

# Major Service Change Summary and Equity Analysis

September 2025: System Redesign

**DRAFT**



*Prepared by:*

**Intercity Transit Planning Division**  
February 2025



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# Executive Summary

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Consistent with the 2025 Annual Budget and forecast of *Planned Operating Changes* programmed in the 2024–2029 Transit Development Plan (TDP), Intercity Transit intends to increase fixed route service on Sept. 7, 2025, by approximately 25,000 annual hours, an eight percent increase to the existing volume of service (based on service levels in February 2025).

The 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 changes to service proposed for September 2025 include a system redesign of local transit routes. The redesigned system designed based on what the community asked for. Specifically, the new system will provide:

- Earlier and later service on high capacity (arterial) roads and moderate capacity (collector) streets.
- Service to new areas.
- High-frequency corridor service similar to bus rapid transit (BRT).
- Enhanced commuter services.

The redesigned system retains three existing bus routes (13, 14, and 21), and introduces 23 new bus routes. The redesign of service is anchored by frequent corridor service incorporating elements of BRT lines common in many medium and large cities. Many of the remaining routes provide convenient one-seat rides to nearby high schools, shopping centers, employment centers, and connections to frequent corridor service. Express commuter service between Thurston and Pierce Counties is enhanced with the addition of the Lacey Express, a complementary route to the Olympia Express. The Lacey Express includes JBLM-oriented connections in DuPont and Berkeley St.

Part 2 of this report includes the Equity Analysis, a required reviewing the effect the proposed changes in service will have on equitable access to transit services. Census data collected from impacted bus stops was compared to population measurements for the system. Preliminary results of the equity analysis suggest the absence of significant racial disparity in the proposed redesign of service. Moreover, the benefiting population of the redesign of service suggests a higher proportion of racial minority residents gaining access to transit compared to the system population.

Final approval of the system redesign, as well as the findings of the corresponding Equity Analysis, will be considered by the Intercity Transit Authority in April 2025. Pending ITA approval, staff will complete all necessary construction and training, as well as maintain robust public education campaign required for a successful transition of service scheduled to take effect on Sunday, Sept. 7, 2025.

# Part 1: Major Service Change Summary

## Introduction

The following sections describe specific changes to Intercity Transit bus service being proposed for implementation on Sunday, Sept. 7, 2025.

Service intended to begin in September 2025 is the final step of an incremental strategy to deliver public transit service that responds to 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, and community growth and development patterns.

### *In accordance with:*

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

- **2025 Annual Budget**

As well as the recently updated:

- **2024 – 2029 Transit Development Plan (TDP)**

*Shown to the right is an excerpt from the TDP containing the adopted Planned Operating Changes.*

### Section 7 – Planned Operating Changes

*Plan Requirement – Provide a yearly plan of changes to existing services that you have scheduled to occur within the plan horizon.*

For the years 2024 – 2029 Intercity Transit intends to complete a 100% restoration of service volumes depleted from the COVID-19 pandemic, as well as reach substantial completion of enhancement elements defined in the 2018 Long-Range Plan. The year-by-year forecast outlined below is contingent upon the following assumptions:

- The volume of operators will not decrease from current (2024) levels.
- Demand for unscheduled (or Extra Board) operators will remain stable.
- Year-over-year increases to Operations labor will result in a sustainable net gain.
- Dial-A-Lift service will gradually increase and remain proportionate to the total volume of local fixed route service.

Year	New Hours	Restoration percent	Potential Change in Service	Schedule	Major Change?
2024	17,000	100%	Improved frequency on Route 94	September	No
			Restored night service on Routes 12, 13, 41, 62A, 62B, 65, 66:	September	No
2025	16,000	106%	New DASH Service between Capitol Campus and the Olympia Transit Center	January	Yes
			Improved Route 42 frequency and weekend service	January	No
			Improved frequency on Route 67	January	No
	7,000	108%	Improved late night span on Routes 21, 45, 47, 60 [corrected August 22, 2024]	May	No
			Transition "The One" to a Bus Rapid Transit (BRT) influenced corridor service between west Olympia and east Lacey	September	Yes
	6,000	121%	Alignment changes to most existing routes thereby introducing new service on several segments*	September	Yes
			Introduction of new cross-town routes	September	Yes
2026	<3,000	124%	"Lacey Express": introduction of a grant-supported commuter route with connections to Joint Base Lewis-McChord (JBLM)	September	Yes
2026	<3,000	125%	Schedule maintenance	TBD	No
2027	<3,000	125%	Schedule maintenance	TBD	No
2028	<3,000	125%	Schedule maintenance	TBD	No
2029	<3,000	125%	Schedule maintenance	TBD	No

\*The fixed route network is likely to be restructured in 2025 to improve the directness of routing, as well as connections with frequent corridor service. Other considerations in routing include improved circulation around community high schools, along with cross-town service to college campuses and the State Capitol Campus

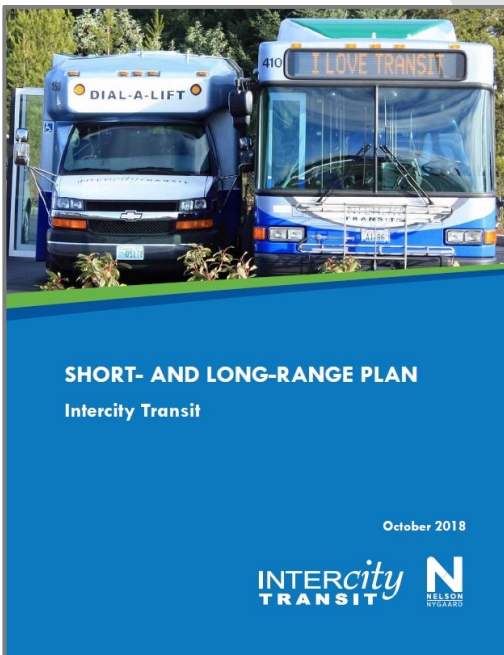


## Transformational System

In late 2018 Intercity Transit adopted a Short- and Long-Range Plan which came after a two-year public engagement process and 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 Public Transportation Benefit Area (PTBA) and deliver the transformational system the community asked for.



- 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

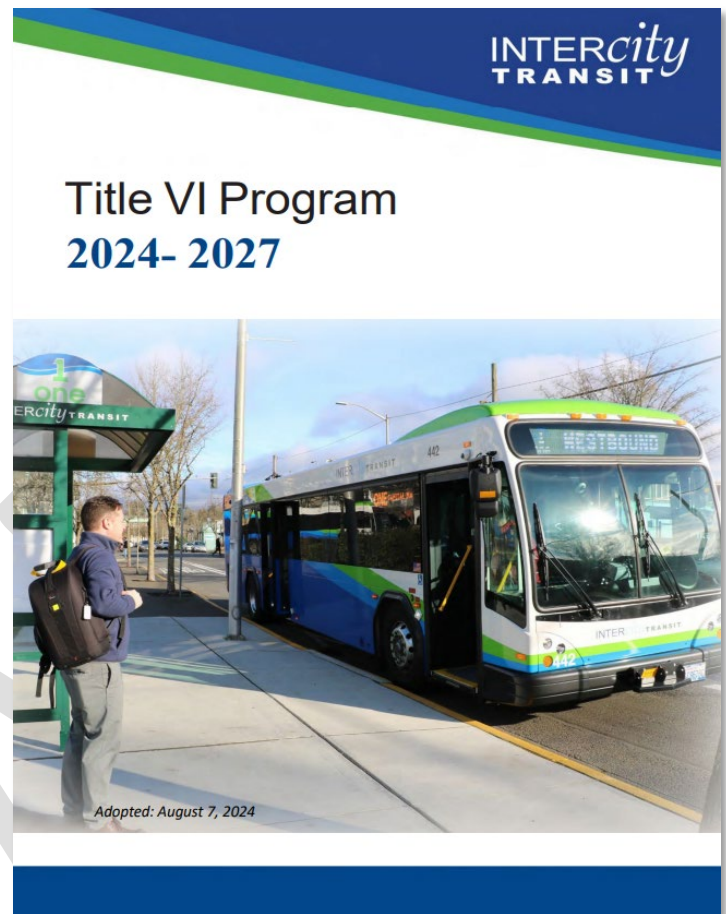
*(Above) 2018 Short and Long-Range Plan: List of Service Improvements*

## Assessing Major Changes in Service

The changes proposed for September 2025 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 (PTBA) must include an Equity Analysis and adoption by the ITA.

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 draft Equity Analysis, which requires a transit agency to research, identify and measure any significant disparity impacting transit access among racial minority populations or low-income residents. Following a public comment period the draft Equity Analysis must be presented and approved by the Intercity Transit Authority.

### *Public Comment Period*

A public comment period regarding the content of the summary and related Equity Analysis, along with any posted addendum are available for public comment through March 28, 2025. Intercity Transit's Community Advisory Committee (CAC) will consider a formal recommendation of this document during their regular meeting on March 17, 2025, and a public hearing with the Intercity Transit Authority has been scheduled for March 19, 2025, at 5:30 p.m. at Intercity Transit's administrative offices located at 510 Pattison St. SE in Olympia. Administrative Office Building. Additional public information related to this proposal is available at [intercitytransit.com](https://intercitytransit.com) as well as at Customer Service located at the Olympia Transit Center.

# A System Redesign

A bus system redesign allows Intercity Transit to maximize service. Expectations of frequent corridor service, late-night buses, and expansions to new areas require us to evaluate resources. To aid in the growth of service, the proposed system redesign reduces duplication of existing service in some areas and redistributes buses elsewhere in the community.



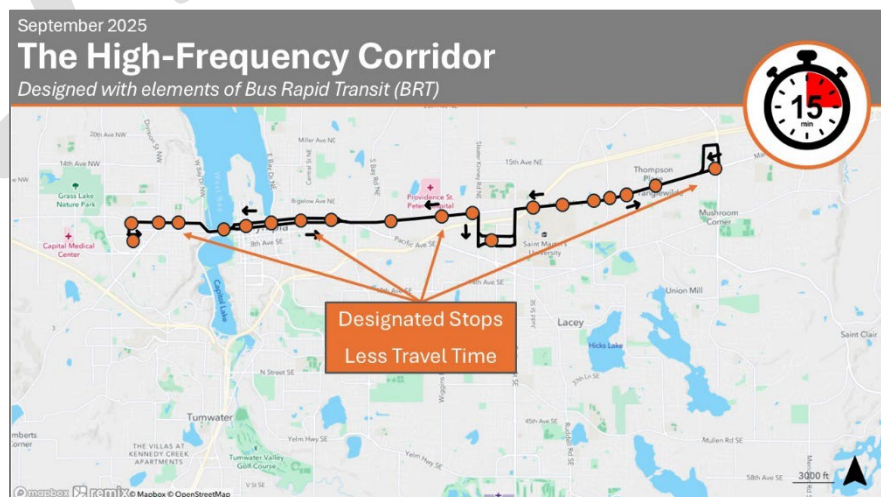
## Influences and Considerations

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 ideas, requests, and desires for bus service to schools, employers, and growing neighborhoods.

## High-Frequency Corridor – similar to Bus Rapid Transit (BRT)

The anchor of the Long-Range Plan is gradual implementation of Bus Rapid Transit (BRT). The redesigned system proposes introducing a frequent high-capacity corridor route operating between Capital Mall in west Olympia to Marvin Rd. in east Lacey, a significant step toward



implementation of BRT. Within the proposal, buses on the Martin Way corridor will operate every 15 minutes during weekdays, and 30-minute frequency on evenings and weekends.

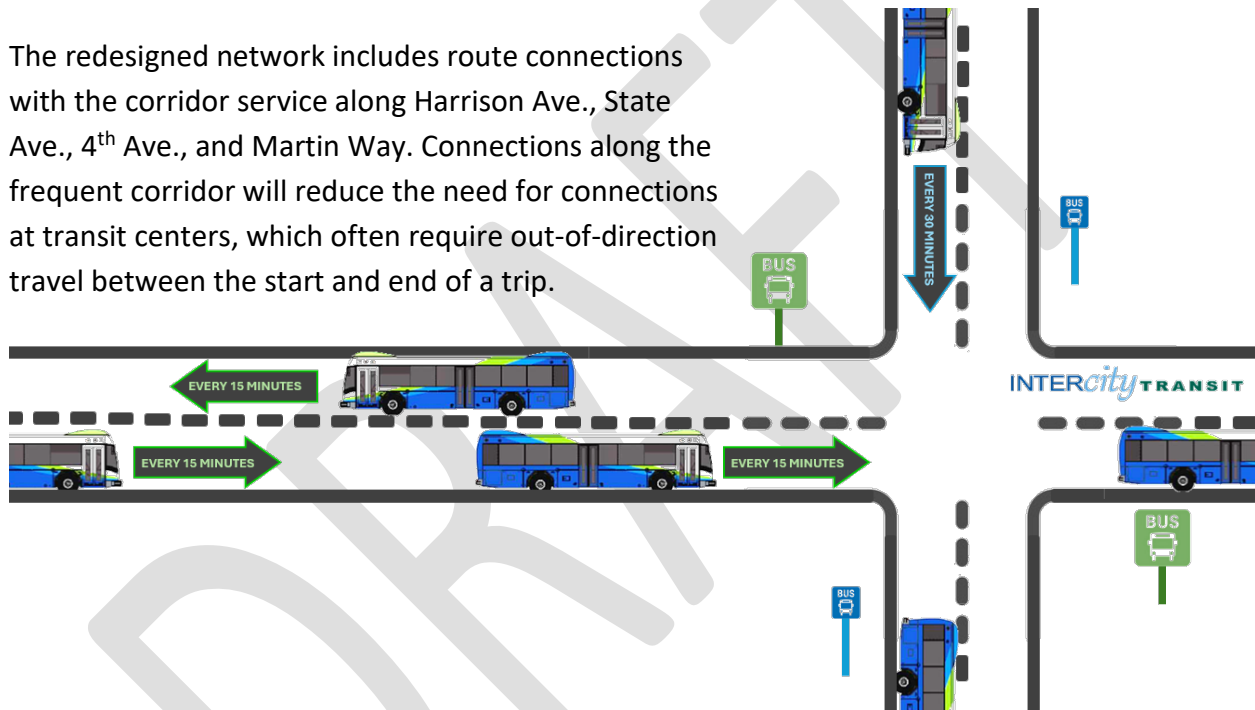
**Improved Frequency** – Buses will serve each stop more frequently throughout the day. The busiest routes will go from 30 to 15-minute service, seven days a week. All other routes will receive 30-minute service instead of 60-minute service.



The new service will replace the busy Routes 62A/B and will be the foundation of our BRT line in the future. Different from Routes 62A/B, the frequent corridor route will make fewer stops and provide faster travel time. Stops not served by the frequent corridor route will continue to be served by other underlying routes.

### *Convenient Connections*

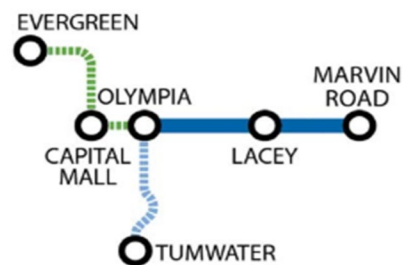
The redesigned network includes route connections with the corridor service along Harrison Ave., State Ave., 4<sup>th</sup> Ave., and Martin Way. Connections along the frequent corridor will reduce the need for connections at transit centers, which often require out-of-direction travel between the start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



### *Regional Planning*

The investment of frequent transit service along the Martin Way corridor is consistent with regional plans and projects to improve mobility and the 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.

**Bus Rapid Transit** – Bus Rapid Transit, or BRT, is a high-frequency bus-based transit system that delivers fast, direct, comfortable and cost-effective service. IT will dedicate funds to implement a future BRT line on the Martin Way Corridor from Olympia to Marvin Road.





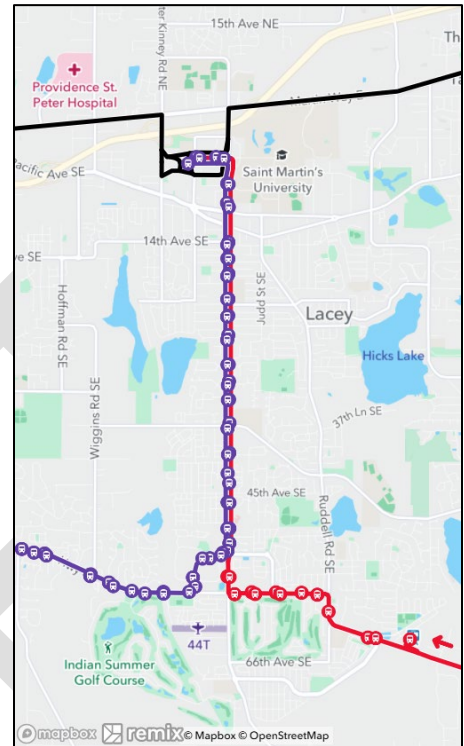
## Shared Frequency

### *College Street*

The proposed redesign of service includes a doubling of bus service on College St. Four buses per hour between two routes will make it easier and more convenient for people to get to and from places along College St. and get to the Lacey Transit Center, providing access to 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 getting to and from their destinations.

