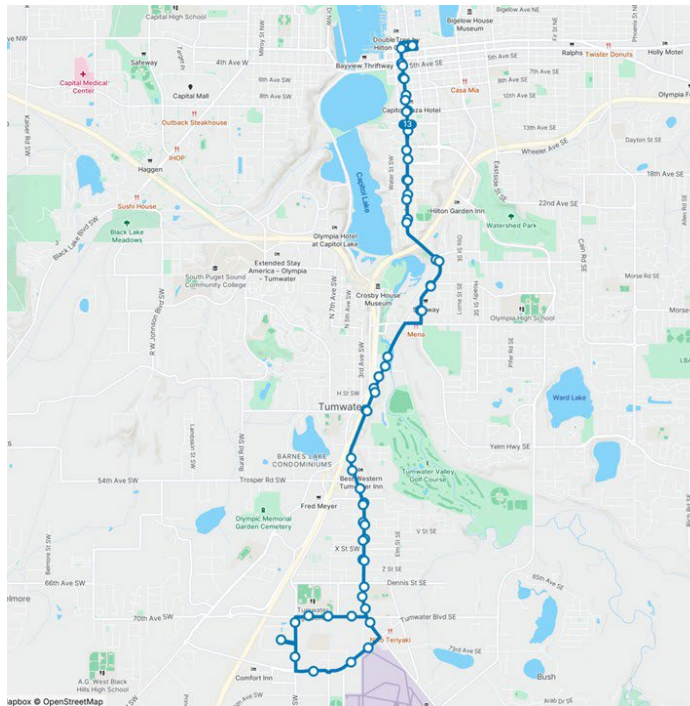


Note: the exact location of bus stops will be determined during finalization and implementation

Capitol Way/Blvd.

Route	Replaces:	Rationale
13	--	Maintains existing service along Capitol Way/Blvd.
15	12, 13, 68	Broadens access to/from Capitol Way, including stops in downtown Olympia and the State Capitol Campus. Sustains existing service on 2nd Ave. between Tumwater Square and Linwood Ave. Note: An anticipated interline with the proposed Route 16 at Labor & Industries provides a transfer-free trip between Capitol Blvd. and Barnes Blvd., expanding access to SPSCC. The interlined routes improve access and connectivity in Tumwater from both sides of I-5. 
16	12, 13, 68	Complements the Route 13 to maintain frequent service along Capitol Blvd. (south of Troster Rd.), Israel Rd., Linderson Way, and Tumwater Blvd. Note: An anticipated interline with the proposed Route 15 at Labor & Industries provides a transfer-free trip between Capitol Blvd. and Littlerock Rd., which includes stops at large commercial shopping centers; the interlined routes improve access and connectivity in Tumwater from both sides of I-5. 

Capitol Way/Blvd.



May 2026

13

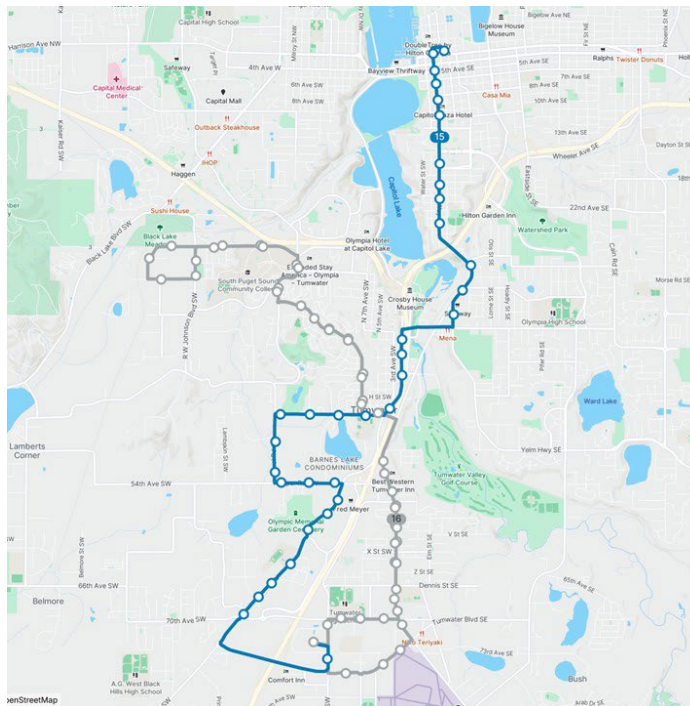
Capitol Blvd

SERVING

- Ⓢ Olympia Transit Center
- Ⓢ Capitol Way
- Ⓢ Capitol Blvd
- Ⓢ Israel Rd
- Ⓢ Capitol Campus
- Ⓢ State Offices – Tumwater
- Ⓢ Tumwater High School



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

15

Littlerock Rd

SERVING

- Ⓢ Olympia Transit Center
- Ⓢ Capitol Way
- Ⓢ Linwood Ave
- Ⓢ Tumwater Blvd
- Ⓢ Capitol Campus
- Ⓢ Commerce & Employment

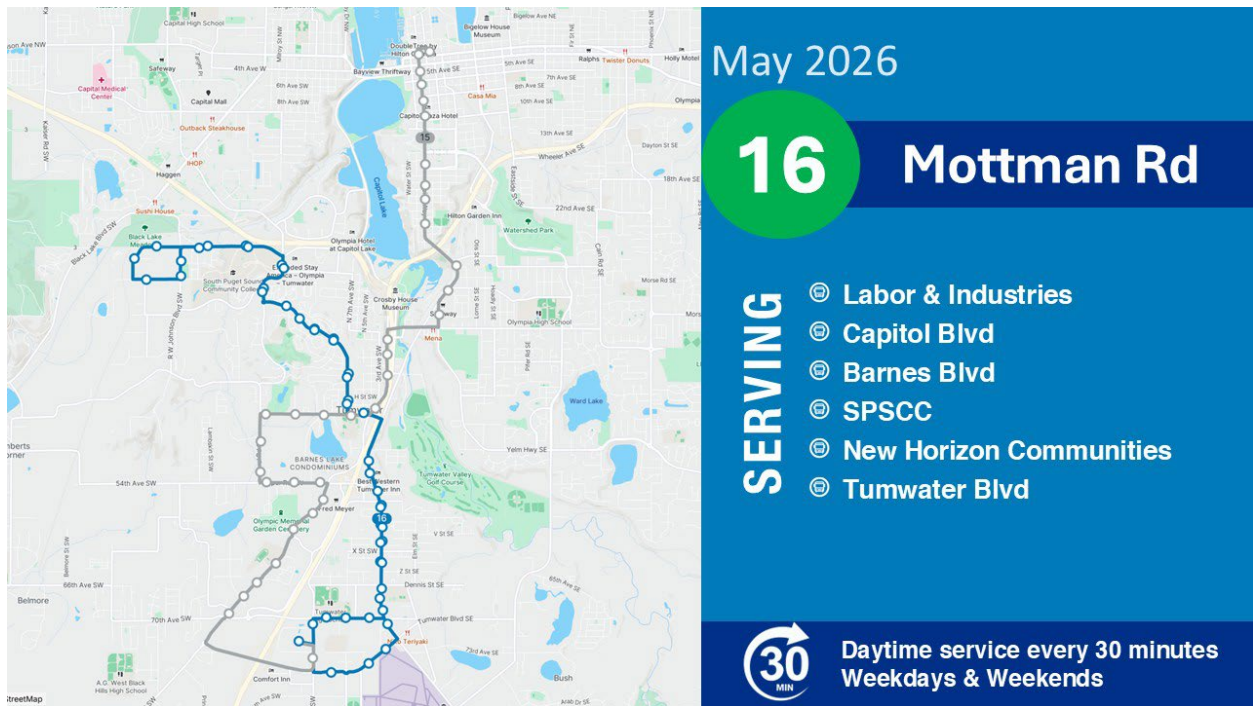


Daytime service every 30 minutes
Weekdays & Weekends

(Gray line: Route 16)

Note: the exact location of bus stops will be determined during finalization and implementation

Capitol Way/Blvd.



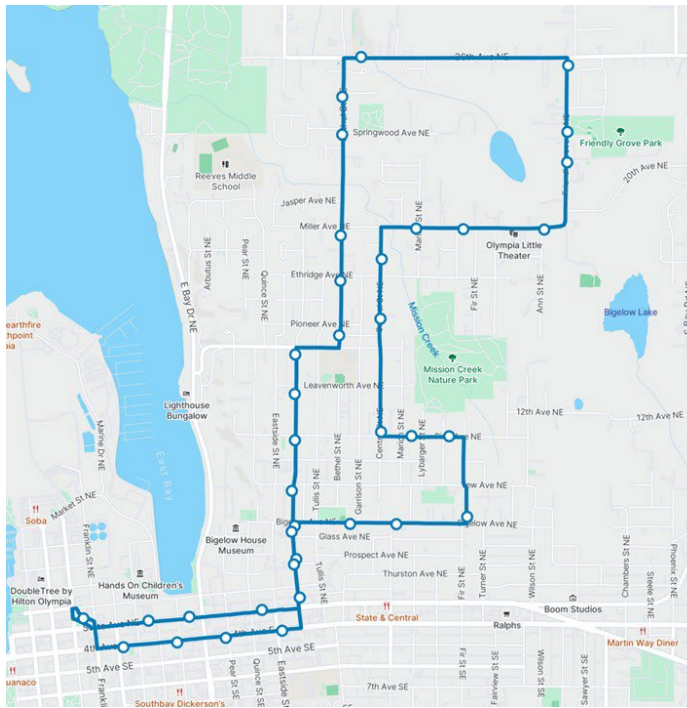
(Gray line: Route 15)

Note: the exact location of bus stops will be determined during finalization and implementation

Central Olympia

Route	Replaces:	Rationale
21	--	Maintains existing service in north Olympia
20 & 22	60, 64, 94	Consolidate existing service in east Olympia in the vicinity of Lions Park; transfers legacy service on Boulevard Rd. and Lilly Rd. to other new routes (refer to 70 and 74 respectively).
24	12, 42	Consolidates existing service along Evergreen Park Dr. and Deschutes Parkway between SPSCC and Capitol Way. Introduces direct service between SPSCC, State parking along Deschutes Parkway, and the State Capitol Campus.

