

# September 2025 Service Change

## Major Service Change Summary & Equity Analysis



*Prepared by:*

**Intercity Transit Planning Division**

June 2025

**INTERcity**  
**TRANSIT**

# Table of Contents

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<b>Executive Summary</b>	<b>3</b>
<b>Part 1: Major Service Change Summary</b>	
Introduction	4
Timeline	6
List of Changes, by Route	7
Agency Resources	16
<b>Part 2: Equity Analysis</b>	
Purpose	17
Assessment of Adverse Service Impacts	17
Assessment of Beneficiary Affects	17
Findings	18
Conclusion	21
<b>Appendix A: Route Schedules - Preliminary</b>	<b>23</b>

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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), and **draft 2025 – 2030 TDP**, Intercity Transit intends to change fixed route service on September 7, 2025, by introducing two new express Commuter routes between Olympia-Lacey and Lakewood in Pierce County. The anticipated change also includes the discontinuation of Route 620.

The changes are supported by a Washington State Regional Mobility Grant and intend to enhance Intercity Transit's commuter service by separating the existing Route 620 into two distinct routes. One route will operate directly between the Olympia Transit Center (including Capitol Way) and the SR512 Park and Ride, with intermediate stops only at the Martin Way Park and Ride, and Lakewood Sounder Station. The second route will operate more similarly to the existing Route 620 with service between OTC and the Lacey Transit Center (LTC), as well as new service in NE Lacey including the Hawks Prairie Park and Ride; the second route will also include a new connection with the Pierce Transit Route 206 at Berkeley St. adjacent to Camp Murray and across I-5 from JBLM's Madigan Gate.

The change in service does not require any additional FTEs or fixed-route coach buses. Coverage for Operator runs will be initially assigned to Extra Board Operators daily but will be included in the May 2026 service change as biddable work. The dormant bus stop at the Hawks Prairie Park and Ride will be restored to support one of the new commuter routes; moreover, Intercity Transit is coordinating with Pierce Transit for use of an existing stop along Berkeley St. in the Tillicum neighborhood.

The September 2025 service change meets Intercity Transit's established definition of a *Major* service change. As such, this document includes an analysis of minority and low-income populations directly affected by the adjustments to service. With no reductions in service being proposed, the adverse effect of the changes in service are considered neutral. The presence of racial disparity, along with any disproportionate burden affecting low-income residents, was not found to be present among benefiting populations. The associated methodology and presentation of findings are included within this document and will be publicly shared as part of a formal comment period and public hearing. Following the comment period the Authority Board will consider final adoption of the findings of the *Service Equity Analysis* prior to changes being implemented by Intercity Transit staff.

# Part 1: Major Service Change Summary

## Introduction

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

The change of service intended to begin September 2025 reflects Intercity Transit’s strategy of incremental adjustments of service in tandem with available financial and labor resources toward the fulfillment of service enhancement goals consistent with the adopted 2018 Long-Range Plan and related Proposition 1 ballot measure.

*In accordance with:*

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

- **2025 Annual Budget**

As well as:

- **2024 – 2029 Transit Development Plan (TDP)**  
*Shown to the right is an excerpt from the TDP containing the adopted Planned Operating Changes*
- **Draft 2025 – 2030 TDP**

### 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
	28,000	119%	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