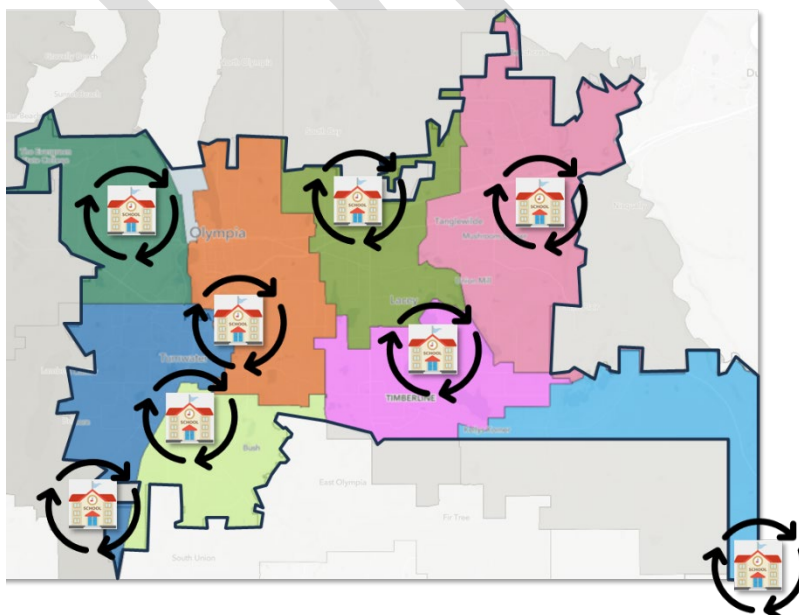
### *Capitol Way/Blvd.*

The redesigned system maintains a high frequency of buses along the Capitol Way/Blvd. corridor between downtown Olympia and south Tumwater. The existing Route 13 will remain in service; however, it will run every 30 minutes. Other routes along Capitol Way/Blvd. will supplement Route 13 and maintain the current 15-minute frequency.



## One-seat Rides

The proposed redesign of service improves the directness of transit routes and provides better access to local high schools and surrounding neighborhoods. 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.

### *Students*

Intercity Transit has received many comments over the years from families describing the transportation needs of students and youth.

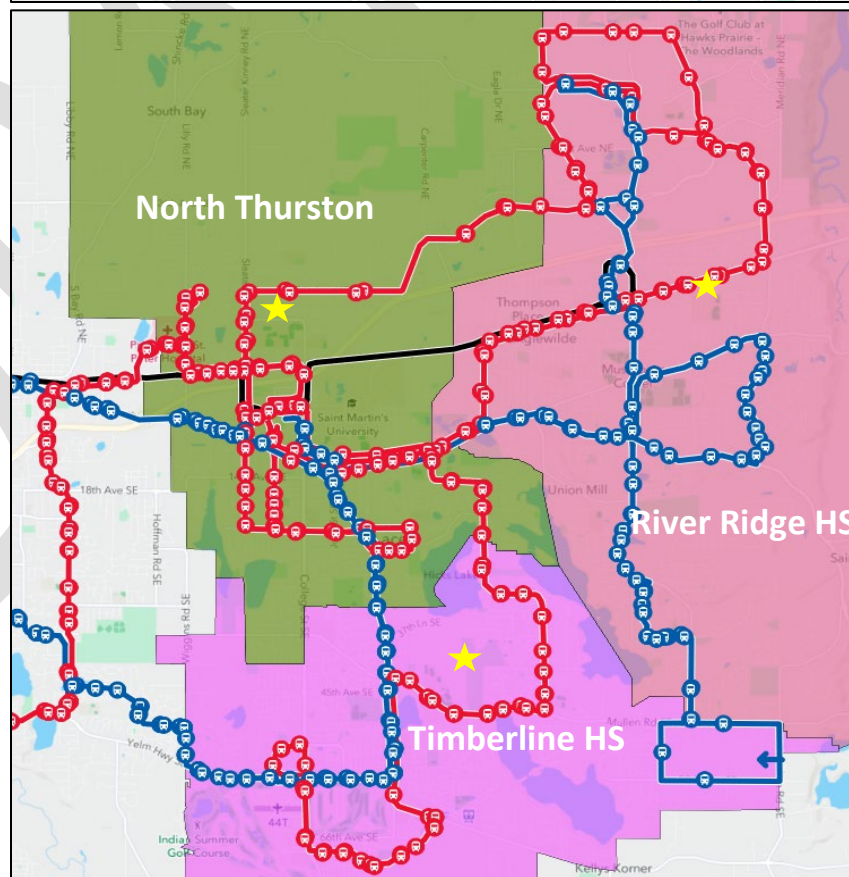
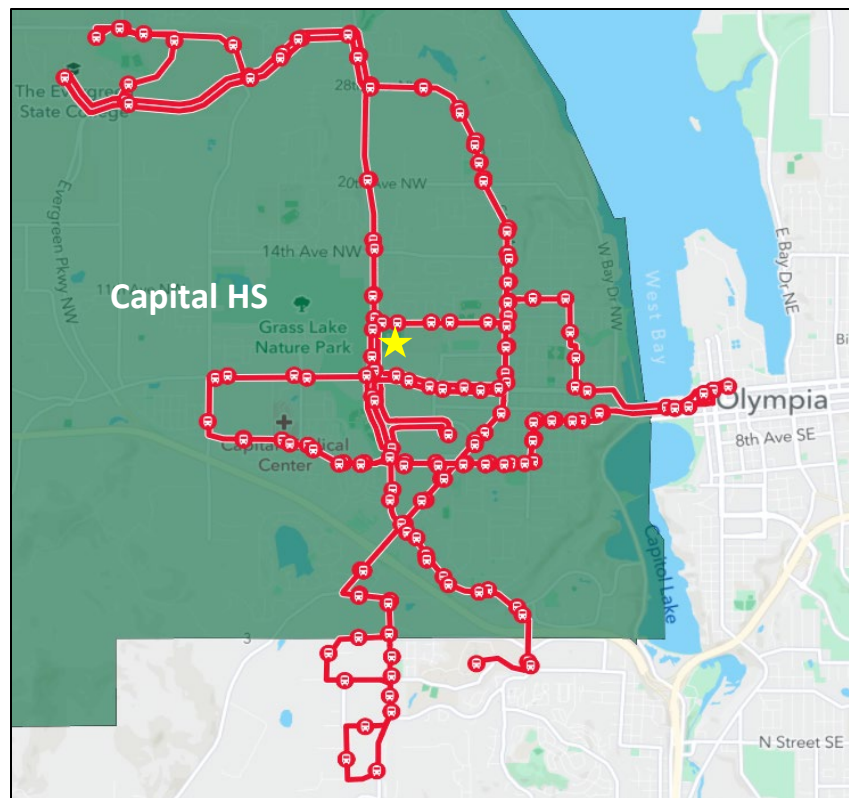
School attendance boundaries were used to design better routes for high school and college students, which will benefit students attending early-morning classes, after-school sports and activities, and Running Start.

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

(Right) 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. New service is proposed along portions of the following roads:

- Meridian Rd., Orion Rd.
- Sleater-Kinney Rd.
- 15<sup>th</sup> Ave.
- Marvin Rd.
- 31<sup>st</sup> Ave.
- Kinwood St.
- 22<sup>nd</sup> Ave.
- 58<sup>th</sup> Ave., Kagy St.

NOTE: Red lines show bus routes operating adjacent to school campuses. Blue lines show bus routes operating near school campuses.

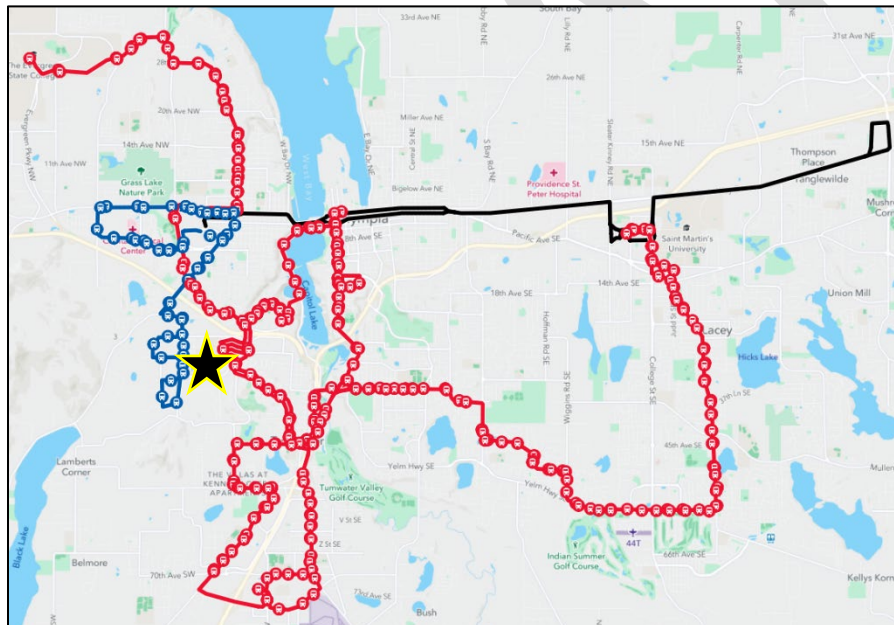
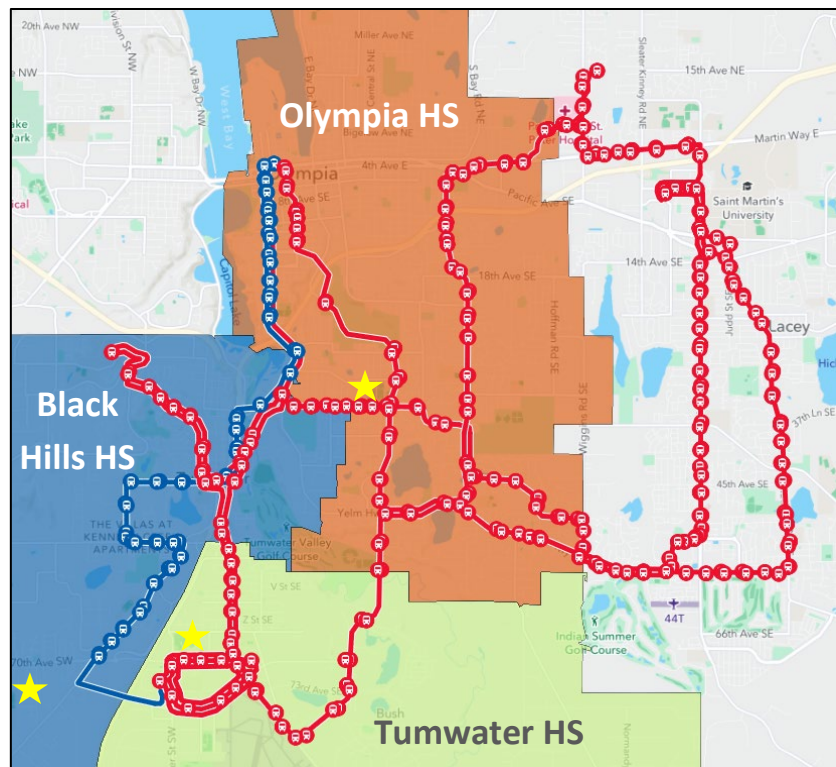




(Right) The proposed redesign of transit service in Tumwater and Olympia offers more one-seat rides on routes operating adjacent to, or in the vicinity of, Olympia, Tumwater and Black Hills High Schools.

New service is proposed along portions of the following roads:

- Henderson Blvd.
- Tumwater Blvd.
- Log Cabin Rd.
- North St.
- Old Hwy. 99

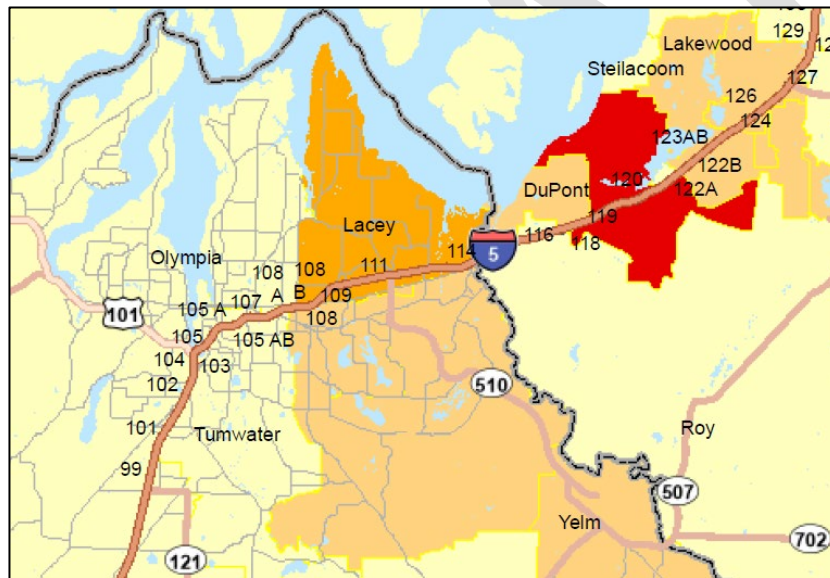
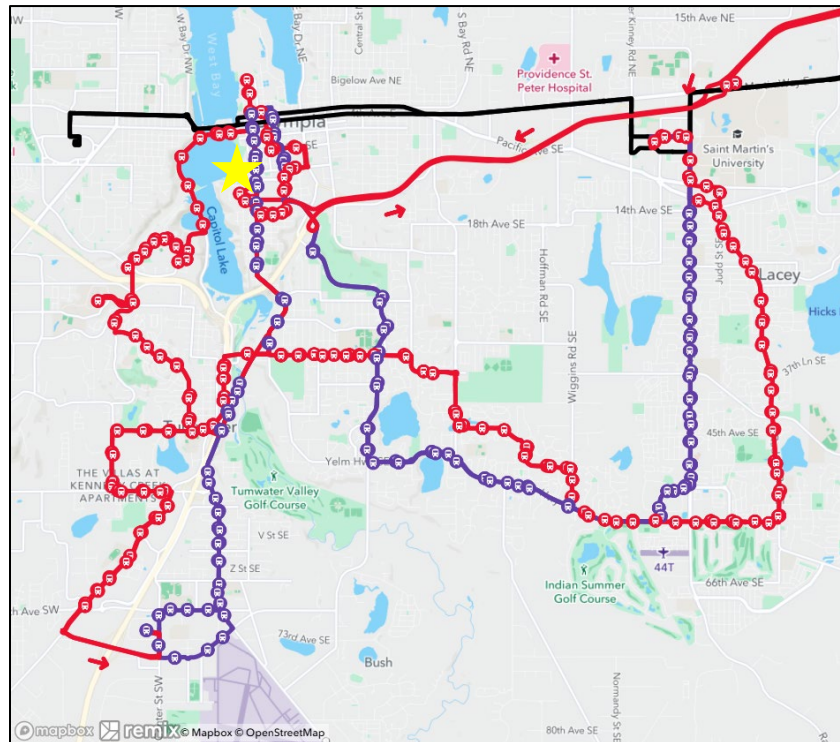


(Left) This map shows the proposed changes in direct access to South Puget Sound Community College's (SPSCC) main campus.

NOTE: Red lines show bus routes operating adjacent to SPSCC. The blue line shows a bus route operating near SPSCC.

### *Capitol Campus*

(Right) Redesigned service broadens access to the 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.



### *Enhanced Commuter Service*

Express Commuter service between downtown Olympia and Lakewood will continue to ensure access to the Capitol from Pierce County, as well as the Martin Way Park and Ride. Within the proposal the Olympia Express (Route 600) will not stop at the Lacey Transit Center, making travel faster. The map shows concentrations of residents

with an affiliation to Joint Base Lewis McChord (JBLM). The redesign proposal includes a second Express-Commuter route called the Lacey Express (Route 610, which will continue service from the Lacey Transit Center. The Lacey Express will provide connectivity with JBLM; the weekday route will depart from the Lacey Transit Center and include service along Britton Parkway and the Hawks Prairie Park and Ride. Buses will access I-5 via Exit 114 (Nisqually) and make stops at the DuPont Station, Berkeley St. (includes a connection to Pierce Transit Route 206 for service within JBLM), Lakewood Station, and the SR 512 Park and Ride.



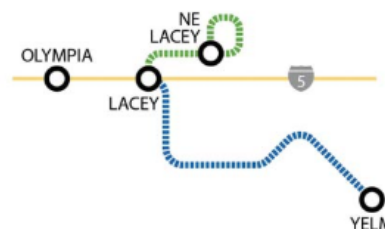
## New Service Segments

The proposed system redesign adds service to several new areas. These areas coincide with recent population growth and include transit-supportive roadways and intersections needed to provide reliable operation of service.