Central Olympia



May 2026

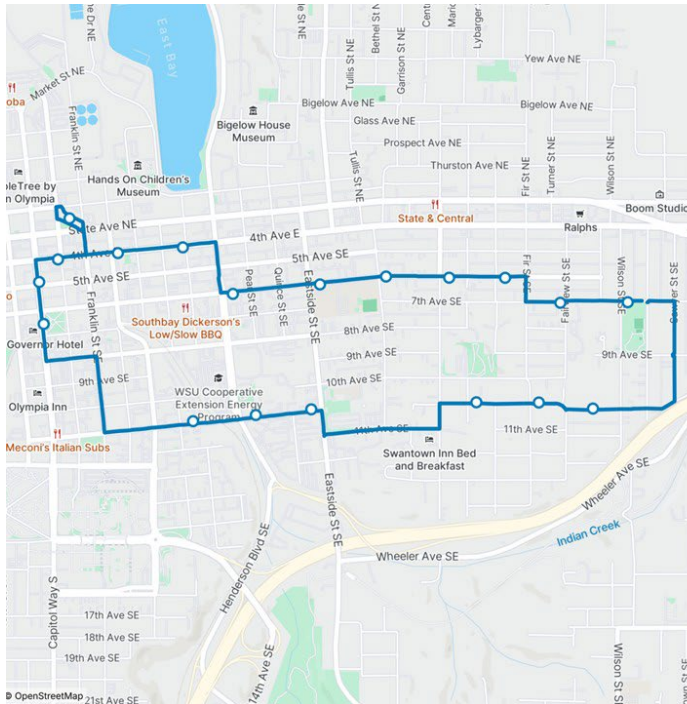
21 Friendly Grove

SERVING

- Ⓢ Olympia Transit Center
- Ⓢ State Ave
- Ⓢ 4th Ave
- Ⓢ Central St
- Ⓢ Friendly Grove Park
- Ⓢ Bethel St



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

20 Legion Way/Union Ave

SERVING

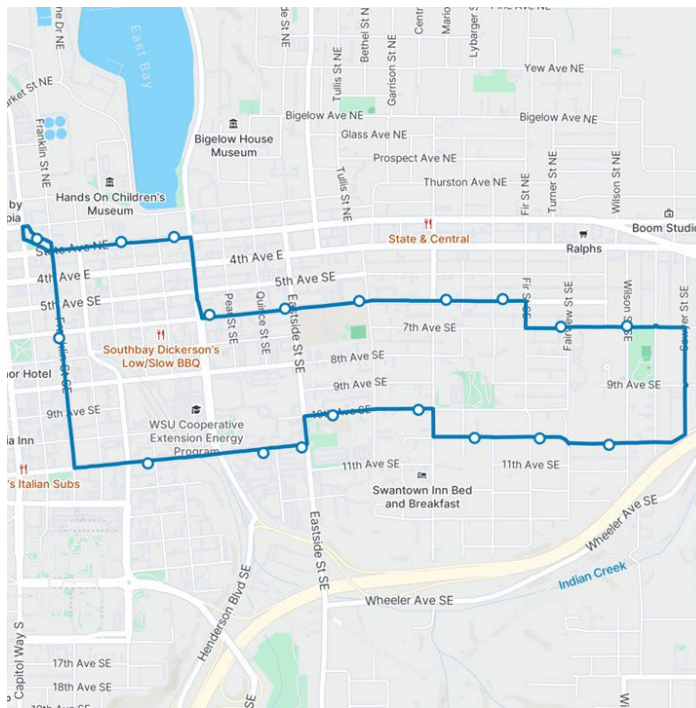
- Ⓢ Olympia Transit Center
- Ⓢ Legion Way
- Ⓢ Lions Park
- Ⓢ Union Ave



Daytime service every 30 minutes
Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

Central Olympia



May 2026

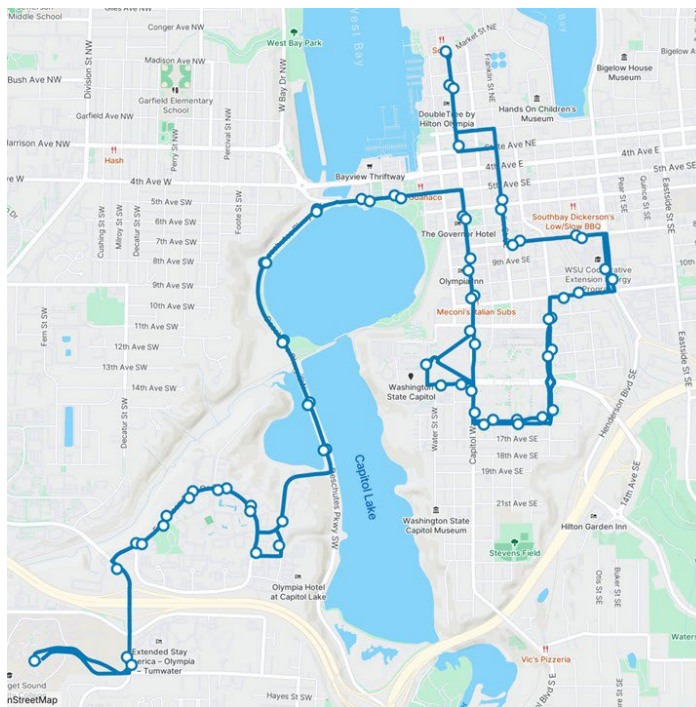
22 Union Ave/Legion Way

SERVING

- ② Olympia Transit Center
- ③ Legion Way
- ④ Union Ave
- ⑤ Lions Park
- ⑥ Franklin St



**Daytime service every 30 minutes
Weekdays & Weekends**



May 2026

24 Capitol Campus/SPSCC

SERVING

- Ⓢ Farmer's Market
- Ⓢ Olympia Transit Center
- Ⓢ Capitol Way
- Ⓢ Capitol Campus
- Ⓢ Evergreen Park
- Ⓢ SPSCC



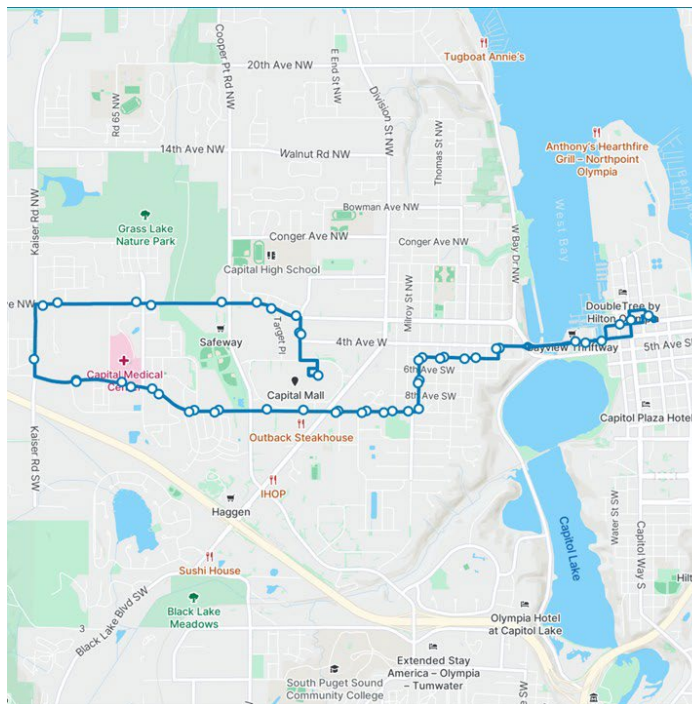
**Daytime service every 30 minutes
Weekdays & Weekends**

Note: the exact location of bus stops will be determined during finalization and implementation

West Olympia

Route	Replaces:	Rationale
30	47, 45	Direct service from downtown Olympia to the Capital Medical district and west Olympia neighborhoods; introduces new service on Capital Mall Drive between Black Lake Blvd. and Cooper Point Rd.
31	45	Maintains service in west Olympia neighborhoods from the existing Route 45; simplified routing with a reduction in circuitousness.
32	41, 45, 47, 68	Introduces direct service in west Olympia between The Evergreen State College and SPSCC. Maintains connections to the corridor and provides connections to all other routes in west Olympia.
33	42, 47	Introduces new service along Black Lake Blvd. and 21 st Ave. between Harrison Ave. and Mottman Rd. Makes connections to all other routes in west Olympia as well as frequent corridor service.
34	41, 48	Maintains existing service between Capital Mall and The Evergreen State College; removes duplicated service between Capital Mall and the Olympia Transit Center. Note: An anticipated interline with the proposed Route 9X at Capital Mall maintains a transfer-free trip between downtown Olympia and The Evergreen State College. 
35	12, 42, 68	Introduces new service between the Capital Mall and the Thurston County Courthouse, including neighborhoods along Evergreen Park Drive. Complements the proposed Route 32 to increase frequency of service along Cooper Point Rd. Note: An anticipated interline with the proposed Route 9X at Capital Mall provides a transfer-free trip between Lacey/Olympia and the County Courthouse. 