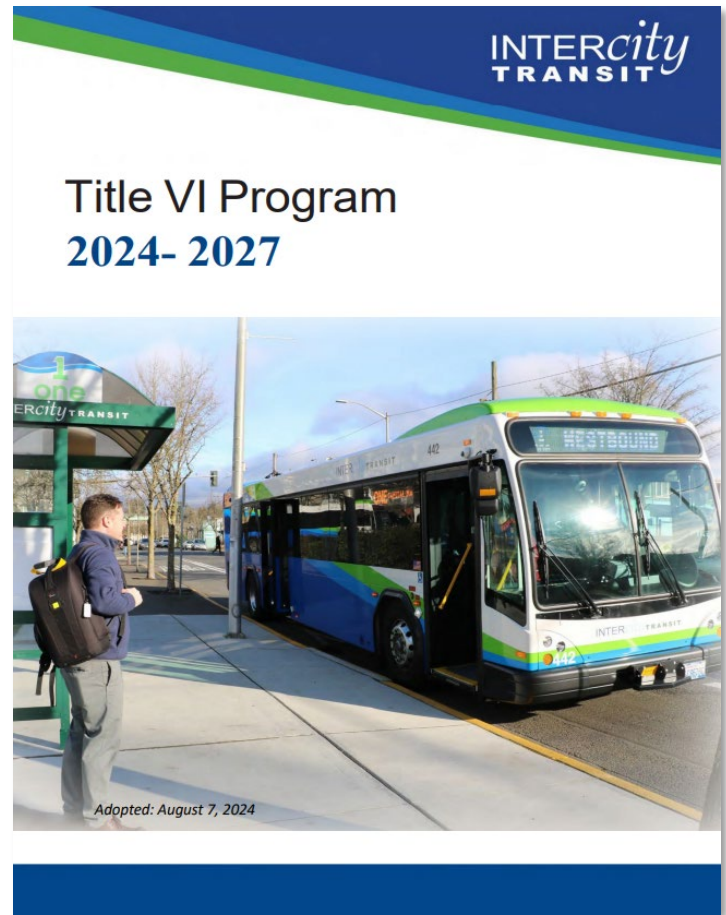


## A Major Change in Service

Pursuant to guidance from the Federal Transit Administration (FTA), Intercity Transit's updated **2024 – 2027 Title VI Program** contains formal definitions distinguishing between 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 an individual route's revenue hours by 10% or more.
- A single change that increases a route's revenue hours by 50% 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 greater than 500 feet from its original location, and is used by 50 or more passengers per day (combined boardings and alightings).
- **Creation of, or discontinuation of a fixed transit route in entirety.**



## Equity Analysis

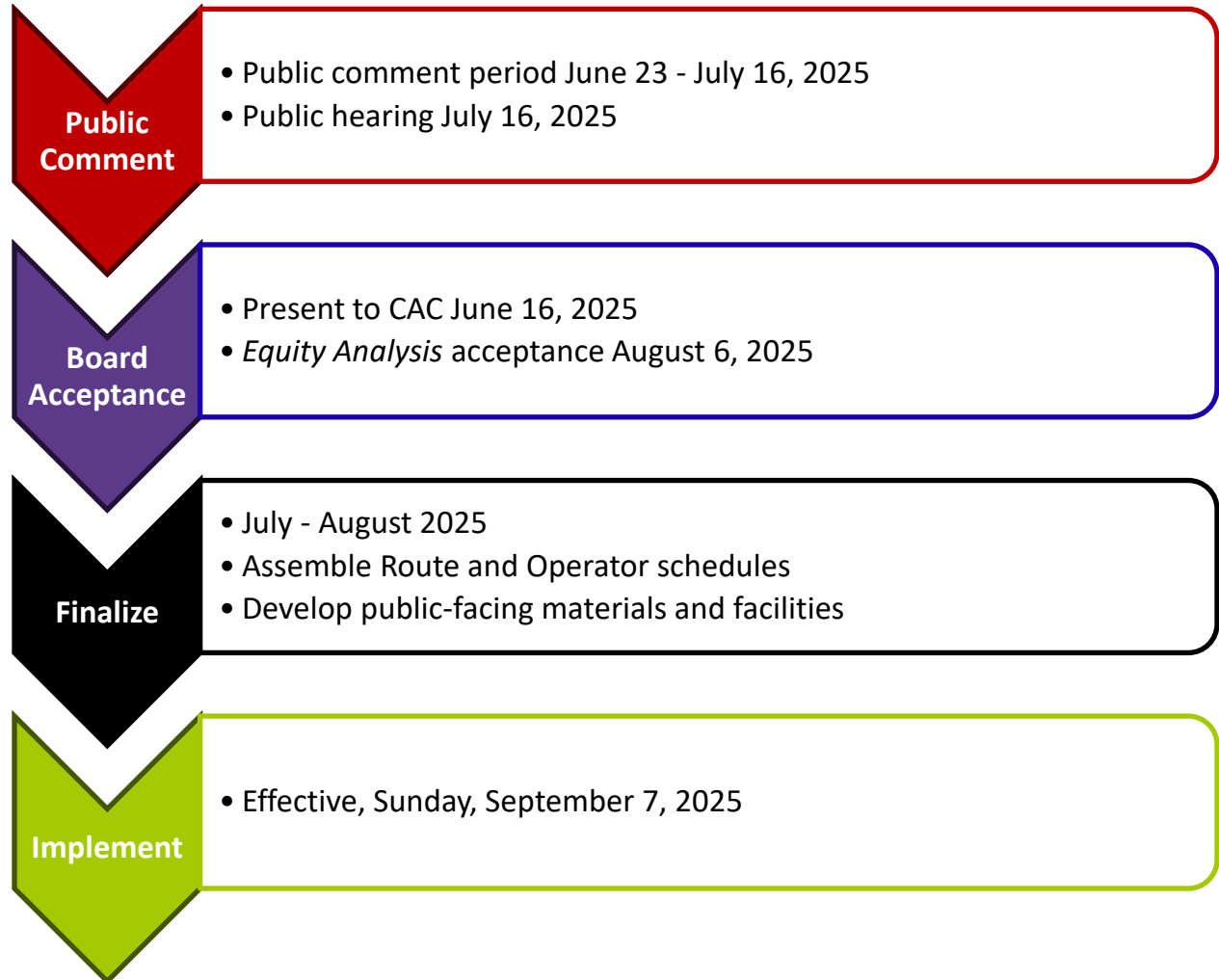
Part 2 of this summary includes Intercity Transit's Draft Equity Analysis—a requirement of all *major* changes in service to research, identify and measure the presence of any significant disparity impacting transit access among racial minority populations or residents considered to be low-income. Following a public comment period the Draft Equity Analysis must be presented and accepted by Intercity Transit's Authority Board.