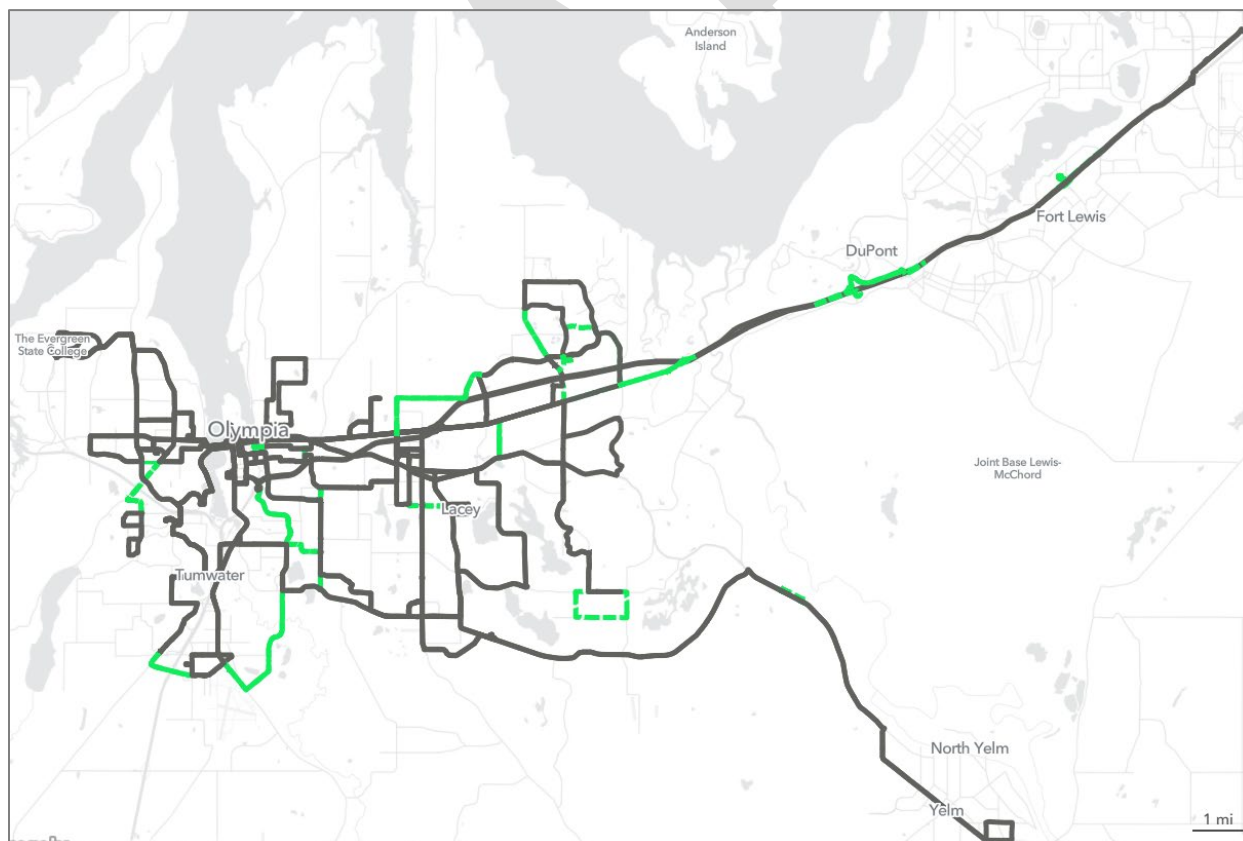
**Service to New Areas** – Bus and Dial-A-Lift service will be extended to new and growing areas of our community, including neighborhoods and employment centers in NE Lacey, Tumwater, Olympia and Yelm. "Innovative Service Zones" would connect riders in less densely populated areas to the broader transit system.

### *Joint Base Lewis-McChord (JBLM)*

In cooperation with Pierce Transit, Intercity Transit is eager to introduce new commuter bus service between Lacey and Lakewood, with stops adjacent to JBLM. The Lacey Express is a commuter route designed to improve access to JBLM from the greater Lacey area, specifically neighborhoods in northeast Lacey.



(Below) New service segments shown in green.



**BUS STOP NOTE:** Exact bus stop locations are undetermined; some route segments may connect existing stops (refer to *Appendix B – Bus Stop Proposals* for additional information).

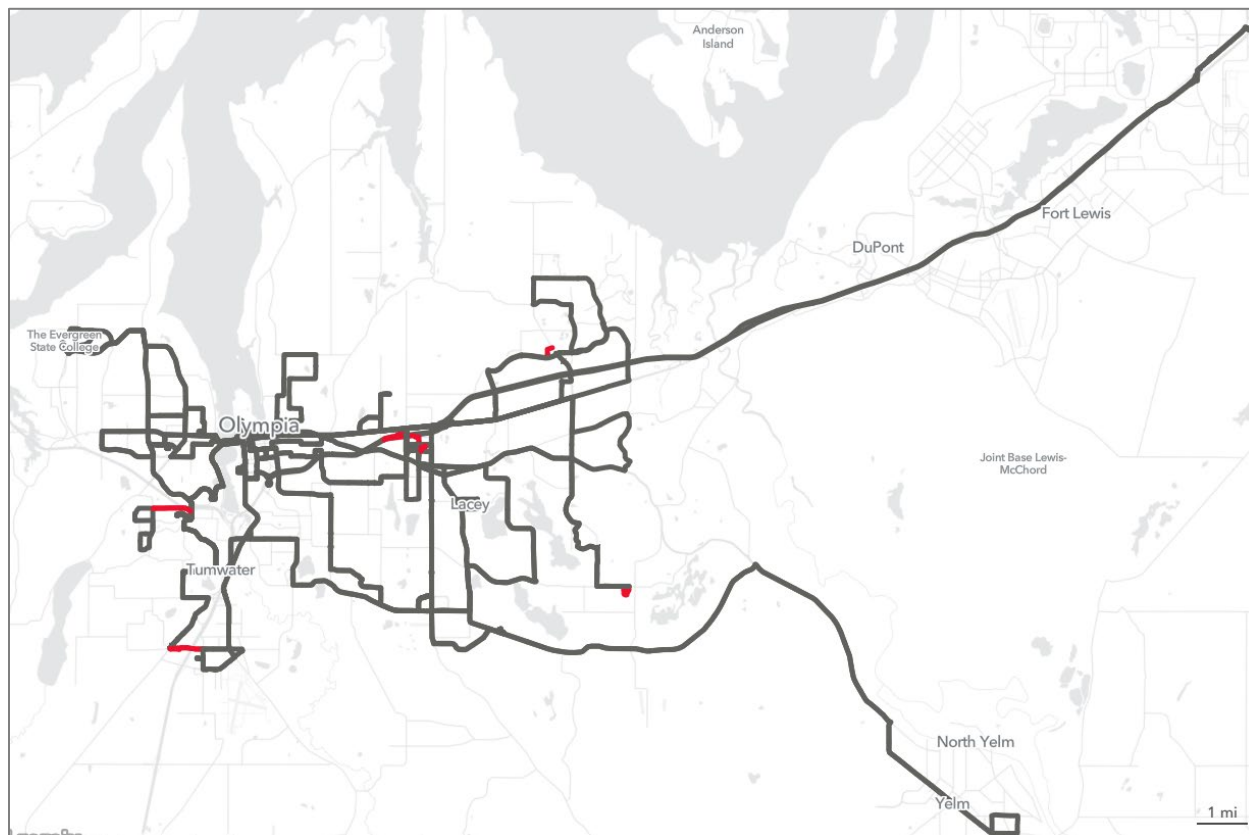
## Areas of New Service by Geography

Area	Roads	Why it is included
Tumwater	Littlerock Rd. Tumwater Blvd. Old Hwy. 99 Henderson Blvd.	<ul style="list-style-type: none"> <li>Follows land and road development patterns.</li> <li>Improved coverage and more direct service.</li> <li>Better access to Tumwater High School.</li> <li>Extension of service toward Black Hills High School.*</li> </ul>
West Olympia	Capital Mall Dr. Black Lake Blvd. 21 <sup>st</sup> Ave. RW Johnson Blvd.	<ul style="list-style-type: none"> <li>Follows land and road development patterns.</li> <li>Improved coverage and more direct service.</li> <li>Better access to Capital Mall.</li> </ul>
Central Olympia	Legion Way Boulevard Rd. Henderson Blvd. North St. Log Cabin Rd.	<ul style="list-style-type: none"> <li>Improved coverage and more direct service.</li> <li>Better access to Olympia High School.</li> <li>Better access to the Capitol Campus.</li> </ul>
North Lacey	15 <sup>th</sup> Ave./Draham Marvin Rd. 31 <sup>st</sup> Ave.	<ul style="list-style-type: none"> <li>Follows land and road development patterns.</li> <li>Improved coverage and more direct service.</li> <li>Better access to North Thurston High School.</li> <li>Better access to River Ridge High School.</li> <li>Better access to NE Lacey employers.</li> </ul>
Central Lacey	22 <sup>nd</sup> Ave. Kinwood St.	<ul style="list-style-type: none"> <li>Improved coverage and more direct service.</li> <li>Better access to River Ridge High School.</li> </ul>
Thurston County	58 <sup>th</sup> Ave. Kagy St.	<ul style="list-style-type: none"> <li>Follows land and road development patterns</li> <li>Improved coverage and more direct service.</li> </ul>
Pierce County	Wilmington Dr. Berkeley St.	<ul style="list-style-type: none"> <li>Improved access to Joint Base Lewis-McChord.</li> </ul>

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

## Removed Service Segments

The map below shows segments of service proposed to be removed with the September 2025 system redesign.



**BUS STOP NOTE:** Many bus stops will be relocated to nearby segments and will maintain access to service.

## Areas of Removed Service by Geography

Area	Roads	Why it is changing
Tumwater	Israel Rd.	<ul style="list-style-type: none"> <li>Service relocated to Tumwater Blvd. to improve coverage and provide more direct service.</li> </ul>
Olympia	Mottman Rd. Columbia St. 7 <sup>th</sup> Ave. 9 <sup>th</sup> Ave.	<ul style="list-style-type: none"> <li>Service divided between Crosby Blvd. and RW Johnson Blvd. to provide more direct service.</li> <li>Access to SPSCC concentrated onto Crosby Loop.</li> <li>Service on Deschutes Pkwy. routed to Capitol Way.</li> <li>Service near Lion's Park relocated to provide more direct service.</li> </ul>
North Lacey	Twin Oaks Rd. Hickory Stick Rd.	<ul style="list-style-type: none"> <li>Service relocated to Marvin Rd. to provide more direct service.</li> </ul>

Area	Roads	Why it is changing
Central Lacey	Golf Club Rd. Woodland Sq. Lp.	<ul style="list-style-type: none"> <li>Service relocated to 6<sup>th</sup> Ave. and 7<sup>th</sup> Ave. to provide more direct service.</li> </ul>
Thurston County	Tri-Lake Dr.	<ul style="list-style-type: none"> <li>Service relocated to Mullen Rd. to provide more direct service.</li> </ul>

## Agency Resources

An increase in service is included in the 2025 Budget. The January 2025 schedule requires approximately 300 full-time Operators to perform all assigned Coach, Dial-A-Lift, and Extra Board runs. As proposed, the September 2025 schedule will require approximately 325 full-time Operators, an increase of 8.3 percent when compared to January service volumes.

	January 2025	May 2025	September 2025
Operators	299	310	325
Coach Buses	77	78	86
Routes	20	20	26
Stops	980	980	1,113
Annual Hours	285,000	298,000	325,000
		+4.6%	+9.1% (from May) +14% (from Jan)

## Preceding Changes to Service

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

- Jan. 5, 2025:** The January 2025 schedule included the introduction of the new Route 14 with service on the Capitol Campus in downtown Olympia. Route 14 was a preparatory step toward the September 2025 system redesign. Other changes made in January 2025 include higher frequency on Routes 42 and 67.

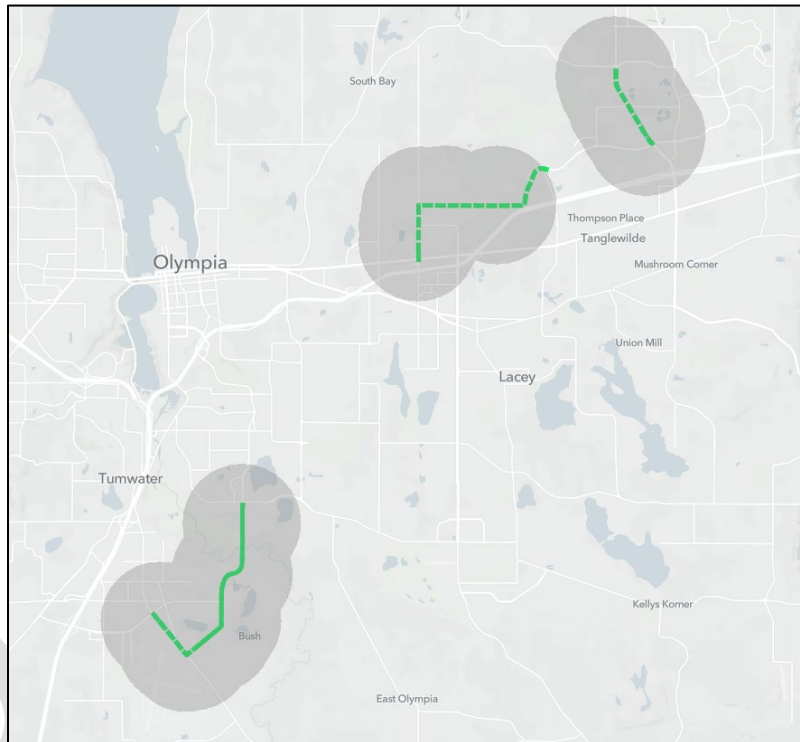


- May 4, 2025: The May 2025 schedule will add later weekday service on Routes 21, 45, 47, 60, 64, 67, and 94, and will increase weekend frequency on Routes 21, 45, 47, and 60.

## Dial-A-Lift (ADA Paratransit)

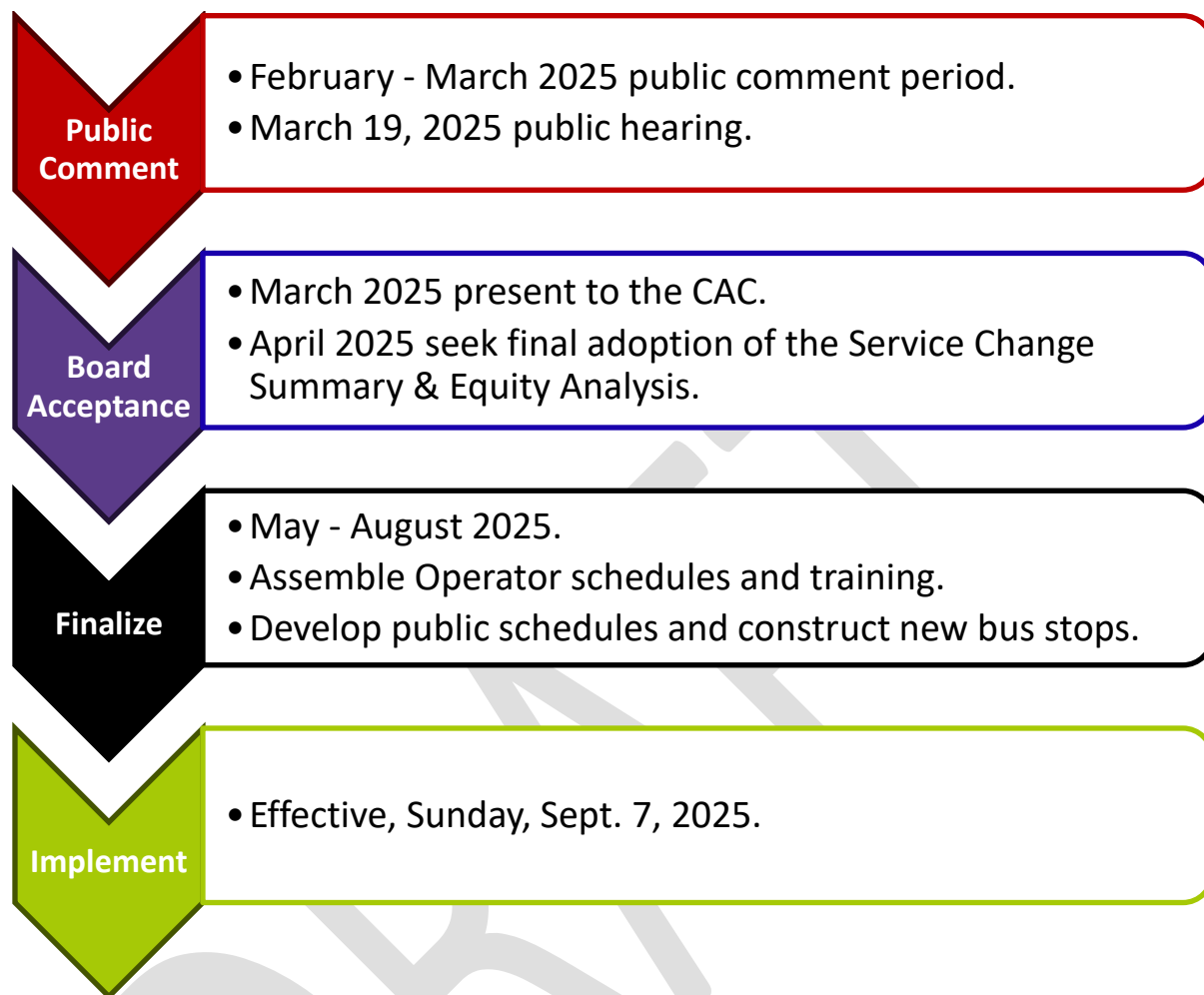
The September 2025 redesign expands fixed route service in south Tumwater and north Lacey, which will expand the Dial-A-Lift service area. The dark gray areas on the map to the right show approximate locations where new Dial-A-Lift service will be available.