West Olympia



May 2026

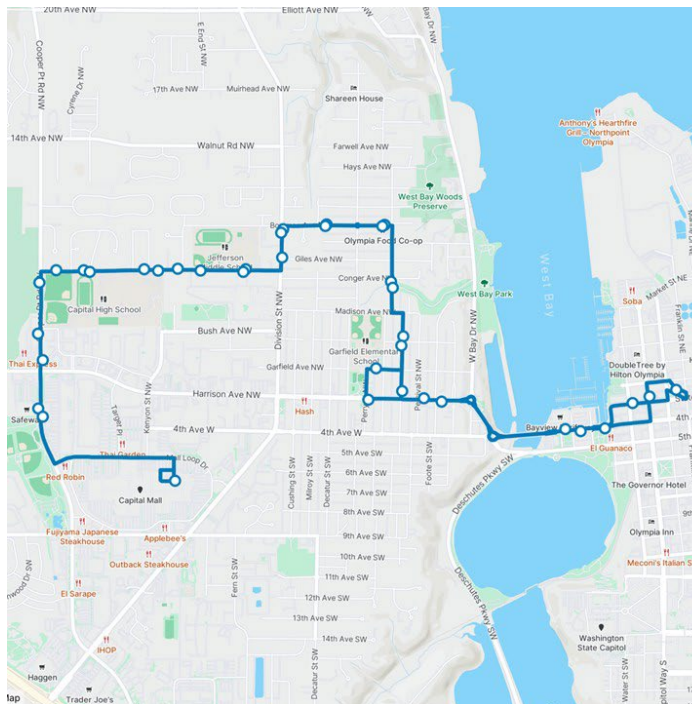
30 Capital Mall Dr

SERVING

- Ⓢ Olympia Transit Center
- Ⓢ Harrison Ave
- Ⓢ Capital Medical Center
- Ⓢ Kaiser Rd
- Ⓢ Decatur Woods Park
- Ⓢ 5th Ave



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

31 Conger Ave

SERVING

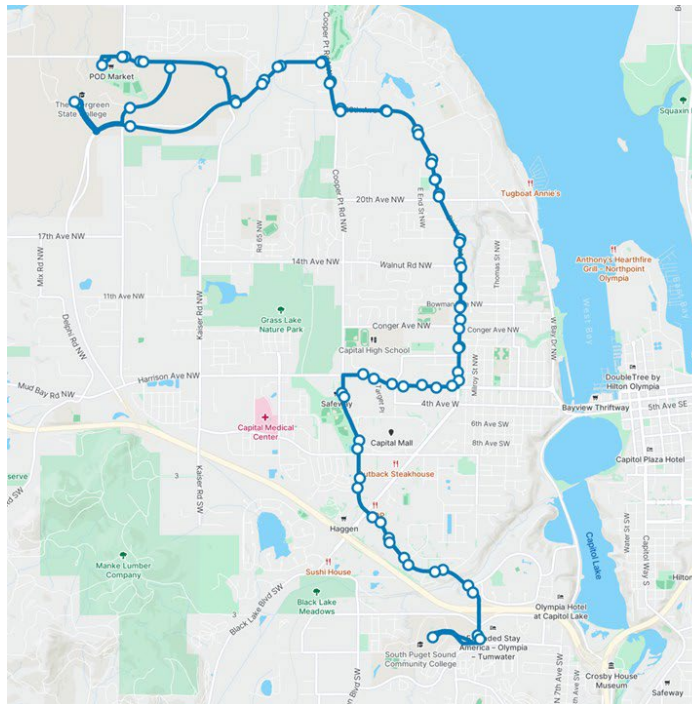
- Ⓢ Olympia Transit Center
- Ⓢ Conger Ave
- Ⓢ Rogers St
- Ⓢ Bowman Ave
- Ⓢ Capital High School
- Ⓢ Cooper Point Rd
- Ⓢ Capital Mall



Daytime service every 30 minutes
Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

West Olympia



May 2026

32

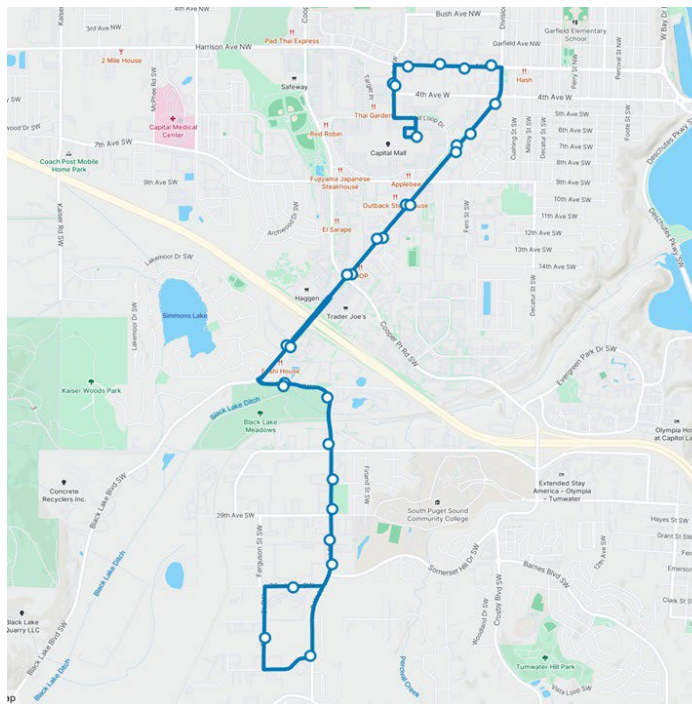
**SPSCC/Evergreen
State College**

SERVING

- Ⓢ Evergreen State College
- Ⓢ Division St
- Ⓢ Linwood Ave
- Ⓢ Tumwater Blvd
- Ⓢ Cooper Point Rd
- Ⓢ SPSCC



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

33

Black Lake Blvd

SERVING

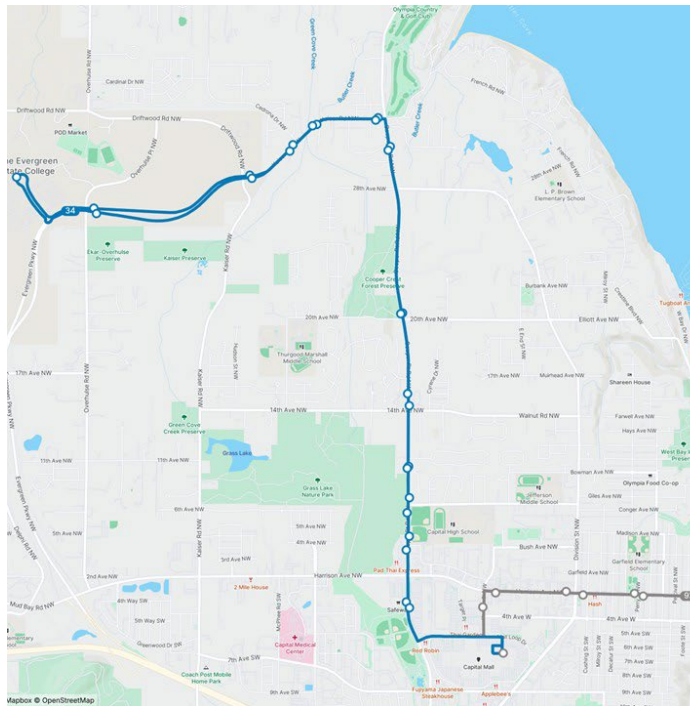
- Ⓢ Capital Mall
- Ⓢ Black Lake Blvd
- Ⓢ RW Johnson Blvd
- Ⓢ Family Court



Daytime service every 30 minutes
Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

West Olympia



(Gray line: Route 9X)

May 2026

34

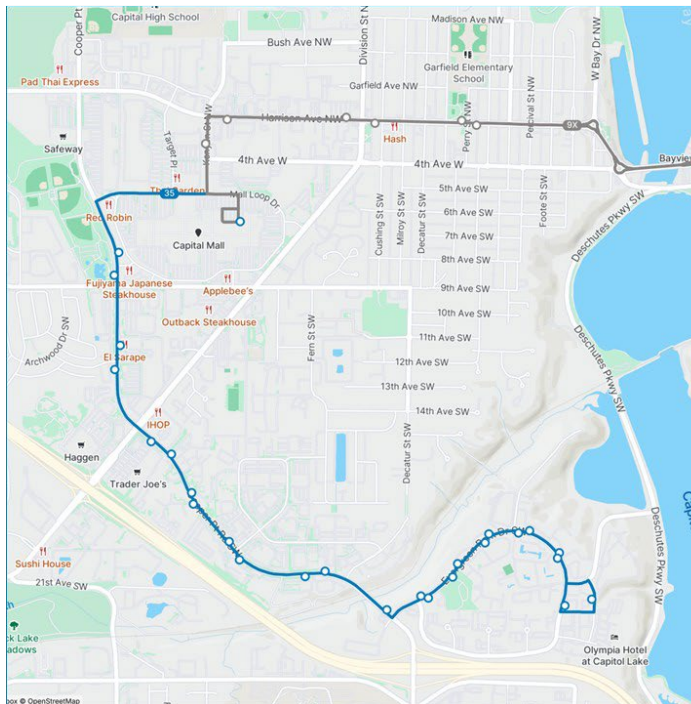
**Evergreen State College-
Capital Mall**

SERVING

- 📍 Evergreen State College
- 📍 Cooper Point Rd
- 📍 Capital Mall



**Daytime service every 30 minutes
Weekdays & Weekends**



(Gray line: Route 9X)

May 2026

35

Courthouse/Capital Mall

SERVING

- 📍 Capital Mall
- 📍 Cooper Point Rd
- 📍 Evergreen Park
- 📍 County Courthouse

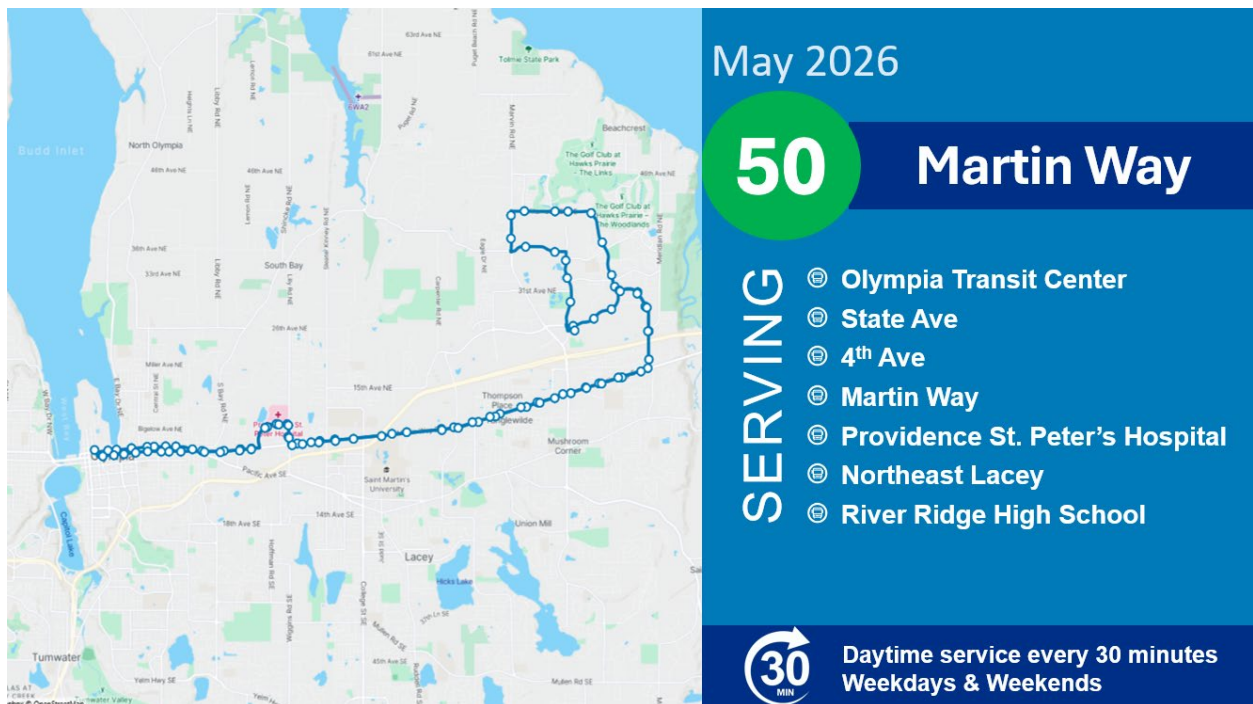


**Daytime service every 30 minutes
Weekdays & Weekends**

Note: the exact location of bus stops will be determined during finalization and implementation