Dial-A-Lift serves areas that are within 3/4 to 1-1/2 miles of a bus route, depending on the location. By expanding the fixed route network service areas, the Dial-A-Lift service area is also expanded.



## Service Change Process and Timeline

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### Review Process

Intercity Transit anticipates the completion of the design and review by April 2025. Coordination with regional jurisdictions and stakeholders is one of the primary objectives during public review. Adoption of the Service Change Summary and Equity Analysis by the Intercity Transit Authority is the culmination of route design work and represents the transition into finalization and implementation.

### Implementation

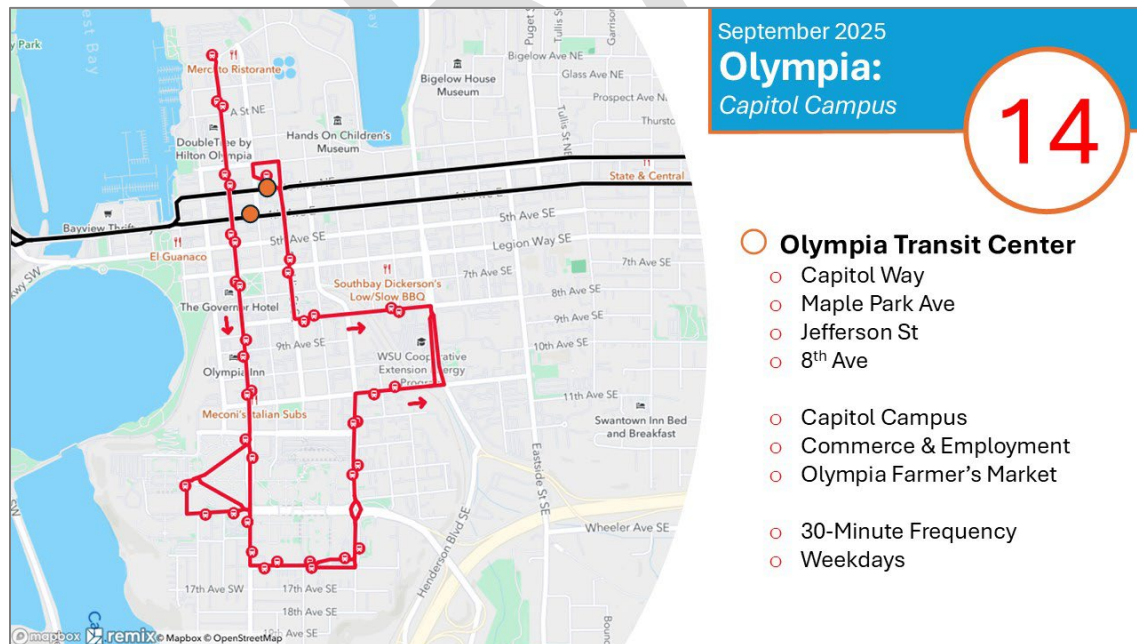
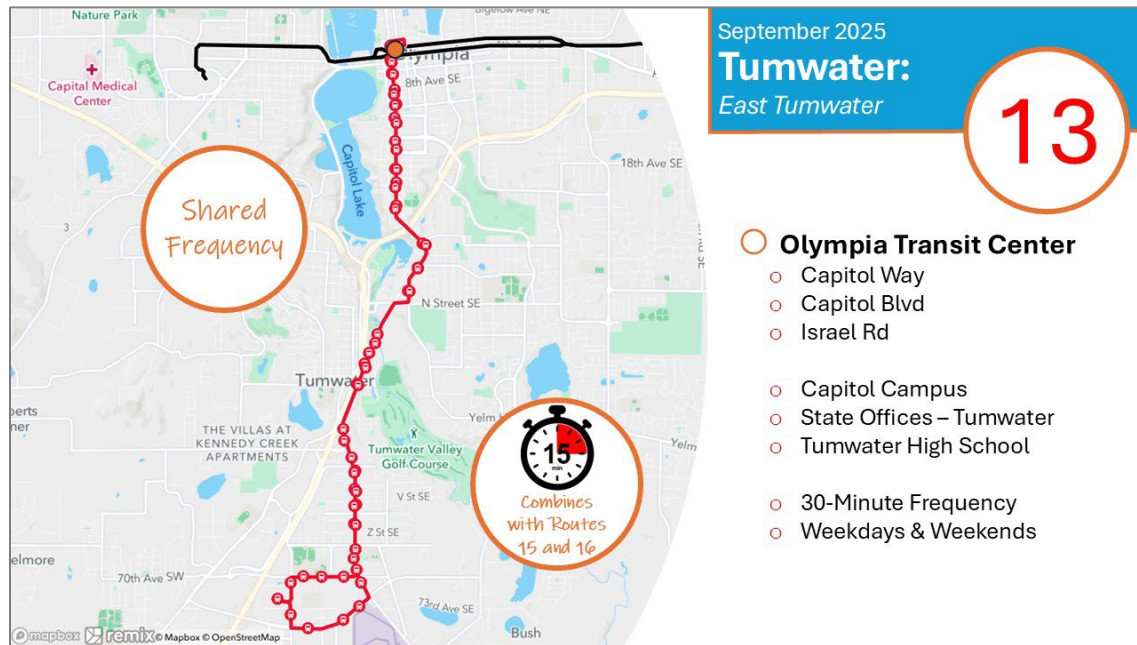
Following adoption from the Intercity Transit Authority, the system redesign will be finalized with route schedules, bus stop construction, Operator training, and public education. To help existing bus riders learn the new system, Intercity Transit will provide a variety of outreach tools and events, including assistance from our Travel Training and Bus Buddy programs, to help passengers be ready for changes beginning Sunday, Sept. 7, 2025.

## List of Routes

Route	New	Area Served
13		Capitol Way/Blvd.
14		Capitol Way/Blvd.
15	New	Capitol Way/Blvd.
16	New	Capitol Way/Blvd.
21		Central Olympia
22	New	Central Olympia
23	New	Central Olympia
30	New	West Olympia
31	New	West Olympia
32	New	West Olympia
33	New	West Olympia
34	New	West Olympia
50	New	Olympia to Lacey
51	New	Olympia to Lacey
52	New	Olympia to Lacey
70	New	North Lacey
76	New	North Lacey
71	New	Lacey
72	New	Lacey
73	New	Lacey
74	New	Lacey
75	New	Lacey
90	New	Yelm
99	New	Express – Local
600	New	Express – I-5
610	New	Express – I-5

## Capitol Way/Blvd.

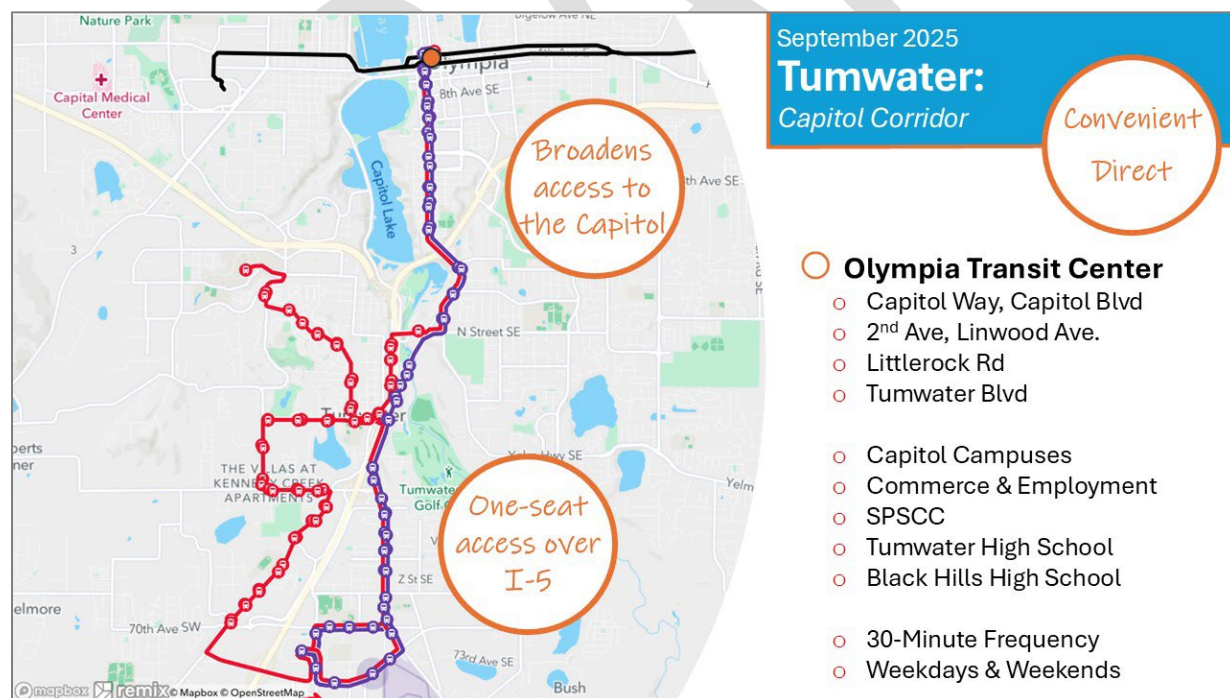
Route	Replaces:	Rationale
13	--	Sustains service along Capitol Way/Blvd.
14	--	Maintains recently added service to Capitol Campus.





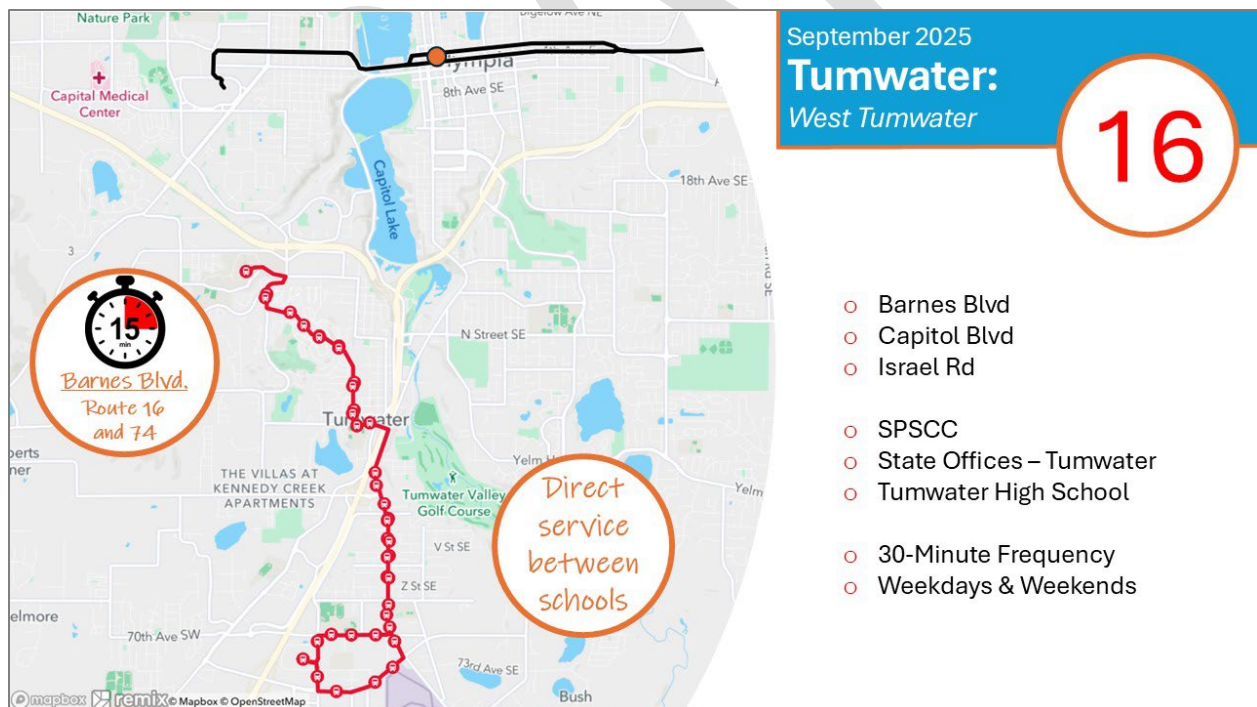
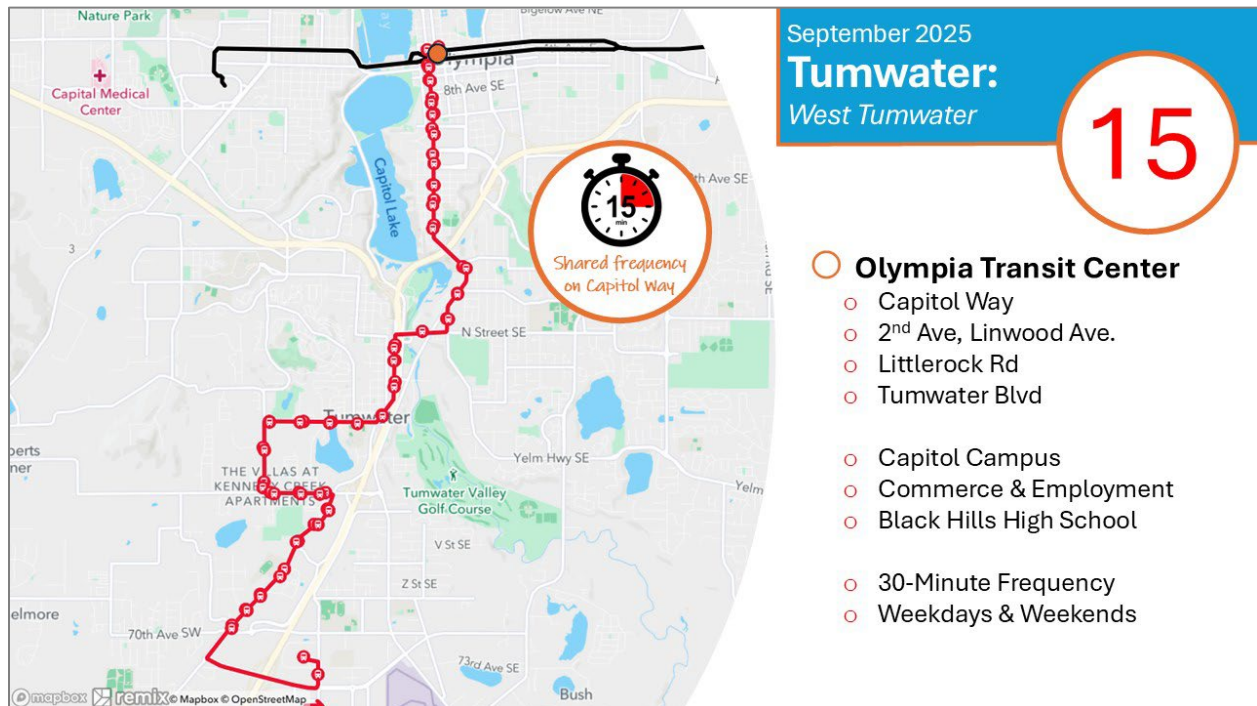
## Capitol Way/Blvd.

Route	Replaces:	Rationale
15	12, 13, 68	<p>Broadens access to/from Capitol Way, including stops in downtown Olympia and the State Capitol Campus.</p> <p>Sustains existing service on 2<sup>nd</sup> Ave between Tumwater Square and Linwood Ave.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 16</b> at Labor &amp; Industries broadens access to/from Capitol Blvd and Barnes Blvd, which sustains access to SPSCC; the interlined routes improve access and connectivity in Tumwater from both sides of I-5.</p>
16	12, 13, 68	<p>Augments existing service along Capitol Blvd (south of Trosper Rd.), Israel Rd., Linderson Way, and Tumwater Blvd.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 15</b> at Labor &amp; Industries broadens access to/from 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.</p>



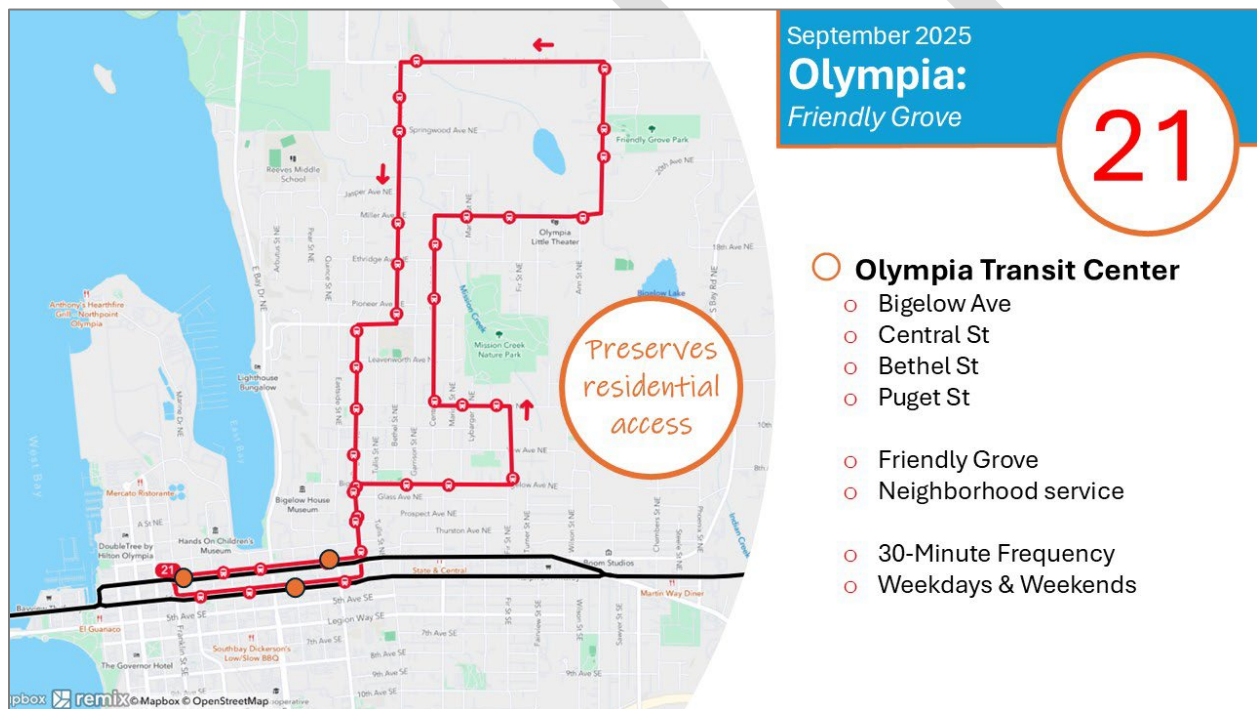
Above: Proposed service in Tumwater; Route 13 (purple); Interlined Routes 15 & 16 (red).

## Capitol Way/Blvd.



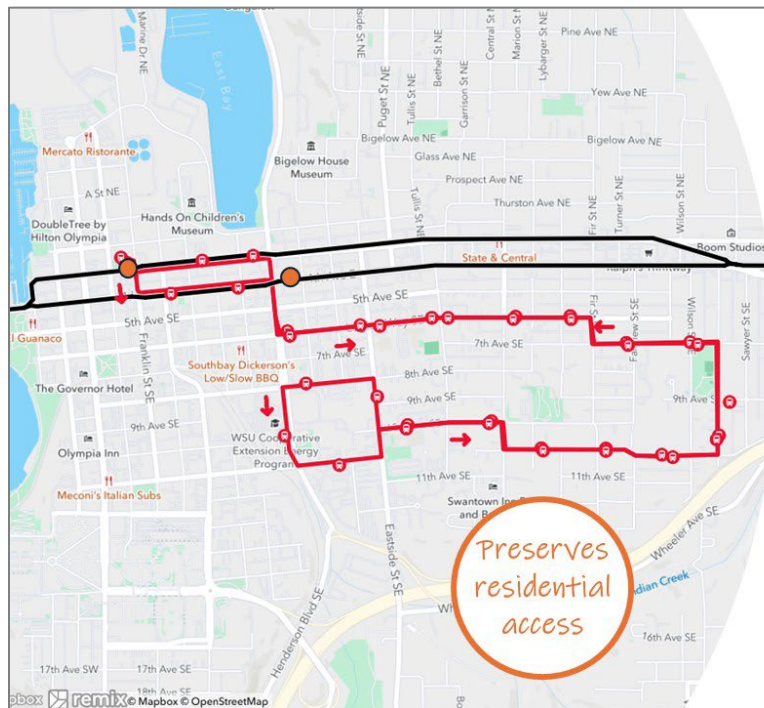
## Central Olympia

Route	Replaces:	Rationale
21	--	Maintains existing service in north Olympia.
22	60, 64, 94	Consolidate existing service in east Olympia in the vicinity of Lions Park. Include new connections to the corridor and other routes in downtown Olympia. Forego left-turns to/from Boulevard Rd.
23	12, 42	Consolidates existing service along Evergreen Park Dr. and Deschutes Parkway between SPSCC and Capitol Way. Introduces direct service between SPSCC, parking along Deschutes Parkway, and the Capitol Campus.





# Central Olympia



September 2025  
**Olympia:**  
*Lions Park*

22

## Olympia Transit Center

- Legion Way
- Union Ave
- Eastside St
- Plum St
- Lions Park
- Neighborhood service
- 30-Minute Frequency
- Weekdays & Weekends



September 2025  
**West Olympia**  
*Deschutes Pkwy*

23

## 4<sup>th</sup> Ave

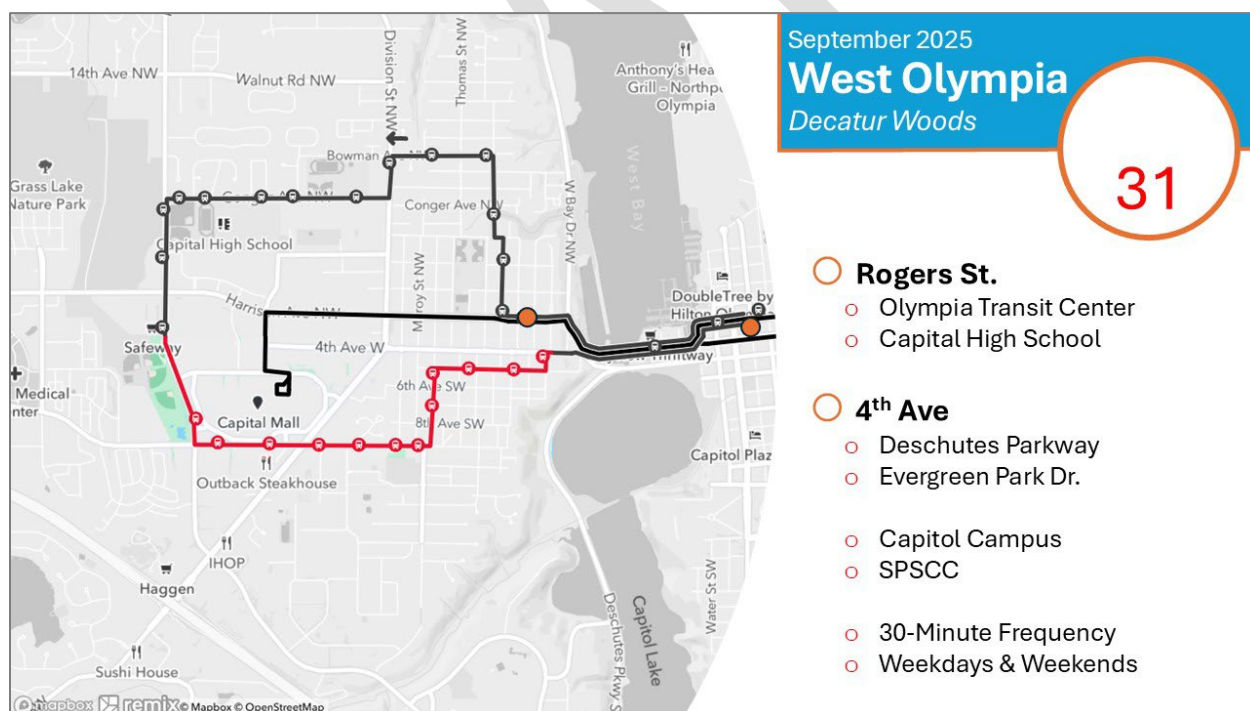
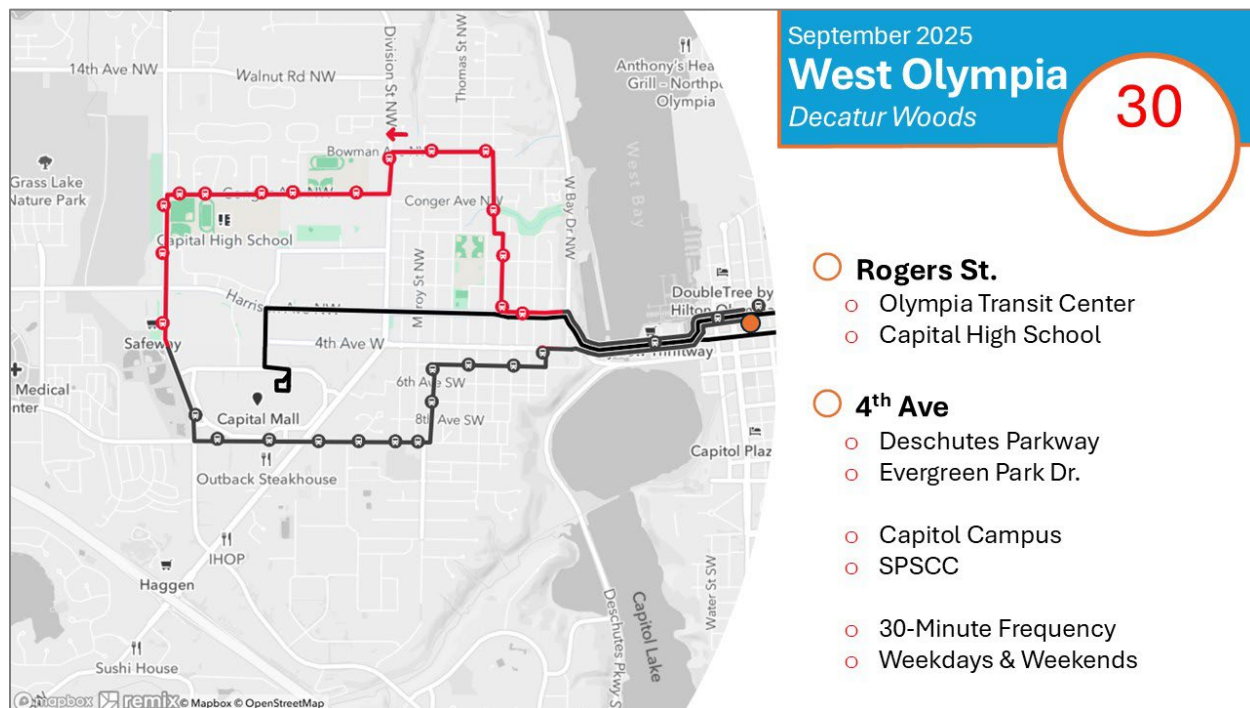
- Capitol Way
- Deschutes Parkway
- Evergreen Park Dr.
- Capitol Lake parking
- Capitol Campus
- SPSC
- 30-Minute Frequency
- Weekdays & Weekends



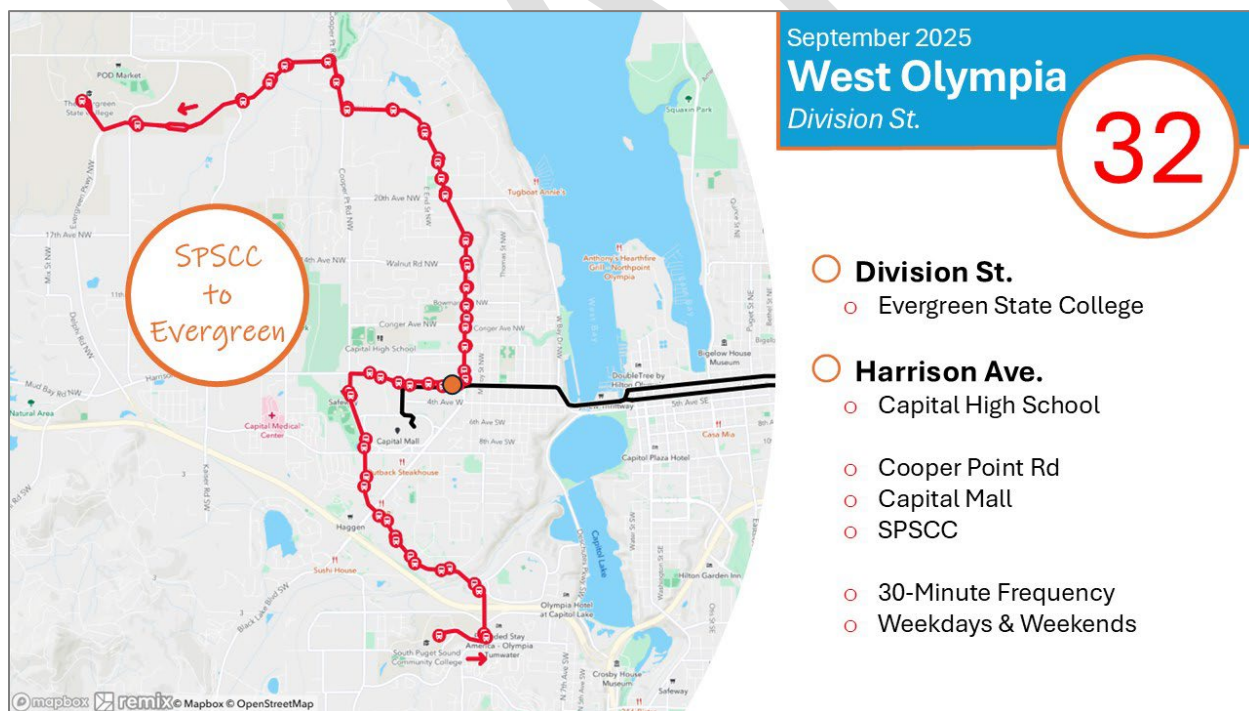
## West Olympia

Route	Replaces:	Rationale
<b>30</b>	45	<p>More direct service from neighborhoods north of Harrison Ave. to Cooper Point Rd. Provides connections to all other routes in west Olympia as well as frequent corridor service.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 31</b> along Cooper Point Rd. broadens access to/from Cooper Point Rd. and Capital Mall Dr., which includes new service adjacent to the south side of Capital Mall.</p>
<b>31</b>	47	<p>More direct service for Decatur Woods residents to Cooper Point Rd. Introduces new service on Capital Mall Dr. between Black Lake Blvd. and Cooper Point Rd. Provides connections to all other routes in west Olympia and maintains corridor connections on Harrison Ave.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 30</b> along Cooper Point Rd. broadens access to/from Cooper Point Rd., which includes service to Capital High School and neighborhood stops north of Harrison Ave.</p>
<b>32</b>	41, 45, 47, 68	<p>More 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.</p>
<b>33</b>	42, 45, 47	<p>Consolidates service west of Cooper Point Rd. to a single bi-directional route and maintains access to Capital Mall. Introduces new service along Black Lake Blvd. and 21<sup>st</sup> Ave. between Harrison Ave. and Mottman Rd. Makes connections to all other routes in west Olympia as well as frequent corridor service.</p>
<b>34</b>	41, 48	<p>Maintains existing service between Capital Mall and The Evergreen State College; removes duplicated service between Capital Mall and the Olympia Transit Center.</p>

# West Olympia

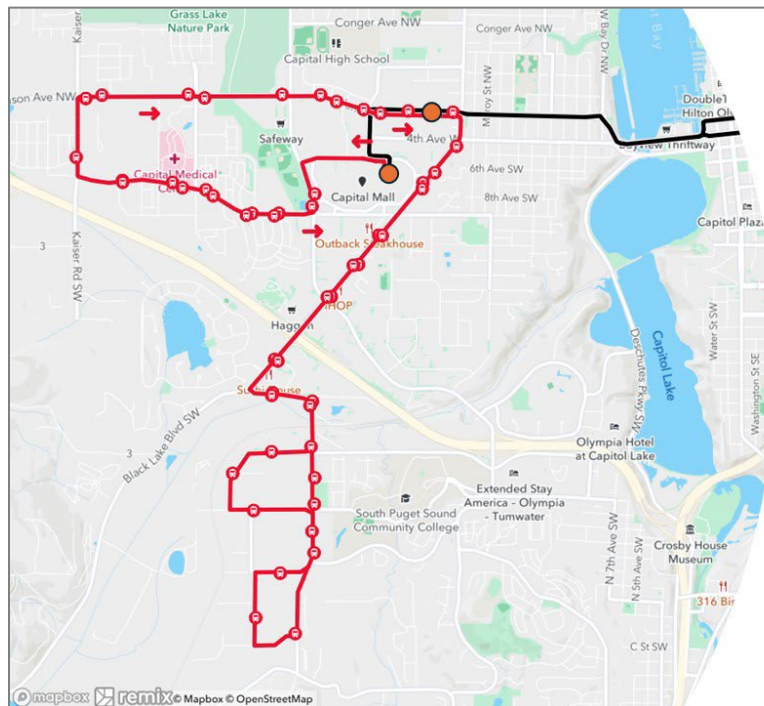


## West Olympia





# West Olympia



September 2025  
**West Olympia**  
Black Lake Blvd

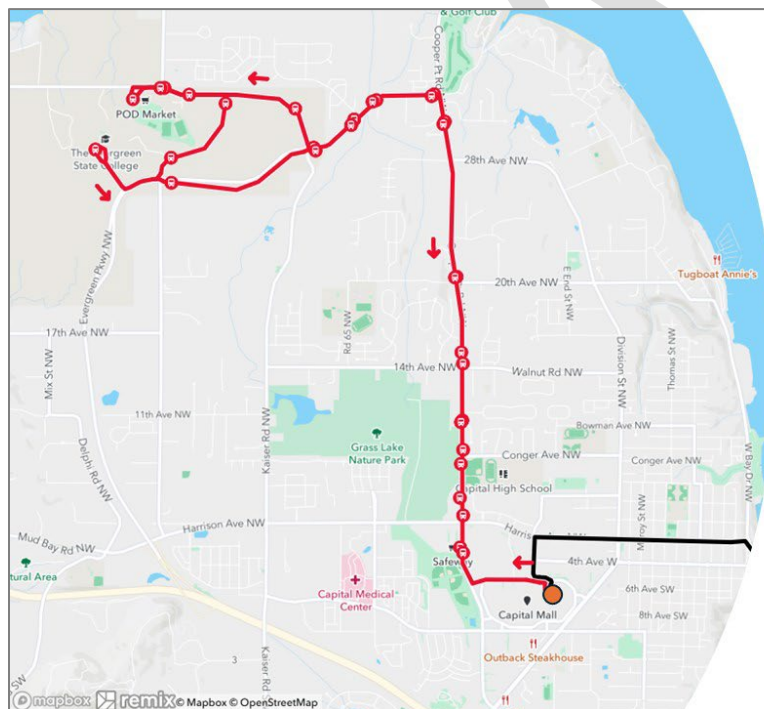
**33**

## Capital Mall Station

- Capital Mall Drive
- Capital Medical Center
- Capital High School

## Harrison Ave

- Black Lake Blvd
- RW Johnson Blvd
- SPSCC
- Family Court
- 30-Minute Frequency
- Weekdays & Weekends