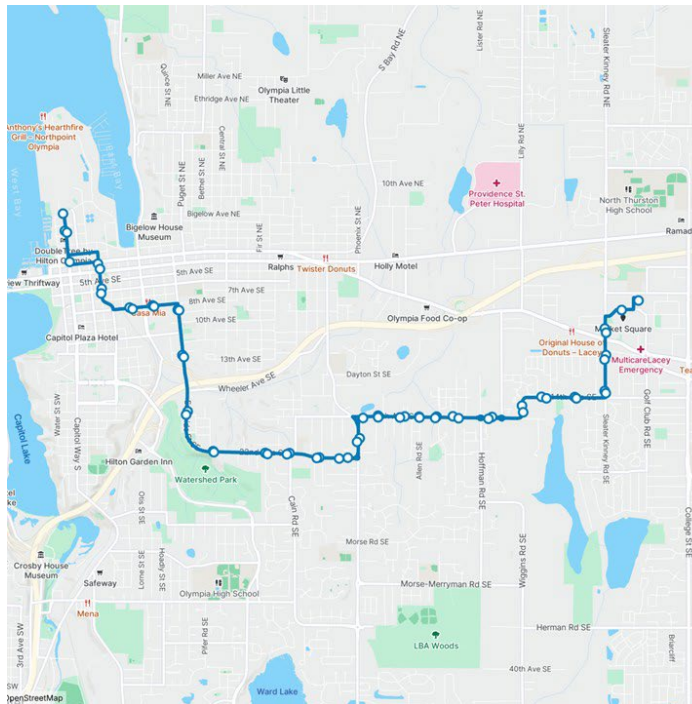
Olympia to Lacey

Route	Replaces:	Rationale
50	60, 62A/B, 65	Complements the proposed Route 9X between downtown Olympia and east Lacey to maintain frequent service along the Martin Way corridor; restores bi-directional service on Martin Way east of Marvin Rd.; includes neighborhood service in NE Lacey.
51	45, 60, 64, 94	Makes existing service along 22 nd Ave., 18 th Ave. and 14 th Ave. more direct.
52	64, 68, 94	Shortens busy segments of service on College St. and Yelm Hwy. with new service in south Olympia along Henderson Blvd. (which includes Olympia High School), and 14 th Ave. to the State Capitol Campus.



Note: the exact location of bus stops will be determined during finalization and implementation

Olympia to Lacey



May 2026

51

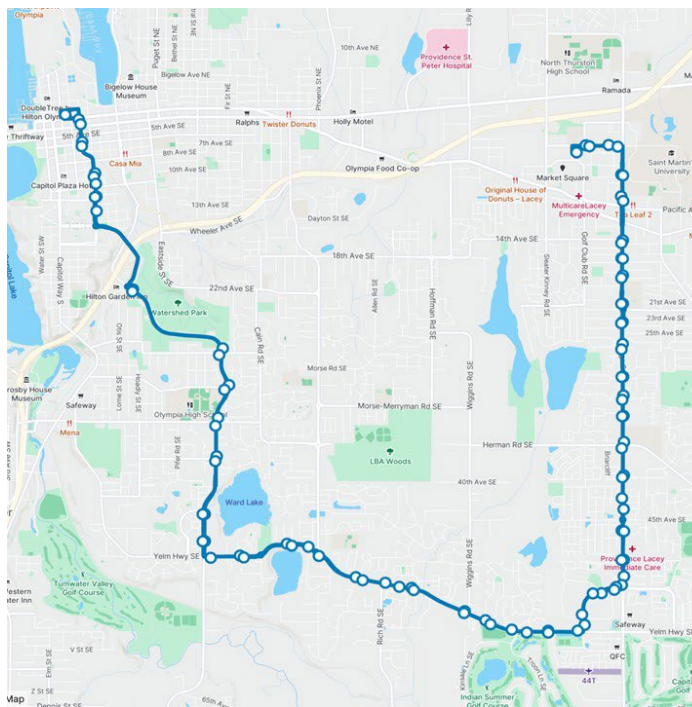
Farmer's Market/Lacey

SERVING

- Ⓢ Farmer's Market
- Ⓢ Olympia Transit Center
- Ⓢ Adams St
- Ⓢ 9th Ave
- Ⓢ Eastside St
- Ⓢ Watershed Park
- Ⓢ 22nd Ave
- Ⓢ 19th Ave
- Ⓢ Lacey Transit Center



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

52

College St/Yelm Hwy

SERVING

- Ⓢ Lacey Transit Center
- Ⓢ College St
- Ⓢ Lacey Corporate Center
- Ⓢ Yelm Ave
- Ⓢ Henderson Blvd
- Ⓢ Olympia High School
- Ⓢ Watershed Park
- Ⓢ Adams St
- Ⓢ Olympia Transit Center

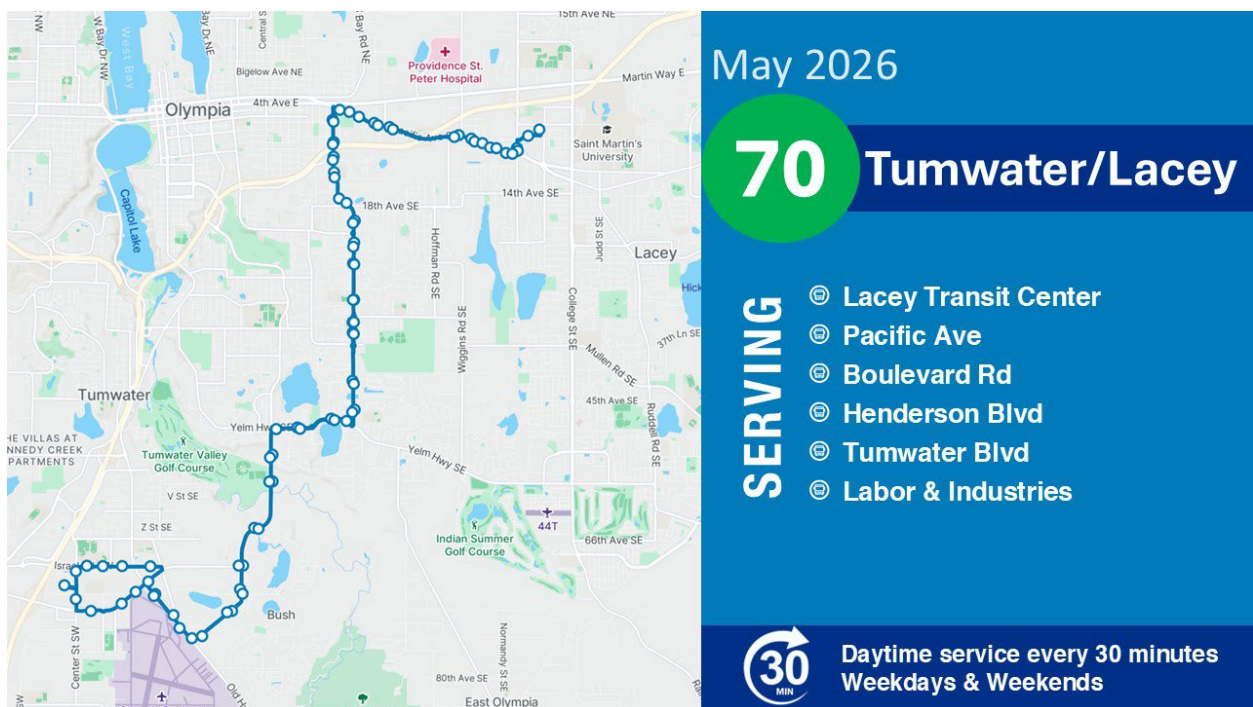


Daytime service every 30 minutes
Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

Lacey to Tumwater

Route	Replaces:	Rationale
70	12, 13, 60, 64, 66, 68, 94	Introduces a transfer-free trip from the Lacey Transit Center to south Tumwater via continuous service on Boulevard Rd.; introduces new service in Tumwater on Henderson Blvd. and Old Hwy. 99.
76	66, 68, 94	Maintains service along Ruddell Rd. Adds new service on Log Cabin Rd., Cain St. and North St. to provide more direct service to Olympia High School and Tumwater, including SPSCC.



Note: the exact location of bus stops will be determined during finalization and implementation

Lacey to Tumwater

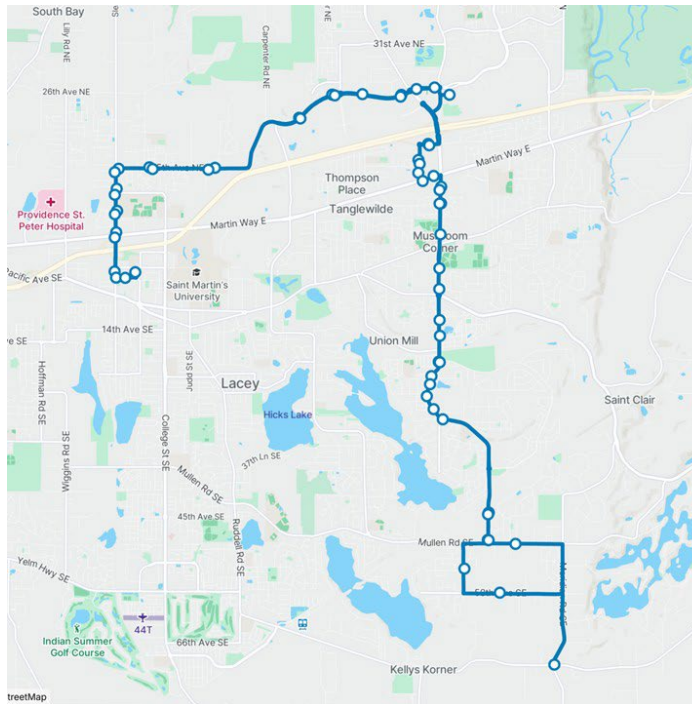


Note: the exact location of bus stops will be determined during finalization and implementation

East Lacey

Route	Replaces:	Rationale
71	62A/B, 65, 67	Route 71 consolidates and streamlines service in North Lacey. It adds new service along Sleater-Kinney Rd. (between Martin Way and 15th Ave.), 15th Ave., Draham St. (between Sleater-Kinney Rd. and Carpenter Rd.), and along Marvin Rd. (between Britton Pkwy. and Hawks Prairie Rd.). The route also enhances direct service on Marvin Rd. by linking growing neighborhoods and extending coverage to Yelm Hwy. Route 71 strengthens access to shopping centers, employment areas, and River Ridge High, to/from Marvin Rd., Galaxy Rd., the Lacey Walmart, Britton Pkwy., and the Lacey Transit Center.
75	62B, 66, 67, 68	Maintains service along Lacey Blvd. and Pacific Ave.; links east Lacey neighborhoods to the Lacey Transit Center via Pacific Ave.