September 2025  
**West Olympia**  
Evergreen

**34**

## Capital Mall Station

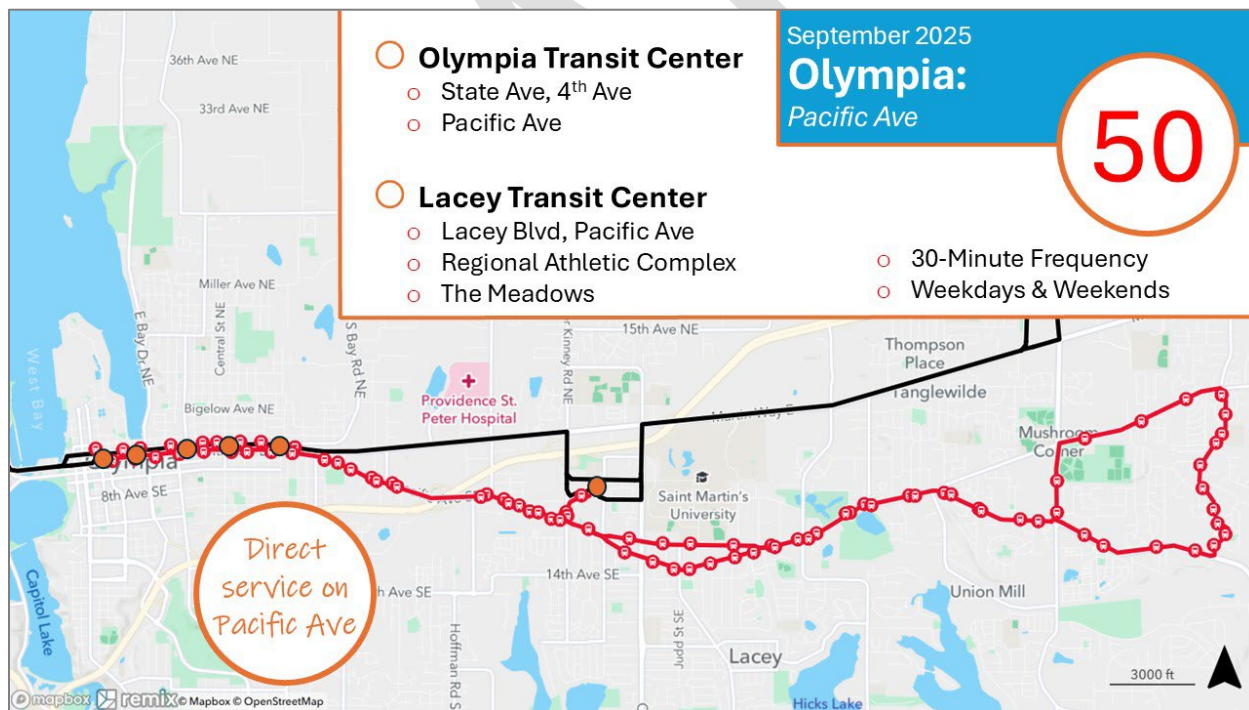
- Cooper Point Rd
- Evergreen Parkway
- Capital High School
- Evergreen State College

- 30-Minute Frequency
- Weekdays & Weekends

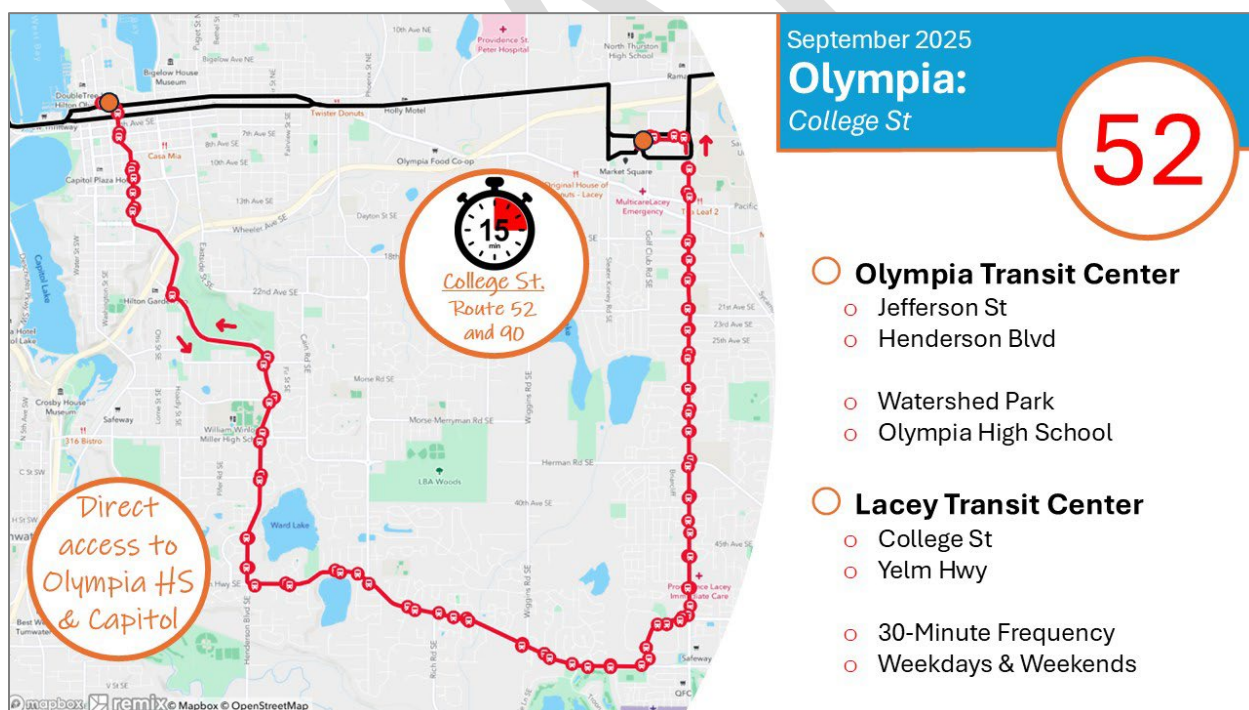
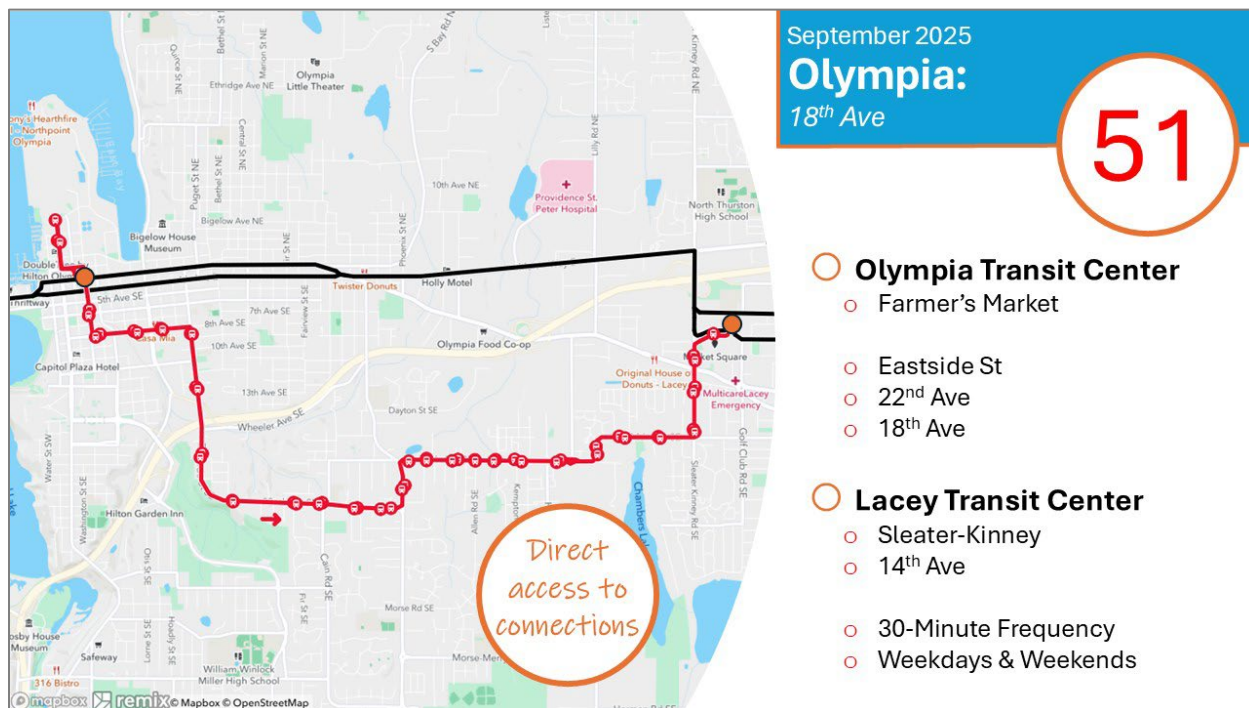


## Olympia to Lacey

Route	Replaces:	Rationale
50	62B, 66, 67	More direct service along Pacific Ave. and Lacey Boulevard; incorporates existing service along Marvin Rd., Steilacoom Rd., Deerbrush Dr., Rockcress Dr., and SR 510. Provides multiple connections to other routes including corridor service at the Lacey Transit Center; enhances corridor service on State Ave. and 4 <sup>th</sup> Ave.
51	45, 60, 64, 94	Makes existing service along 22 <sup>nd</sup> Ave., 18 <sup>th</sup> Ave. and 14 <sup>th</sup> Ave. more direct.
52	64, 68, 94	Shortens busy segments of service on College St. and Yelm Hwy. Provides new service in south Olympia along Henderson Blvd. which includes Olympia High School, as well as on 14 <sup>th</sup> Ave. to the Capitol Campus.

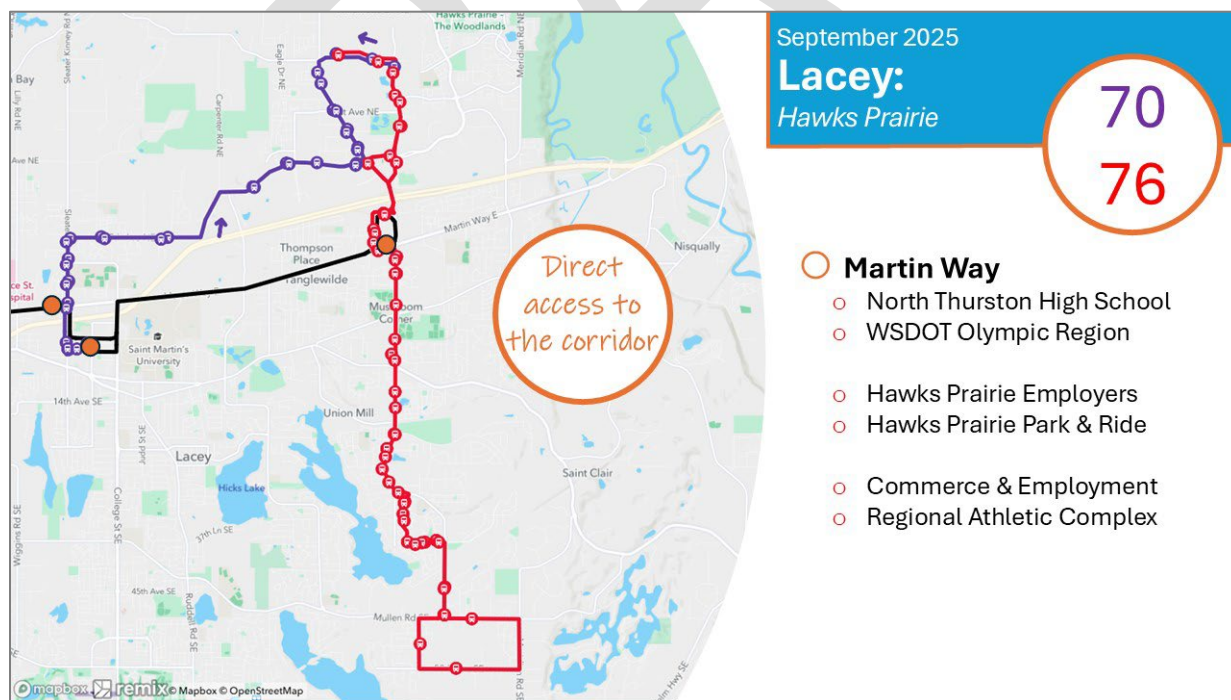


# Olympia to Lacey



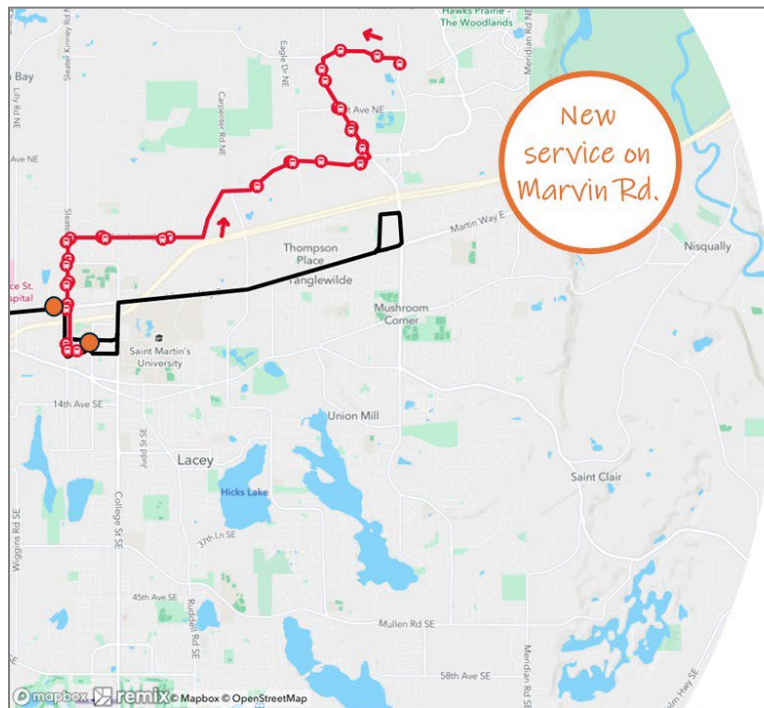
## North Lacey

Route	Replaces:	Rationale
70	65	<p>Adds new service on Sleater-Kinney Rd. between Martin Way and 15<sup>th</sup> Ave., on 15<sup>th</sup> Ave., Draham St., between Sleater-Kinney Rd. and Carpenter Rd., and on Marvin Rd. between Britton Pkwy. and Hawks Prairie Rd.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 76</b> along Hawks Prairie Rd. broadens access to/from Marvin Rd., which includes service along Galaxy Dr. and the Lacey Walmart.</p>
76	62A/B, 65, 67	<p>More direct service along Marvin Rd.; links neighborhoods, including new service along 58<sup>th</sup> Ave. and Kagy St. to frequent corridor service and improves access to shopping, employment, and nearby River Ridge High School.</p> <p><b>Note:</b> An anticipated interline with the proposed <b>Route 70</b> along Hawks Prairie Rd. broadens access to/from Britton Parkway, which includes service to the Lacey Transit Center.</p>