East Lacey



May 2026

71

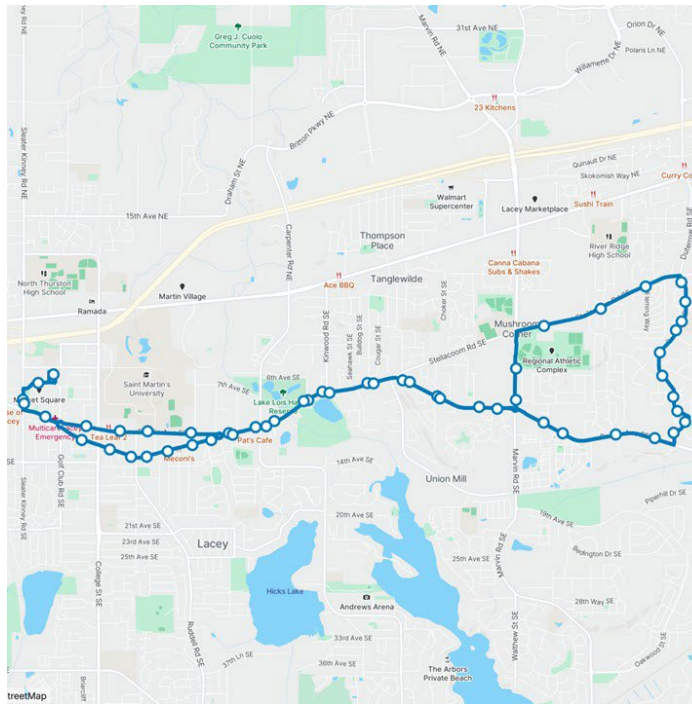
Britton Pkwy/Marvin Rd

SERVING

- ⊙ Lacey Transit Center
- ⊙ North Thurston High School
- ⊙ 15th Ave
- ⊙ Britton Pkwy
- ⊙ Hawks Prairie Park & Ride
- ⊙ Galaxy Dr
- ⊙ Marvin Rd



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

75

Pacific Ave/Steilacoom Rd

SERVING

- ⊙ Lacey Transit Center
- ⊙ Pacific Ave
- ⊙ Steilacoom Rd
- ⊙ Regional Athletic Complex
- ⊙ Deerbrush Dr



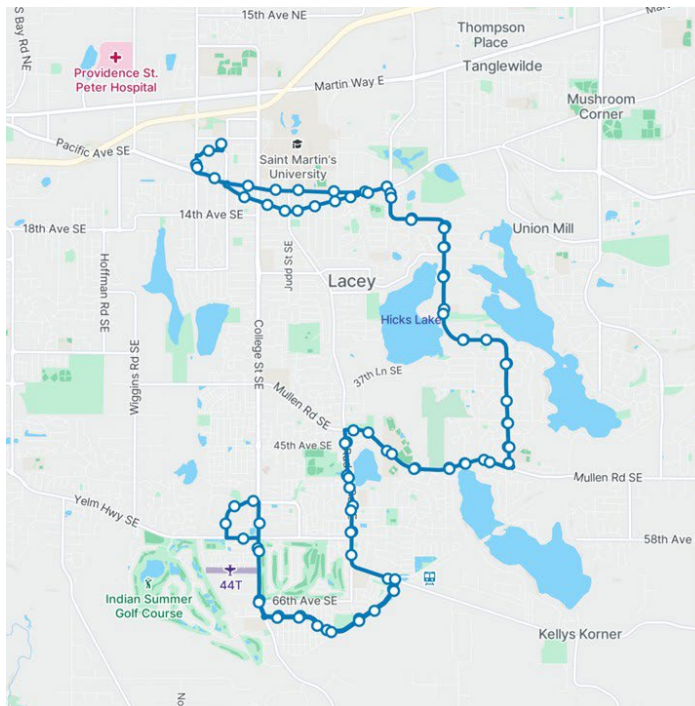
Daytime service every 30 minutes
Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

Central Lacey

Route	Replaces:	Rationale
72	64, 68	Maintains service along Carpenter Rd.; broadens access between south Lacey neighborhoods and nearby Timberline High School and shopping centers.
73	60, 64, 66	Maintains existing service on Golf Club Rd. and Sleater-Kinney Rd. Adds new service on 22nd Ave. and incorporates the 25th Loop service. Note: An anticipated interline with the proposed Route 74 at the Lacey Transit Center provides a transfer-free trip between central Lacey neighborhoods, North Thurston High School, and the Providence St. Peter medical district on Lilly Rd. 
74	60	Maintains existing service to Providence St. Peters hospital and Lilly Rd.; adds new service along Lilly Rd., 26th Ave., and Sleater-Kinney Rd. to North Thurston High School and the Lacey Transit Center. Note: An anticipated interline with the proposed Route 73 at the Lacey Transit Center provides a transfer-free trip between the Providence St. Peter medical district, North Thurston High School, and neighborhoods in central Lacey. 

Central Lacey



May 2026

72

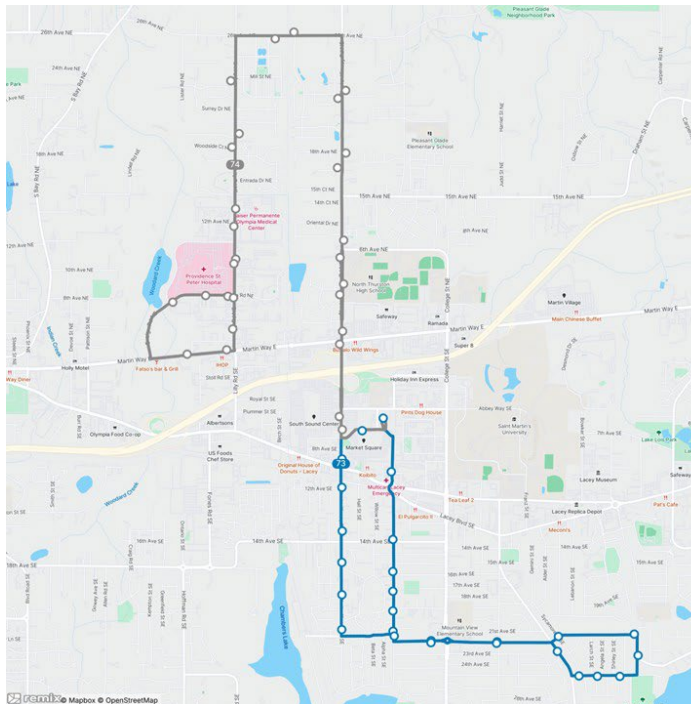
Carpenter Rd/Corporate Ctr

SERVING

- Ⓢ Lacey Transit Center
- Ⓢ Lacey Blvd
- Ⓢ Timberline High School
- Ⓢ Carpenter Rd
- Ⓢ Balustrade Blvd
- Ⓢ Lacey Corporate Center



Daytime service every 30 minutes
Weekdays & Weekends



May 2026

73

Golf Club Rd/22nd Ave

SERVING

- Ⓢ Lacey Transit Center
- Ⓢ Golfclub Rd
- Ⓢ Panorama
- Ⓢ 22nd Ave
- Ⓢ Sleater Kinney Rd



Daytime service every 30 minutes
Weekdays & Weekends

(Gray line: Route 74)

Note: the exact location of bus stops will be determined during finalization and implementation

Central Lacey



(Gray line: Route 73)

Note: the exact location of bus stops will be determined during finalization and implementation