## North Lacey



September 2025

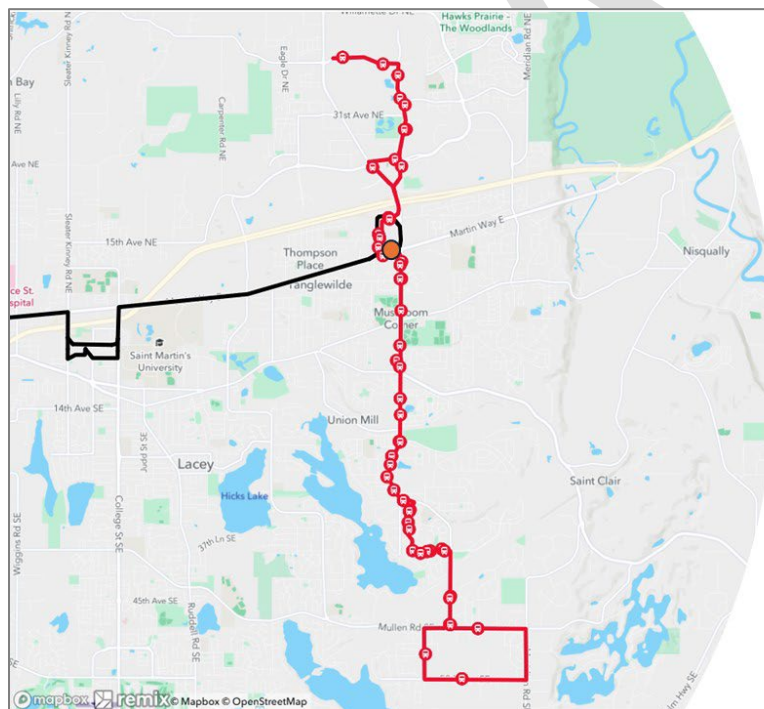
**Lacey:**  
Britton Parkway

70

### **Lacey Transit Center**

- Sleater-Kinney
- 15<sup>th</sup> Ave
- Britton Parkway
- Marvin Rd

- 30-Minute Frequency
- Weekdays & Weekends



September 2025

**Lacey:**  
Marvin Rd

76

### **Martin Way**

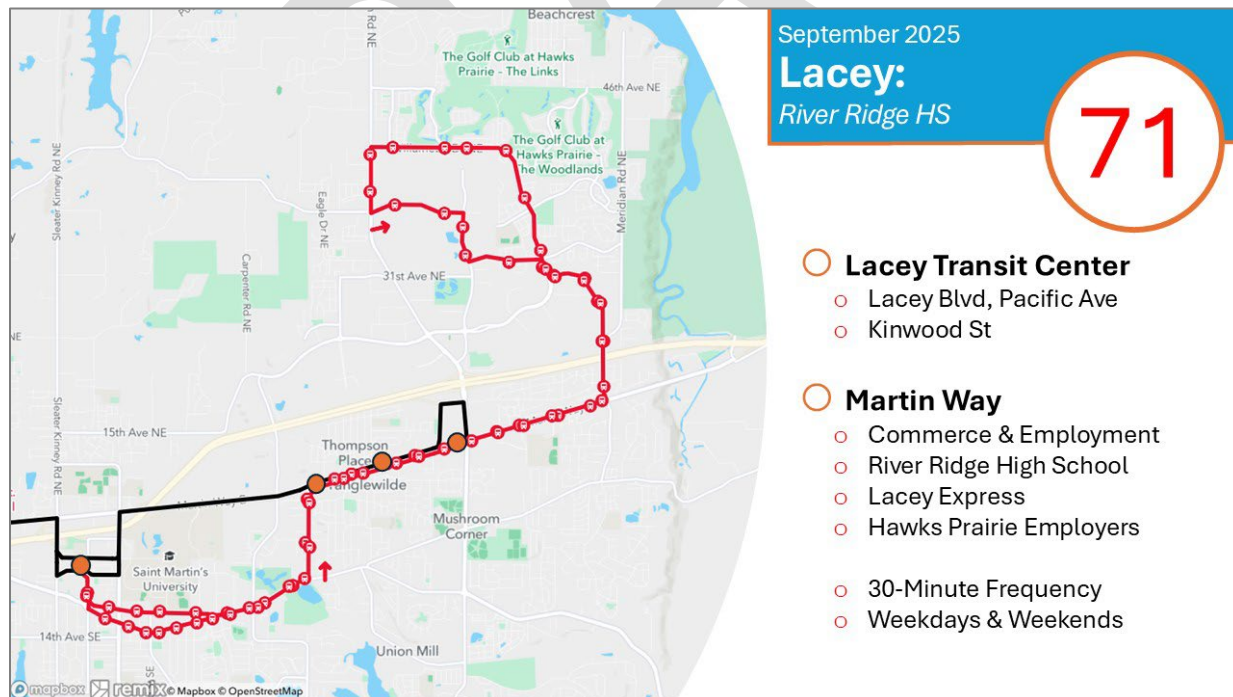
- Hogum Bay
- Galaxy Dr
- Marvin Rd
- Mullen Rd

- 30-Minute Frequency
- Weekdays & Weekends

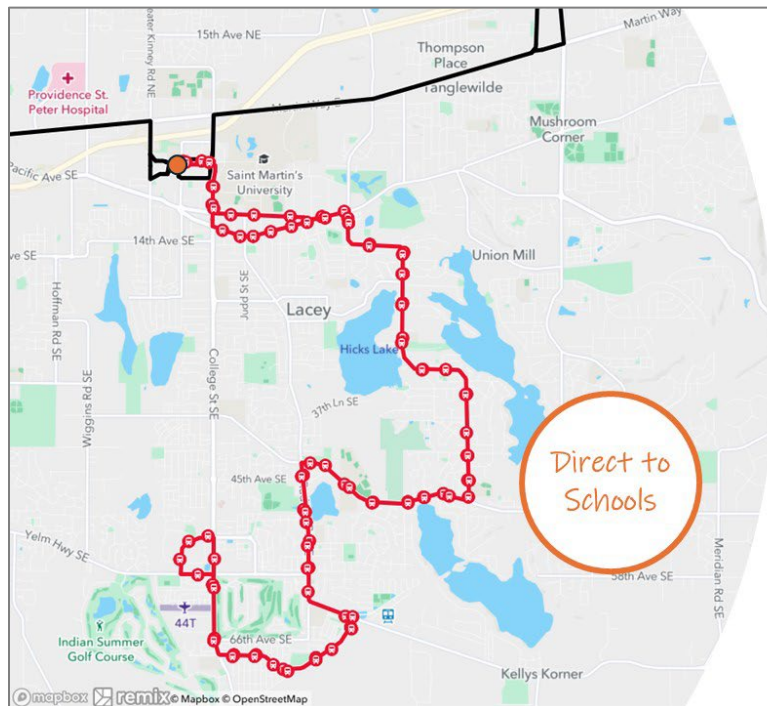


## Lacey

Route	Replaces:	Rationale
<b>71</b>	62A, 65	Adds new service on Kinwood St. and 31 <sup>st</sup> Ave., and bidirectional service on Meridian Rd. and Orion Dr. Broadens access and provides more direct service to neighborhoods, River Ridge High School, and nearby shopping.
<b>72</b>	64, 68	Broadens access and provides more direct service to neighborhoods, Timberline High School, and nearby shopping.
<b>73</b>	60, 64, 66	Adds new service on 22 <sup>nd</sup> Ave. and incorporates the 25 <sup>th</sup> Loop service.
<b>74</b>	12, 13, 66, 68	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.
<b>75</b>	60, 64, 68, 94	Adds new service in Tumwater on Henderson Blvd. and Old Hwy. 99. Provides more direct service on Boulevard Rd.



# Lacey



September 2025

**Lacey:**  
Timberline HS

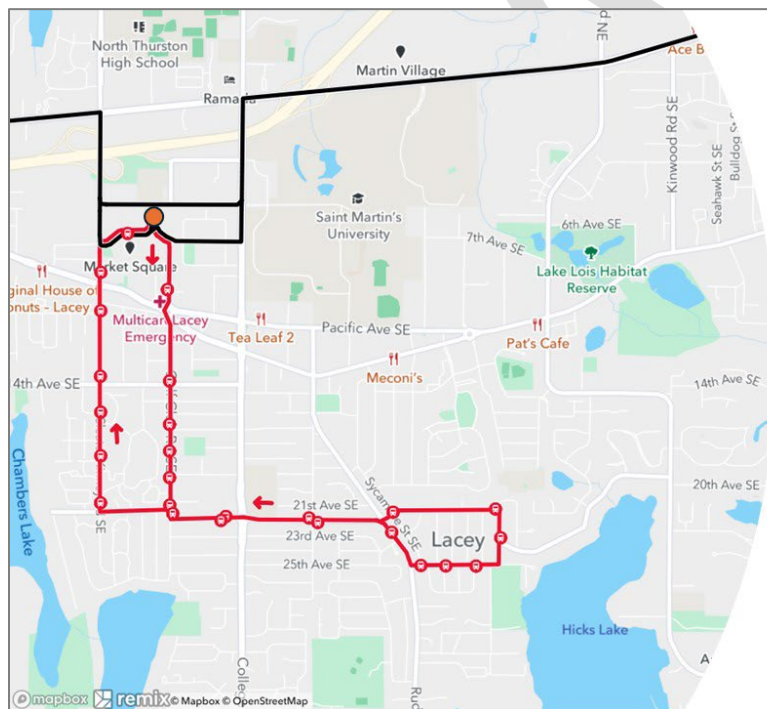
72

## Lacey Transit Center

- College St
- Lacey Blvd, Pacific Ave
- Carpenter Rd
- Mullen Rd
- Ruddell Rd

- Saint Martins University
- Timberline High School
- Lacey Corporate Center

- 30-Minute Frequency
- Weekdays & Weekends



September 2025

**Lacey:**  
Golf Club Rd

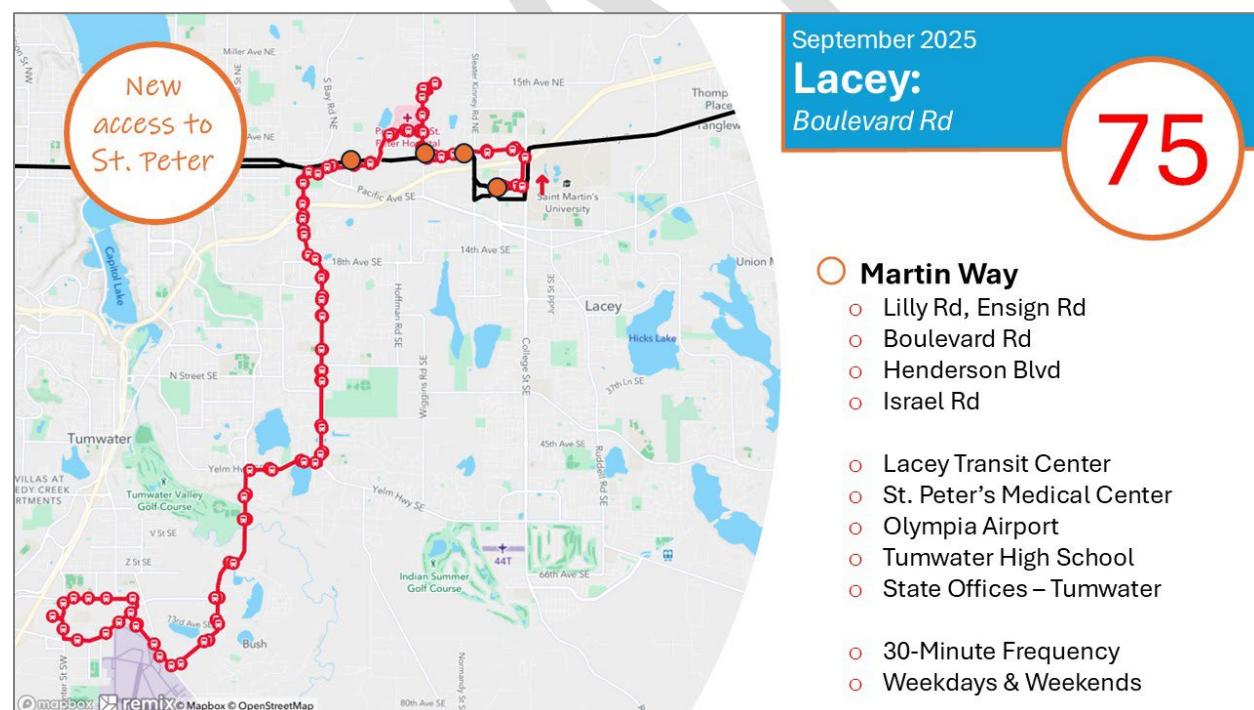
73

## Lacey Transit Center

- Golf Club Rd
- 22nd Ave
- Sleater-Kinney

- Panorama Community

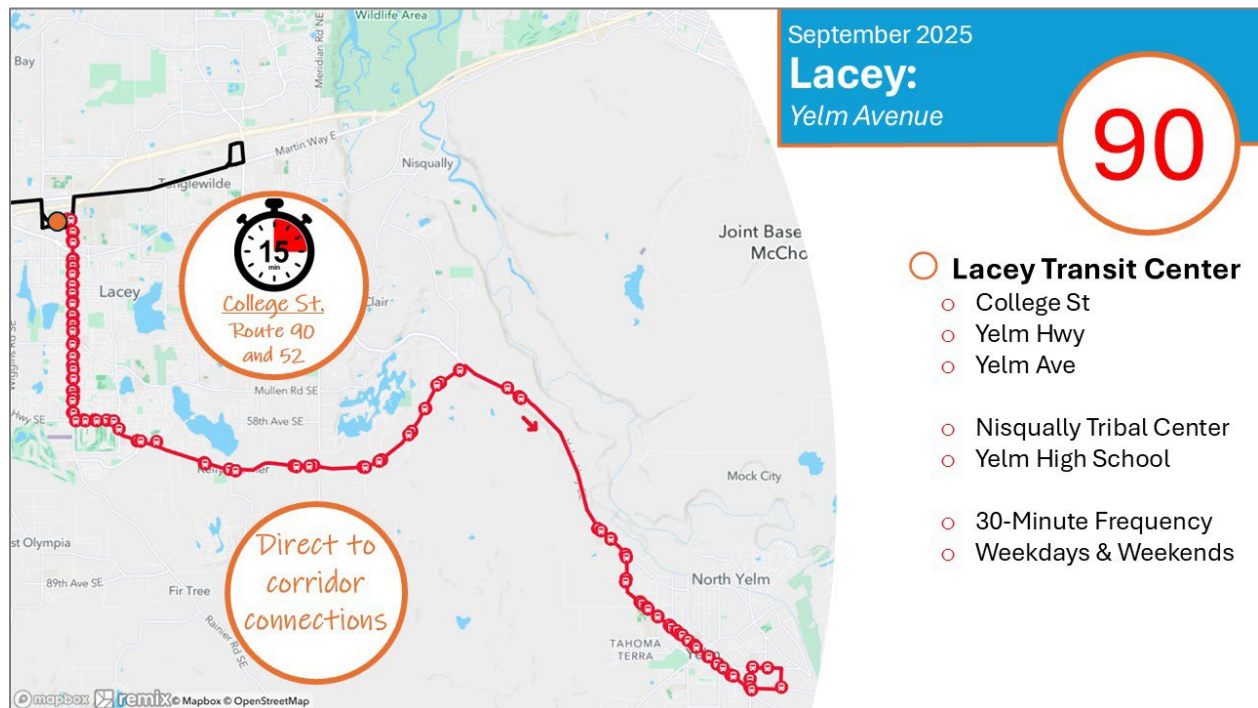
- 30-Minute Frequency
- Weekdays & Weekends