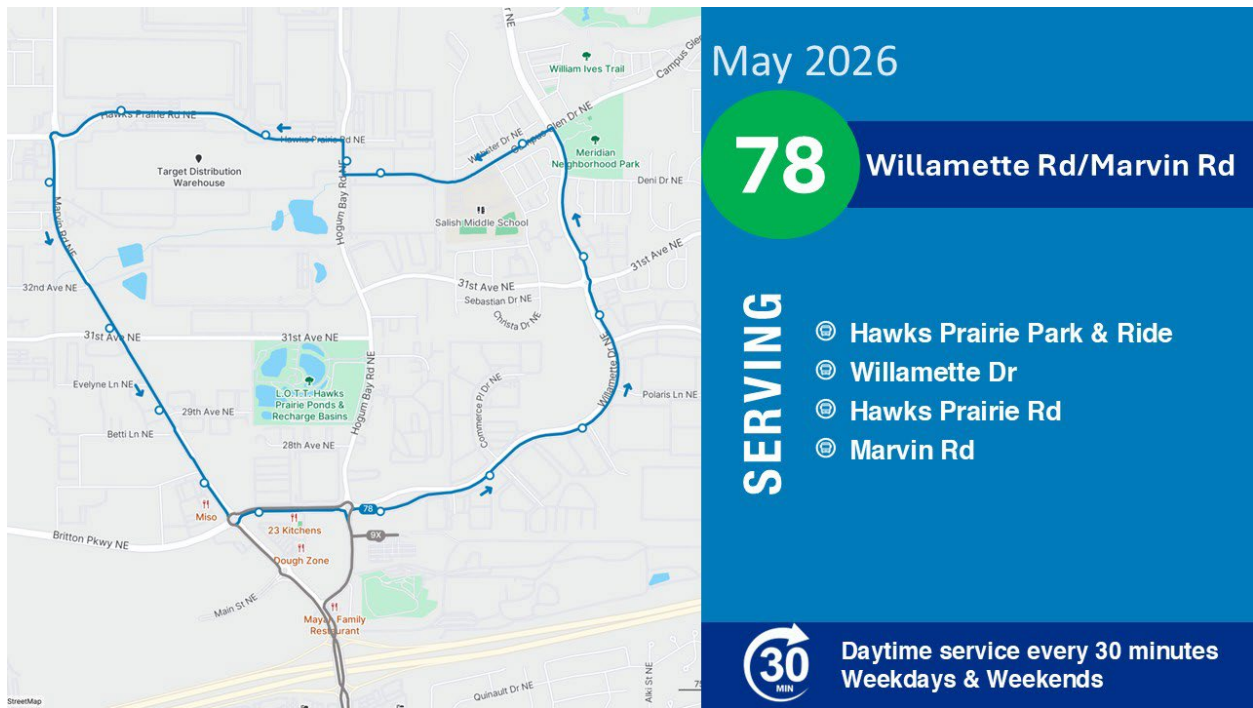
North Lacey

Route	Replaces:	Rationale
77	62A, 65	Provides complementary circulator service to the proposed Route 78 in NE Lacey between the Hawks Prairie Park & Ride, neighborhoods, and employment centers. Note: An anticipated interline with the proposed Route 9X would provide a transfer-free trip from the Martin Way/Harrison corridor to Hawks Prairie employment centers. 
78	62A, 65	Provides complementary circulator service to the proposed Route 77 in NE Lacey between the Hawks Prairie Park & Ride, neighborhoods and employment centers. Note: An anticipated interline with the proposed Route 9X would provide a transfer-free trip from the Martin Way/Harrison corridor to Hawks Prairie employment centers. 



(Gray line: Route 9X)

North Lacey



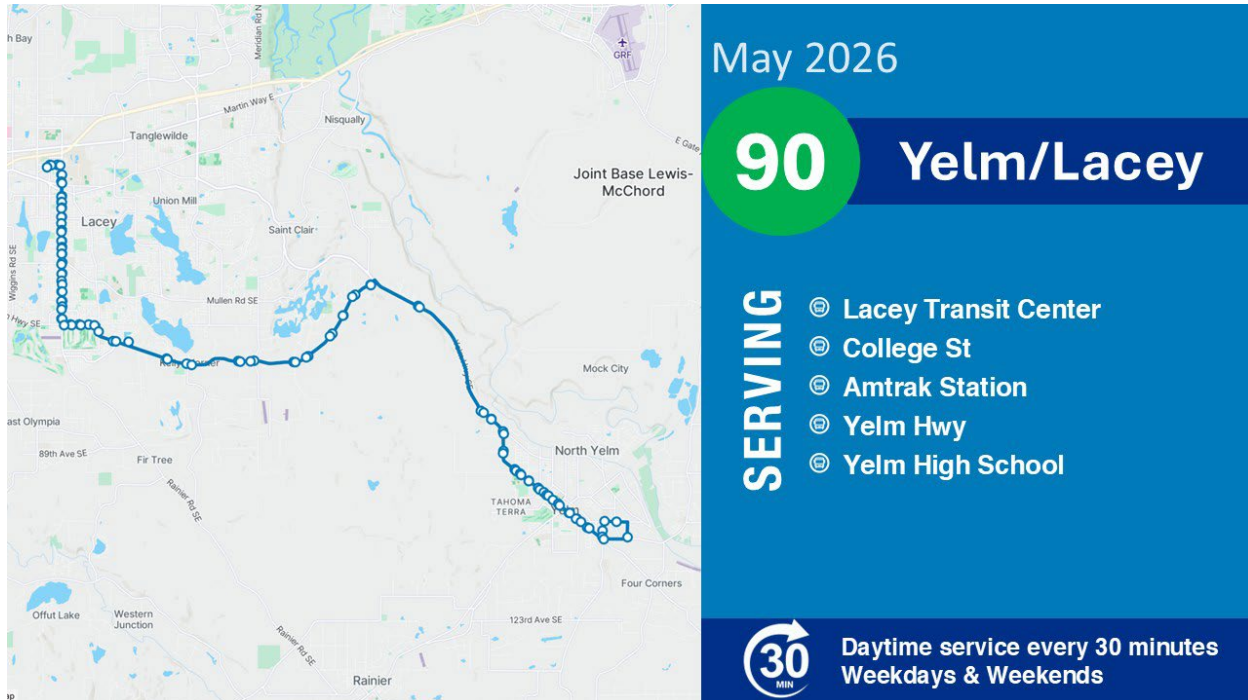
(Gray line: Route 9X)

Note: the exact location of bus stops will be determined during finalization and implementation

Yelm to Lacey

Route	Replaces:	Rationale
90	64, 66, 94	Provides direct service between Yelm and the Lacey Transit Center which includes access to the Route 9X; complements the proposed Route 52 for more frequent service on College St.

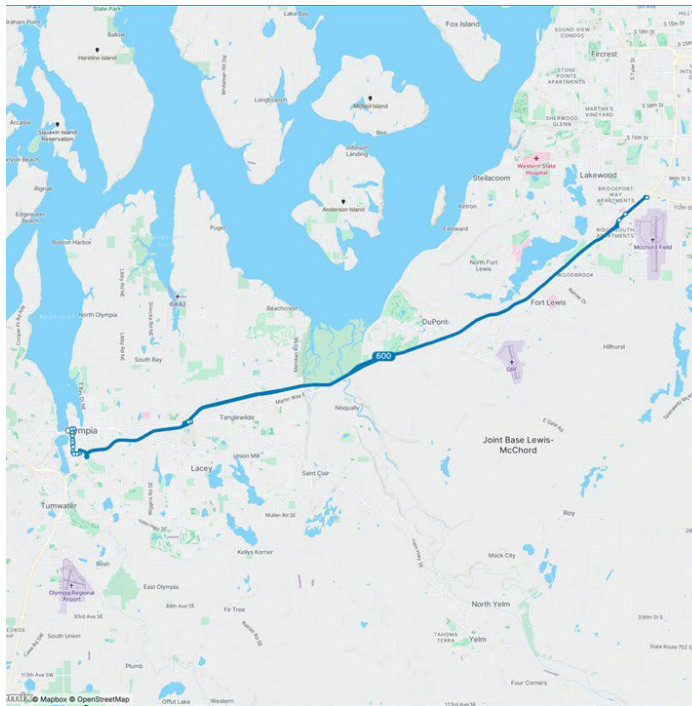
Yelm to Lacey



Commuter Service

Route	Replaces:	Rationale
600	--	Maintains existing weekday commuter service between the Olympia Transit Center and the SR512 Park & Ride in Lakewood.
610	--	Maintains existing daily connector service between the Olympia Transit Center, Lacey Transit Center, and Lakewood.

Commuter Service



May 2026

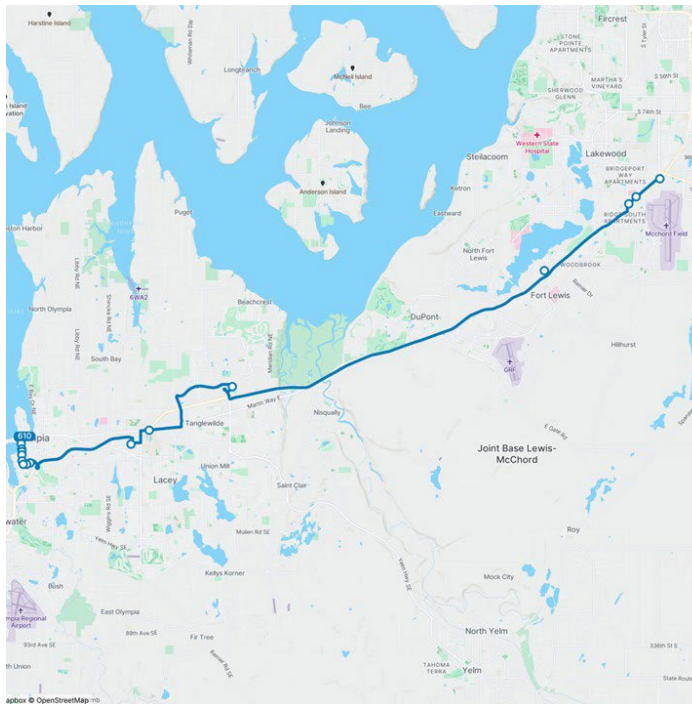
600

**Lakewood
Commuter**

SERVING

- ⊙ Olympia Transit Center
- ⊙ Capitol Way
- ⊙ Martin Way Park & Ride
- ⊙ Lakewood Station
- ⊙ SR 512 Park & Ride.

Weekdays



May 2026

610

Lacey Connector

SERVING

- ⊙ Olympia Transit Center
- ⊙ Capitol Way
- ⊙ Lacey Transit Center
- ⊙ Hawks Prairie Park & Ride
- ⊙ Tillicum
- ⊙ Lakewood Station
- ⊙ SR 512 Park & Ride

Weekdays & Weekends

Note: the exact location of bus stops will be determined during finalization and implementation

Part 2: Major Service Change Equity Analysis

Purpose

The changes detailed in Part 1 of this summary represent a *major change* in our fixed route service. In accordance with FTA Circular 4702.1B, the following Equity Analysis includes evaluation of the proposed redesigned network, identifying any adverse impacts resulting in significant disparity to populations that are a racial minority or low-income.

Disparate Impact & Disproportionate Burden Thresholds

Reductions in Service

Intercity Transit recognizes the presence of significant racial disparity (or disproportionate burden) if the proposed changes in service impact proportionately more minority residents or low-income residents than the entire population of the service area plus three percent.

Increases in Service

Intercity Transit recognizes the presence of significant racial disparity (or disproportionate burden) if the benefiting population of the proposed change in service represents fewer minority residents or low-income residents than the entire population of the service area, minus three percent.

For information about Intercity Transit's compliance with laws and regulations preventing unlawful discrimination visit <https://www.intercitytransit.com/business/civil-rights-title-vi>.

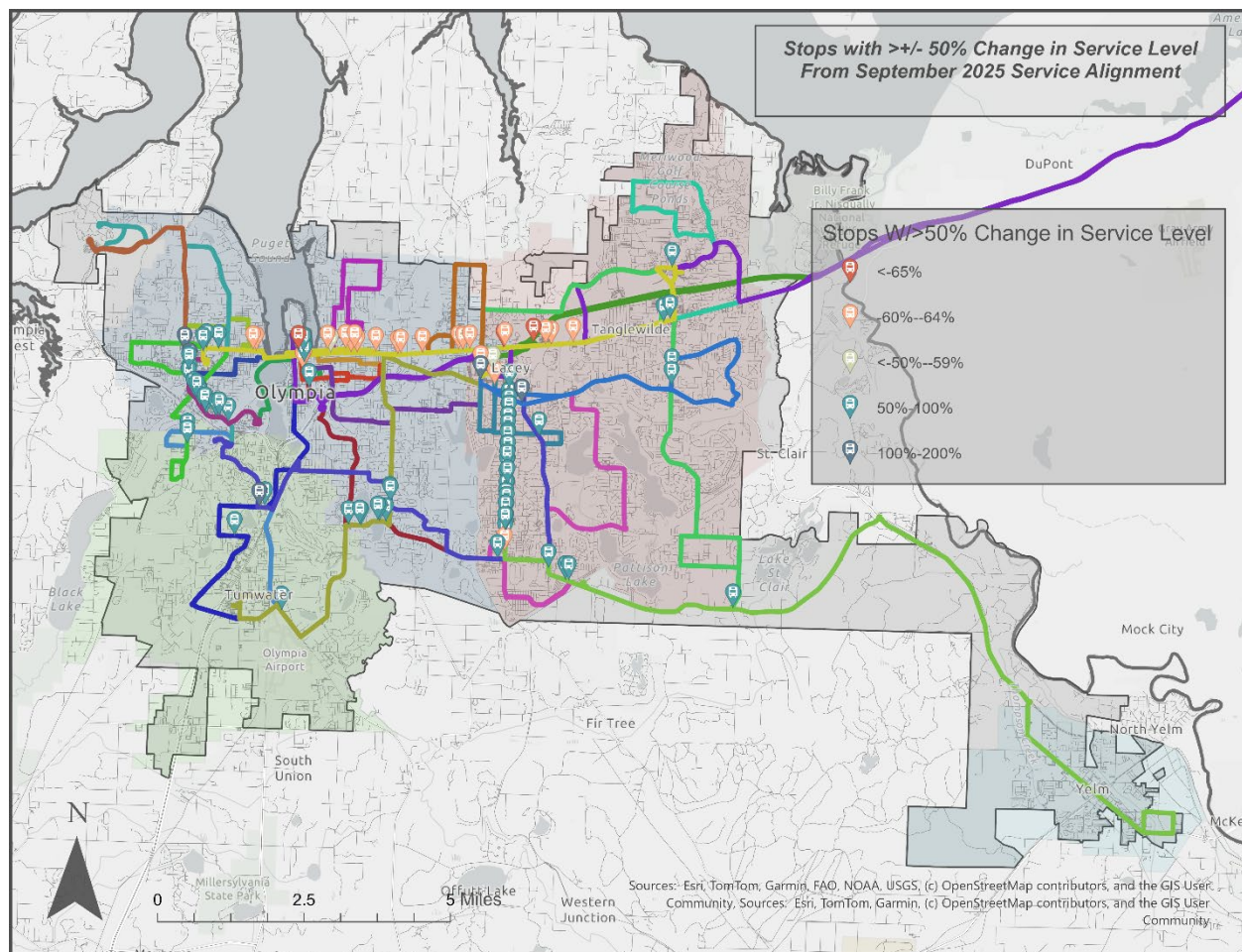
Methodology

For the purpose of assessing impacts, 2020 U.S. Census population data including income and race was used for all Census blocks (or Census block groups for income-based calculations) for residents within a quarter mile of existing or anticipated bus stops. The populations associated with each stop were aggregated and compared to the service area; a determination of racial disparity and disproportionate burden to residents with low income was made for the aggregate sum of residents included in the adversely affected or benefiting areas.

Assessment of Impacts

The anticipated changes in service reflected in Part 1 of this Summary present a basis to measure and evaluate the presence of both disproportionate adverse impacts and a disproportionate benefit to residents in the service area. The forms of adverse impact measured in this analysis include reductions in the frequency of service at existing bus stops, and removal of existing bus stops. The forms of quantitative benefit measured in this analysis include increases in the frequency of service at existing stops, and the creation of new bus stops in areas not currently served by transit.

The map below illustrates certain bus stops affected by the planned system redesign. Colors have been used to indicate the locations of bus stops measuring a change in service greater than 50% of current volumes. Bus stops presented in red or orange indicate a reduction in bus frequency; bus stops in blue indicate an increase in bus frequency.



Reductions in Service

In the analysis, 27 stops in the system measured a level of service reduction by more than 50%, meaning under the proposed change approximately half as many buses would serve a specific location per hour compared to current service. The majority of stops in this category are located along the east-west corridor (e.g. Martin Way, State Ave., 4th Ave) and are the result of the proposed removal of redundant service in these areas. Under current service, bus stops along the east-west corridor measure between 8-12 buses per hour during daytime hours, with most stops being visited 10 times per hour. Under the proposed redesigned system these same bus stops would decrease to 2-10 buses per hour with most stops being visited 6 times each hour.

Increases in Service

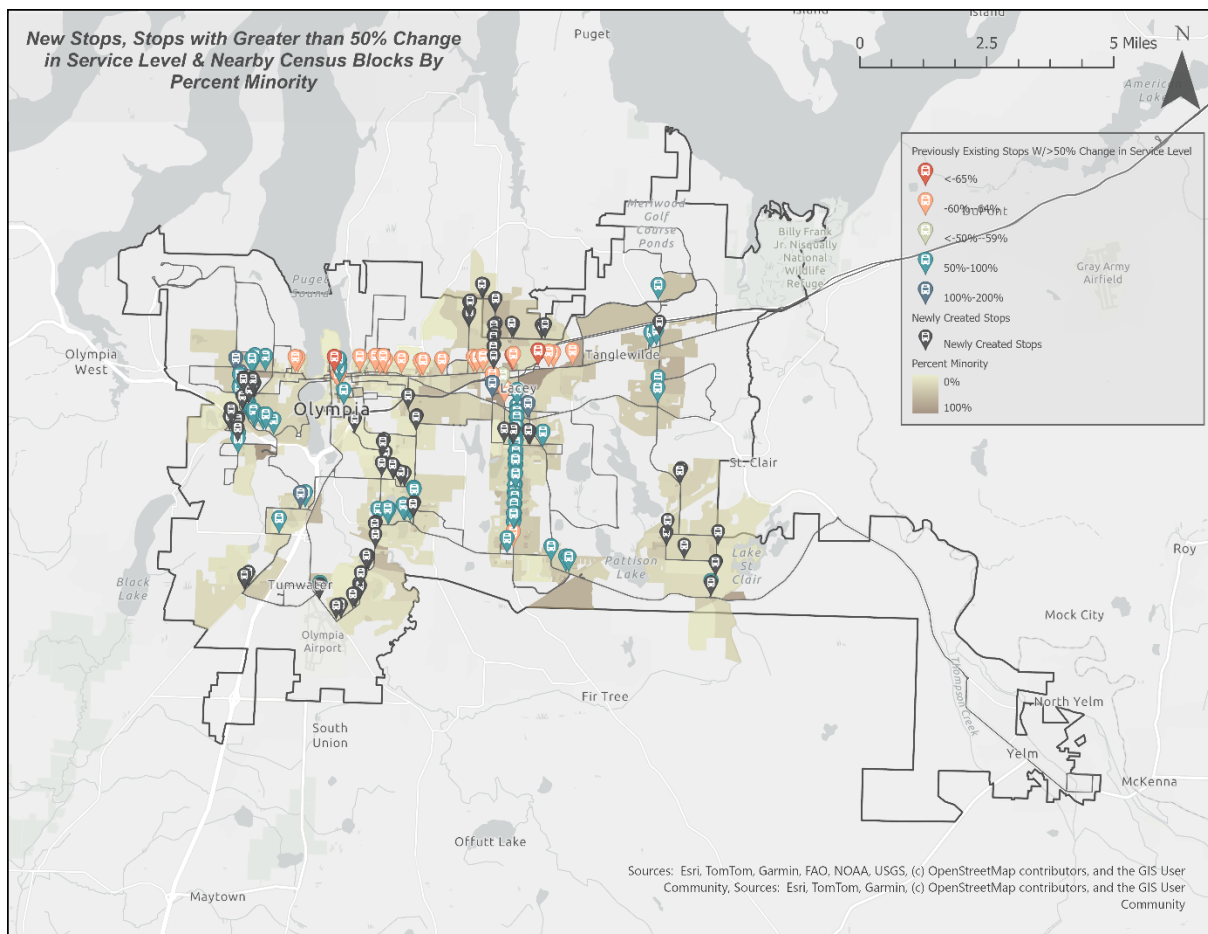
In the analysis, 77 existing stops in the system measured a level of service increase by more than 50%, meaning under the proposed change approximately twice as many buses would service a specific location per hour compared to current service. The majority of stops in this category are located along College St. in Lacey and Cooper Point Rd. in west Olympia. Under current service, bus stops in these areas measure two buses per hour during daytime hours; under the proposed redesigned system these same bus stops would increase to four (or more) buses per hour.

Equity Analysis – Findings

Disparate Impact on Racial Minorities

The measured population of those who identify as racial minorities within the Public Transportation Benefit Area (PTBA) is 68,859 or approximately 33.2%. A disparate impact on racial minorities occurs when the proportion of the adversely affected population by the proposed service change exceeds 36.2%.

Population (PTBA)	Minority	% Minority	Disparate Impact
207,401	68,859	33.2%	>36.2%



Reductions in Service

Using Census Blocks as the source, the analysis measured demographic populations within a quarter mile of impacted stops. The table below reports the population findings for bus stops with a decrease of service greater than 50% when compared to current service levels. The total population of adversely impacted is 1,904; the proportion of racial minorities measured 36.1%. This finding suggests the number of the adversely affected population who identify as racial minorities is proportionately more than the total number of racial minorities measured in the service area by 2.9 percentage points. The measured change in proportion is beneath the adopted threshold of 3.0 percentage points.