## Yelm

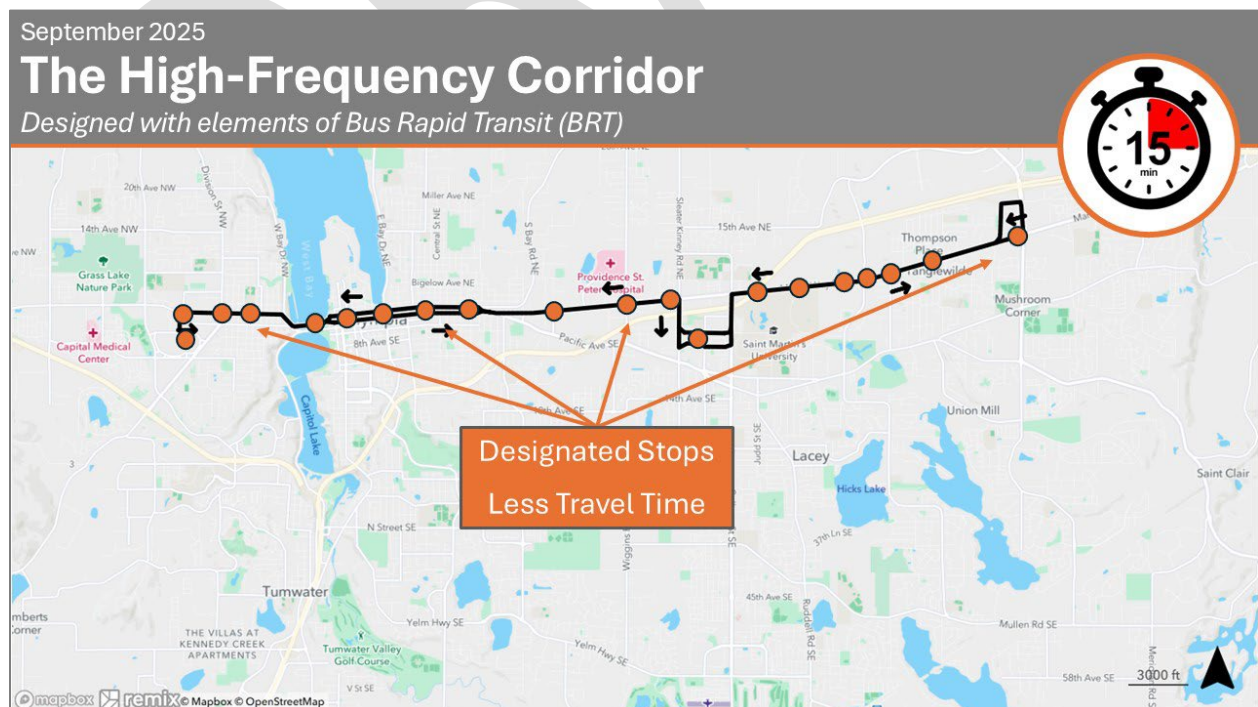
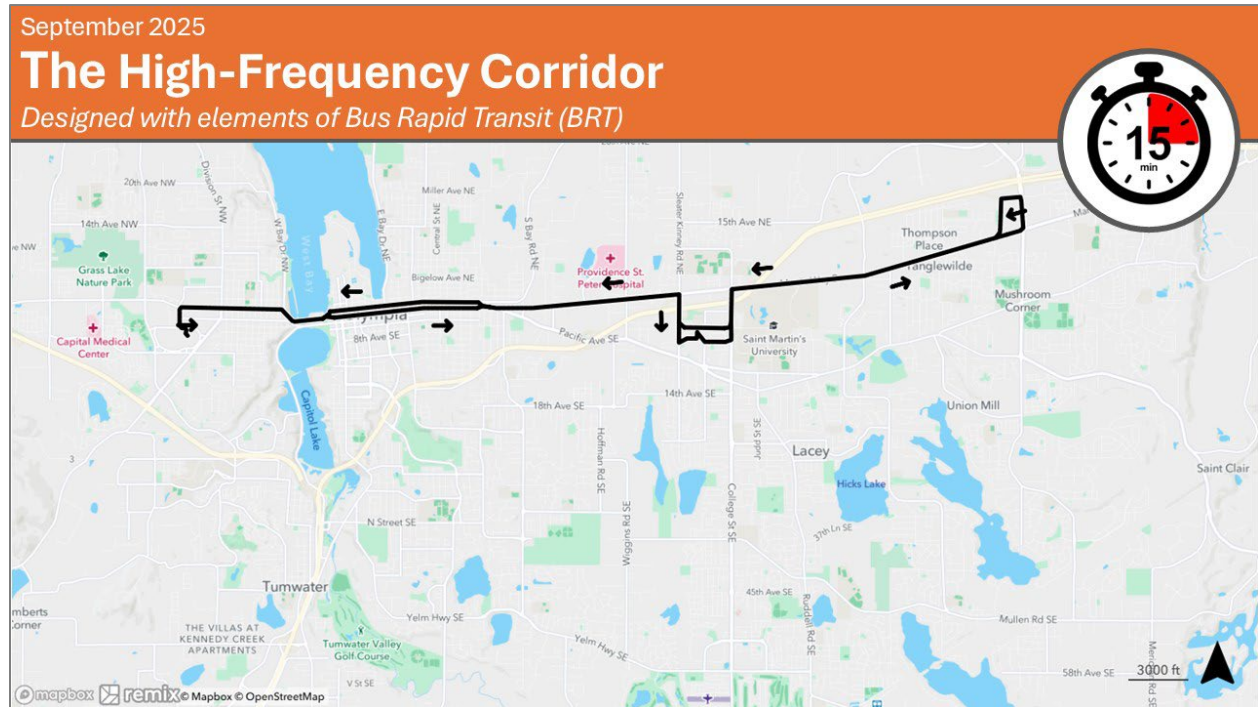
Route	Replaces:	Rationale
90	64, 66, 94	Adds new service on Billy Frank Jr. Blvd. Provides more direct service between Yelm and the high-frequency corridor; more frequent service on College St.





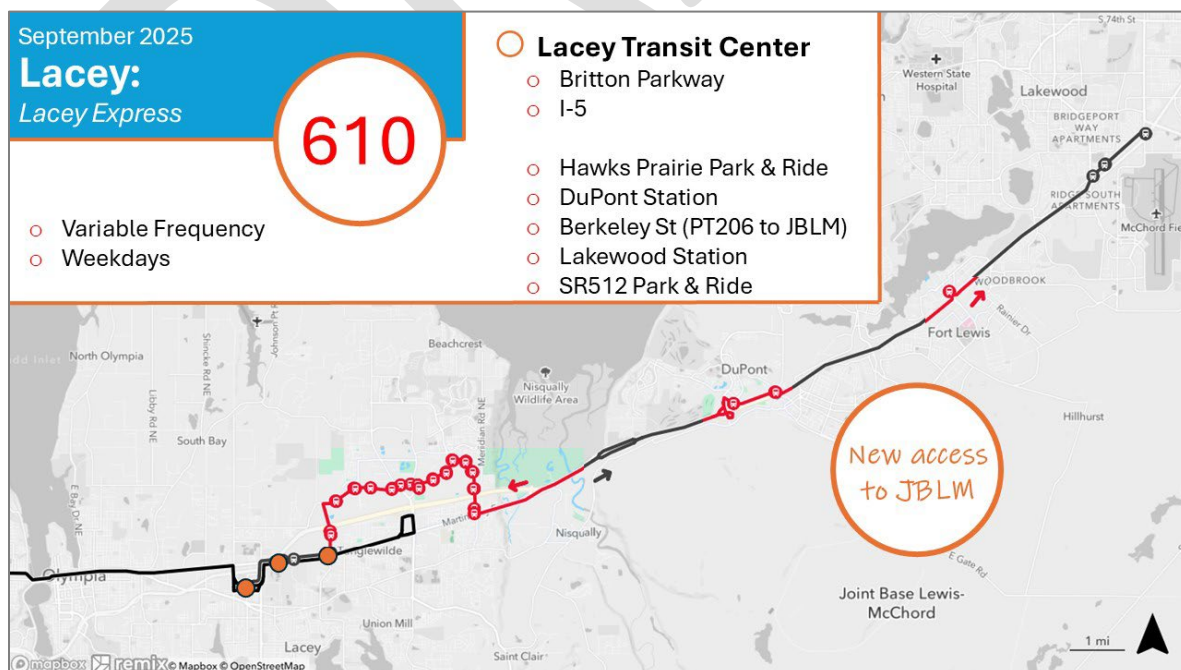
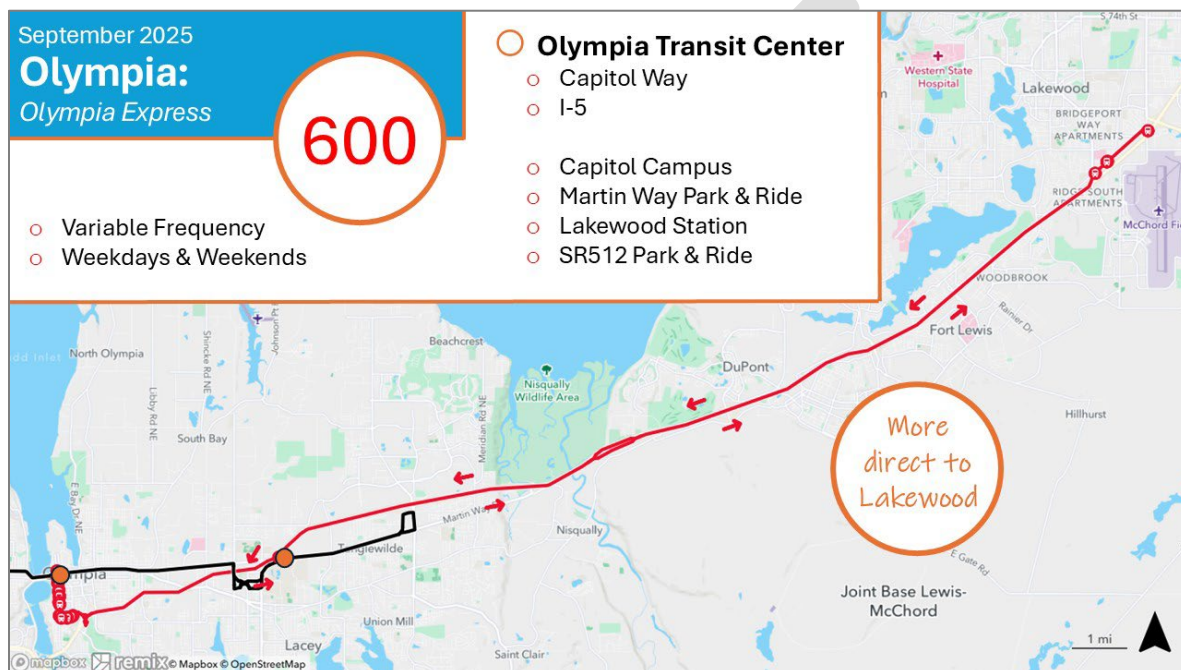
## High-frequency Corridor

Route	Replaces:	Rationale
TBA	ONE, 62A, 62B, 41, 48	Provides more direct service between west Olympia and east Lacey; reduces travel times; Adds connections to intersecting routes.



## Commuter Express

Route	Replaces:	Rationale
<b>600</b>	620	Provides more direct service between downtown Olympia, Martin Way Park and Ride, and regional connections in Pierce County.
<b>610</b>	620	Adds new commuter service between Lacey, Hawks Prairie Park and Ride, and Joint Base Lewis-McChord (JBLM) in Pierce County, including DuPont Station, and Berkeley St.



## Part 2: Equity Analysis

### Purpose

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The changes detailed in Part 1 of this summary represent a major change in our fixed route (bus) service. The following Equity Analysis evaluation of the September 2025 schedule identifies 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 changes in service impact proportionately more minority or low-income residents than the entire population of the service area plus 3 percent.

##### *Increases in Service*

Intercity Transit recognizes the presence of significant racial disparity (or disproportionate burden) if the benefiting population represents fewer minority or low-income residents than the entire population of the service area, minus 3 percent.

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

#### **Methodology**

To assess 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 to determine 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 Adverse Service Impacts

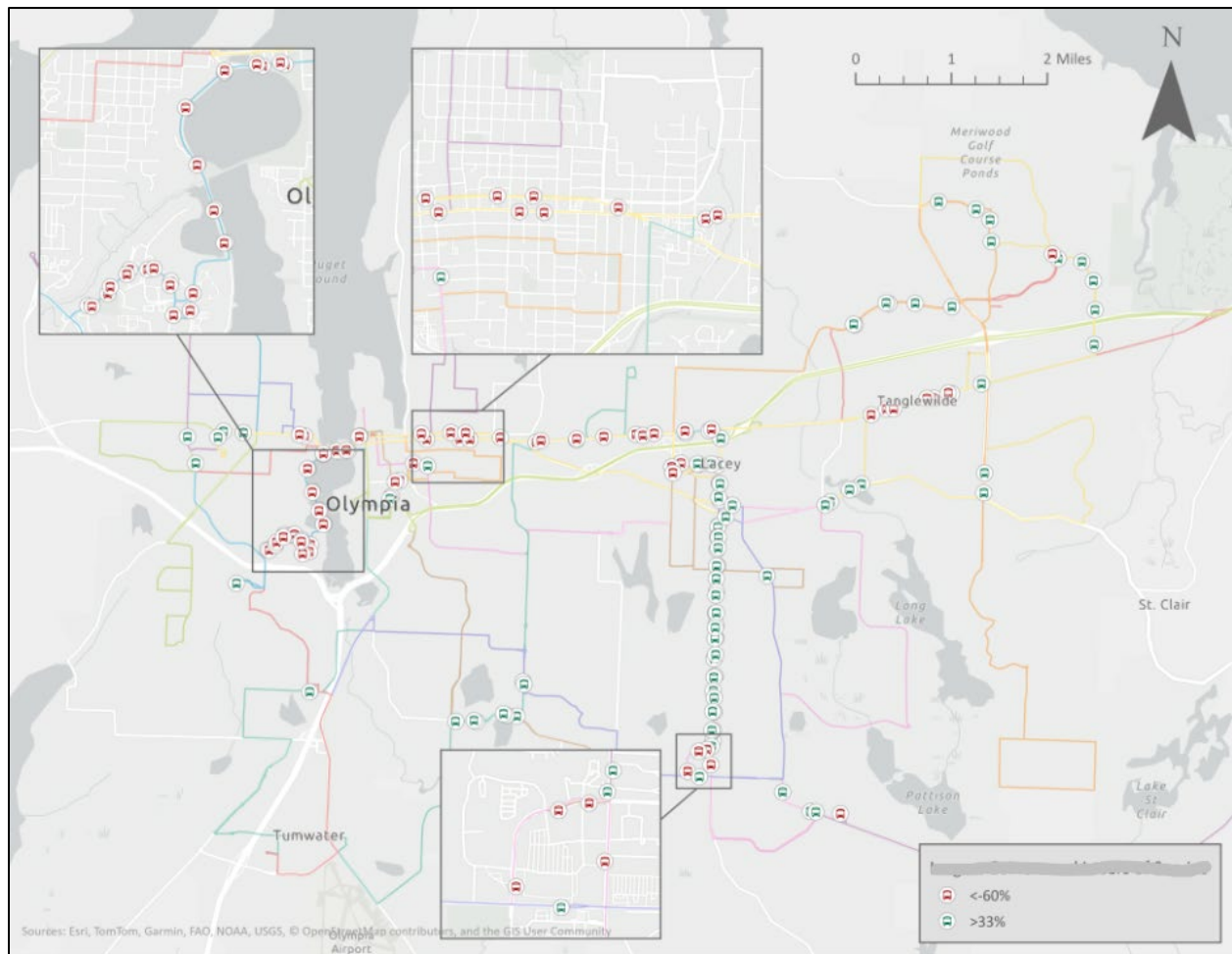
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The anticipated changes in service reflected in the September 2025 schedule present a basis to evaluate the presence of a disproportionate benefit to residents in the service area.

The two forms of adverse impact included in this analysis are:

1. Removal of existing bus stops.
2. Reduction in the frequency of service at existing bus stops.





## Assessment of Beneficiary Effects

The anticipated increases in service reflected in the September 2025 schedule present a basis to evaluate the presence of a disproportionate benefit to residents in the service area.

The two forms of benefiting effects included in this analysis are:

1. Creation of new bus stops.
2. Increase in the frequency of service at existing bus stops.



# Equity Analysis – Findings

## PTBA Population – Disparate Impact

Baseline	Population	Minority	Percent Minority	Disparate Impact	Disparate Benefit
PTBA Service Area	212,937	64,912	30.4%	>33.4%	<27.4%

## Disparate Impact (>33.4%)

	Impacted Population	Minority	Percent Minority	Is Disparity Present?
Removed Service	8,037	1,839	22.9%	No
Service Reductions	17,545	4,997	28.5%	No
<b>Total</b>	<b>25,582</b>	<b>6,836</b>	<b>26.7%</b>	<b>No</b>

## Disparate Benefit (<27.4%)

	Benefitting Population	Minority	Percent Minority	Is Disparity Present?
New Stops	4,184	1,797	43.0%	No
Service Increases	40,196	13,750	34.2%	No
<b>Total</b>	<b>44,380</b>	<b>15,547</b>	<b>35.0%</b>	<b>No</b>

#### *PTBA Population – Disproportionate Burden*

Baseline	Population	Low Income	% Low Income	Disproportionate Impact	Disproportionate Benefit
PTBA Service Area	212,937	21,338	10.0%	>13.0%	<7.0%

Please note: calculations showing any disproportionate impacts on low-income populations will be added once finalized.

## Conclusion

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Preliminary results suggest no significant racial disparity in the proposed redesign of service. Moreover, the benefiting population of the redesign of service suggests a higher proportion of racial minority residents compared to the service area population.

## Appendix A – List of Changes by Route

Route	Change	Rationale
ONE	Discontinued	Replaced with redesigned corridor service operating further east into Lacey and with longer hours
12	Discontinued	Replaced with redesigned service
13	Reduced to 30-minute frequency	New routes on Capitol Way and Capitol Blvd. combine with Route 13 to deliver 15-minute frequency
14	No changes	
21	No changes	
41	Discontinued	Replaced with redesigned service (see Route 32)
42	Discontinued	Replaced with redesigned service (see Routes 23, 33)
45	Discontinued	Replaced with redesigned service (see Routes 30, 33)
47	Discontinued	Replaced with redesigned service (see Routes 31, 33)
60	Discontinued	Replaced with redesigned service (see Routes 22, 73, 75)
62A	Discontinued	Replaced with redesigned service (see Routes 50, 71, 75, 76, 100, 610)
62B	Discontinued	Replaced with redesigned service (see Routes 50, 71, 75, 76, 100)
64	Discontinued	Replaced with redesigned service (see Routes 22, 51, 52, 72, 75, 90)
65	Discontinued	Replaced with redesigned service (see Routes 70, 71, 76, 610)
66	Discontinued	Replaced with redesigned service (see Routes 50, 74)
67	Discontinued	Replaced with redesigned service (see Routes 50, 76)
68	Discontinued	Replaced with redesigned service (see Routes 15, 32, 52, 72, 74)
94	Discontinued	Replaced with redesigned service (see Routes 51, 74, 75, 90)
620	Discontinued	Replaced with redesigned service (see Routes 600, 610)

## Appendix B – Bus Stop Proposals

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[still being prepared]

DRAFT