Reduction in Service >50%			
Population	Minority	% Minority	Disparate Impact?
1,904	689	36.1%	No

Increases in Service

The table below reports the population findings for bus stops with an increase in service greater than 50% when compared to current service levels. The total benefiting population of the former is estimated at 48,834 of which 17,233 report as a racial minority or 35.3%. The proportion of racial minorities measured in the benefiting population is larger than the minority population of the PTBA by approximately 2.1 percentage points. This finding suggests the benefiting population of the proposed service change contains proportionately more racial minority residents than the proportion of population benefiting from current service.

Improvement in Service >50%			
Population	Minority	% Minority	Disparate Benefit?
48,834	17,233	35.3%	No

An assessment of areas receiving new service finds a total benefiting population of 40,468, of which 11,884 (or 29.4%) report as racial minority. The measurement suggests a proportionate benefit to non-minority populations that is 3.8 percentage points greater than the proportion of current service; the measurement exceeds Intercity Transit's disparity threshold by nearly 0.8% which indicates a disproportionate benefit to non-minority residents.

Near New Areas of Service			
Population	Minority	% Minority	Disparate Benefit?
40,468	11,884	29.4%	Yes

When combined, the total benefiting population from increases in existing service levels, and the areas receiving new service, the total population is 89,302 with a racial minority population of 29,117, or 32.6%. The proportion of benefiting population is 0.6% different from the proportion of current service; this measure suggests the absence of a significant disparate benefit.

Total Benefiting Population			
------------------------------------	--	--	--

Population	Minority	% Minority	Disparate Benefit?
89,302	29,117	32.6%	No

Disproportionate Burden on Low-Income

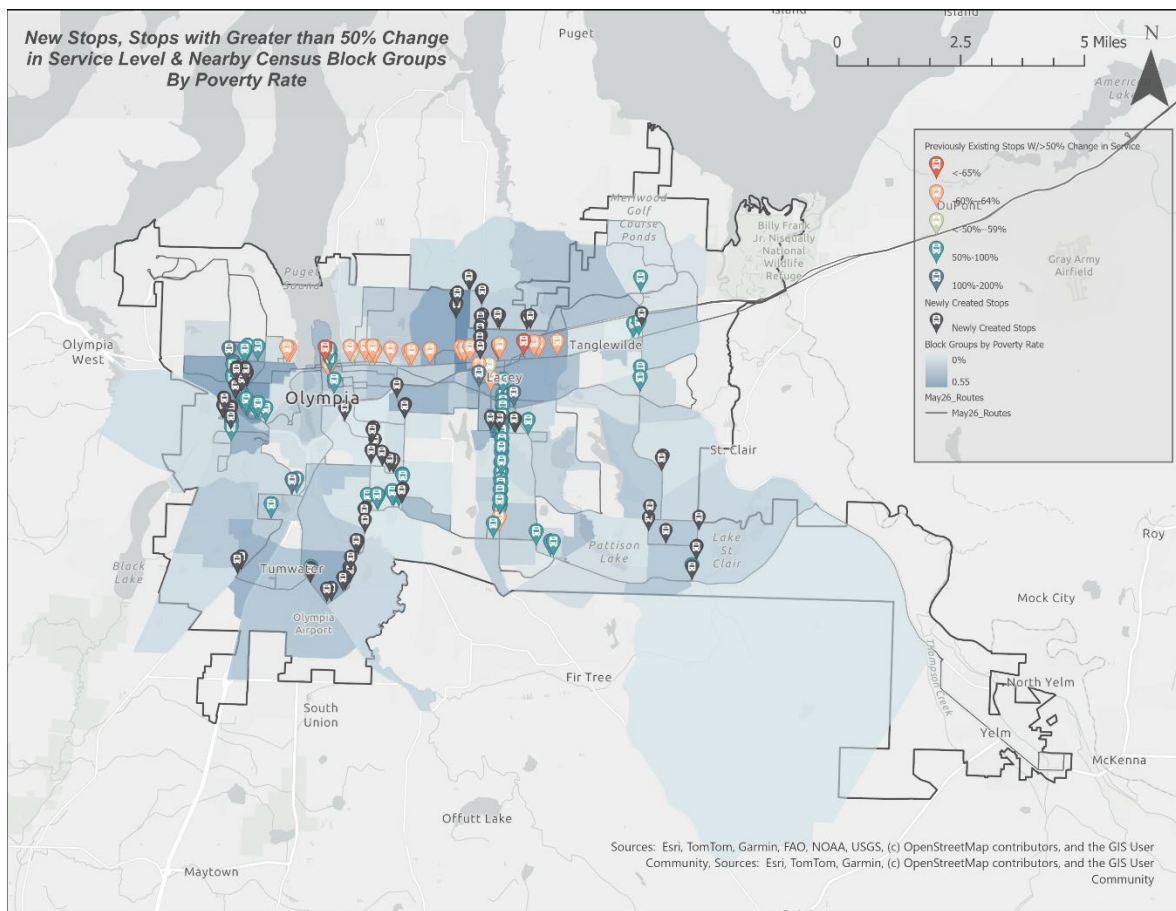
The measured low-income population of the PTBA is 20,346 or approximately 9.6%. Income and poverty thresholds were established by looking at the Federal poverty guidelines for 2023 for a family of four. Additionally, use of the University of Washington Self-Sufficiency Standard for two adults and two school-age children at \$75,000 annual income was also used to inform for potential disparities. Under this standard the measured low-income of the PTBA is 52,493 or approximately 24.7%.

PTBA				
Population	Residents below Poverty	% Below Poverty	Residents Below \$75K	% Below \$75k
212,937	20,346	9.6%	52,493	24.7%

Reductions in Service

Using Census Block Groups as the source, the analysis measured demographic populations within a quarter mile of impacted stops. The table below reports the population findings for bus stops with a decrease in service greater than 50% when compared to current service levels. Using the Federal poverty standard the total estimated population of adversely impacted is 2,520; the proportion of low-income residents measured 13.8% which is more than 4.2 percentage points higher than the PTBA proportion. Using the Self-Sufficiency Standard of \$75,000 per year the proportion of adversely impacted measures 2.9 percentage points higher than current service. These findings suggest the number of the adversely affected population who report as low-income is proportionately higher by both standards than the total number of low-income residents measured under existing service levels. Intercity Transit's recognized threshold of significant impact to low-income residents is 3.0 percentage points. The Federal poverty standard measurement suggests the presence of a significant disproportionate burden among low-income residents; however, the Self-Sufficiency standard measurement suggests the presence of a disproportionate burden that is considered not significant.

Reduction in Service >50%					
Population	Residents below Poverty	% Below Poverty	Residents Below \$75K	% Below \$75k	Disproportionate Impact?
18,285	2,520	13.8%	5,055	27.6%	Yes/No



Increases in Service

The table below reports the population findings for bus stops with an increase in service greater than 50% when compared to current service levels. The total benefiting population is estimated at 78,951, of which 7,500 (or 9.5%) were considered under the poverty threshold. The proportion of low-income residents measured in the benefiting population is nearly unchanged when applying the Federal poverty standard, however the proportion of benefiting population improves by 0.6% when applying the Self-Sufficiency Standard of \$75,000 per year.

Improvement in Service >50%					
Population	Residents below Poverty	% Below Poverty	Residents Below \$75K	% Below \$75k	Disproportionate Benefit?
78,951	7,500	9.5%	19,940	25.3%	No

An assessment of the areas of new service measures a total population of 86,146 with 7,927 (or 9.2%) as low-income (Federal standard) and 20,598 (or 23.9%) as low-income using the Self-Sufficiency standard. These findings suggest the areas of new service have proportionately less low-income residents when compared to existing service. Applying the Federal poverty standard suggests a difference 0.4%, which is considered not significant; however, application of the Self-Sufficiency standard suggests a difference of 3.7 percentage points which is considered significant by Intercity Transit policy.

Near New Areas of Service					
Population	Residents below Poverty	% Below Poverty	Residents Below \$75K	% Below \$75k	Disproportionate Benefit
86,146	7,927	9.2%	20,598	23.9%	No/Yes

Combining the tables above includes the total population of 165,097 who are benefiting from the proposed service change by either an increase of existing service or introduction of new service. Of the total benefiting population, 15,427 (or 9.3%) report income levels at or beneath the Federal poverty standard and 40,538 (or 24.6%) report income levels at or beneath the Self Sufficiency Standard. An assessment of combined benefit suggests the absence of any disproportionate benefit to residents who are not low-income by either standard.

Total Benefiting Population					
Population	Residents below Poverty	% Below Poverty	Residents Below \$75K	% Below \$75k	Disproportionate Benefit?
165,097	15,427	9.3%	40,538	24.6%	No/No

Conclusion

Results of this analysis conclude the absence of significant racial disparity in the proposed redesign of service. The subject change in service maintains transit access to a significant majority of existing bus stops. Locations of anticipated bus stop removal are offset by the addition of new stops in proximate areas. Therefore, any findings of impacted racial minority or low-income populations based on the removal or potential loss of service were not present in this analysis.

An additional level of assessment was made, identifying bus stops within the proposal that would either increase or decrease service volumes relative to current service. The Martin Way corridor contained several stops that measured a decrease in service; this is due to redundant service being reduced and reallocated to other parts of the network. Findings that might suggest movement toward either racial disparity or disproportionate burden are the result of reducing high concentrations of service on segments of the Martin Way corridor. If implemented, these same segments under the redesign of service would continue to receive Intercity Transit's highest and best service, thus neutralizing the presence of any measurable disparity.

While reductions in stop-level service along the corridor do measure an impact, the overall benefit to low-income residents is equivalent to the existing proportion within the PTBA. Moreover, many diverse areas within the community that see noteworthy gains in service volumes include College St., the Tanglewilde community, west Olympia, and segments of Yelm Hwy. Additionally, areas in south Tumwater as well as portions of the community north of Martin Way on Lilly Rd., 26th Ave, and Sleater-Kinney seek to realize new service that is currently unavailable or difficult to access. Lastly, the benefiting populations of the redesign of service

measure a higher proportion of racial minority residents compared to the service area population.

The proposed redesign of the fixed route network seeks to optimize bus service by reducing volumes along over-prescribed segments and redistributing resources in the form of increased volumes and the introduction of new service in new areas. The overall result of the proposed redesign of service yields a net increase in service volume; this analysis concludes neither the presence of any significant adverse impact, nor a demographically disproportionate shift when compared to volumes and characteristics of existing service.



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