### Public Comment Period

The Summary and Draft Equity Analysis is expected to be shared publicly from June 23, 2025 through July 16, 2025.

# Implementation Timeline

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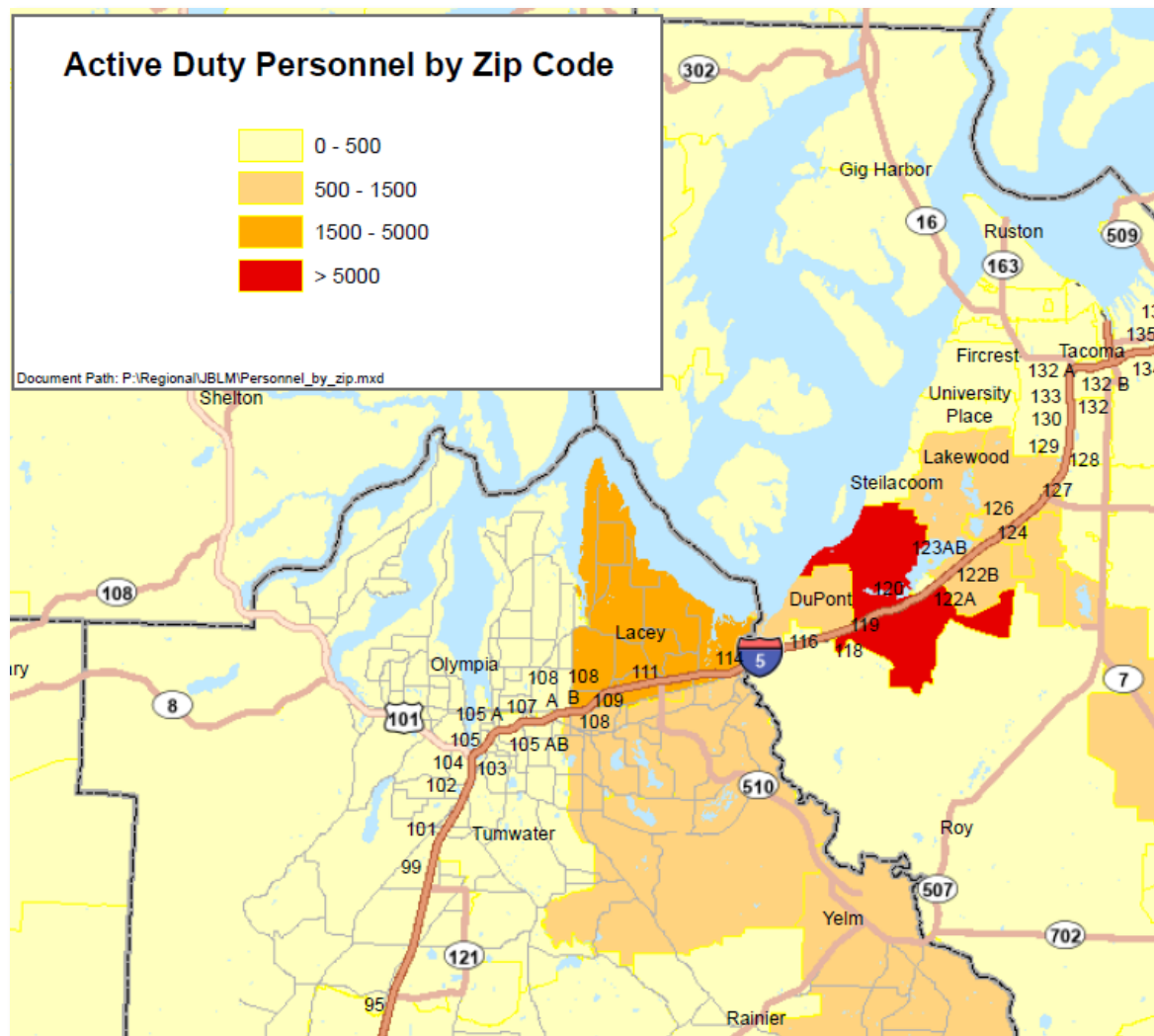


# List of Proposed Changes, by Route

Route	Name	Change
620	Olympia Express	Discontinue Route 620 and replace with Routes 600 and 610
<b>NEW 600</b>	Lakewood Commuter	Introduce Route 600 as a <u>weekday only</u> limited-stop commuter route operating between the Olympia Transit Center and SR512 Park and Ride in Lakewood.
<b>NEW 610</b>	Freedom Way	Introduce Route 610 as a weekday and weekend limited-stop commuter route operating between the Olympia Transit Center and SR512 Park and Ride in Lakewood.

## Service Change Justification

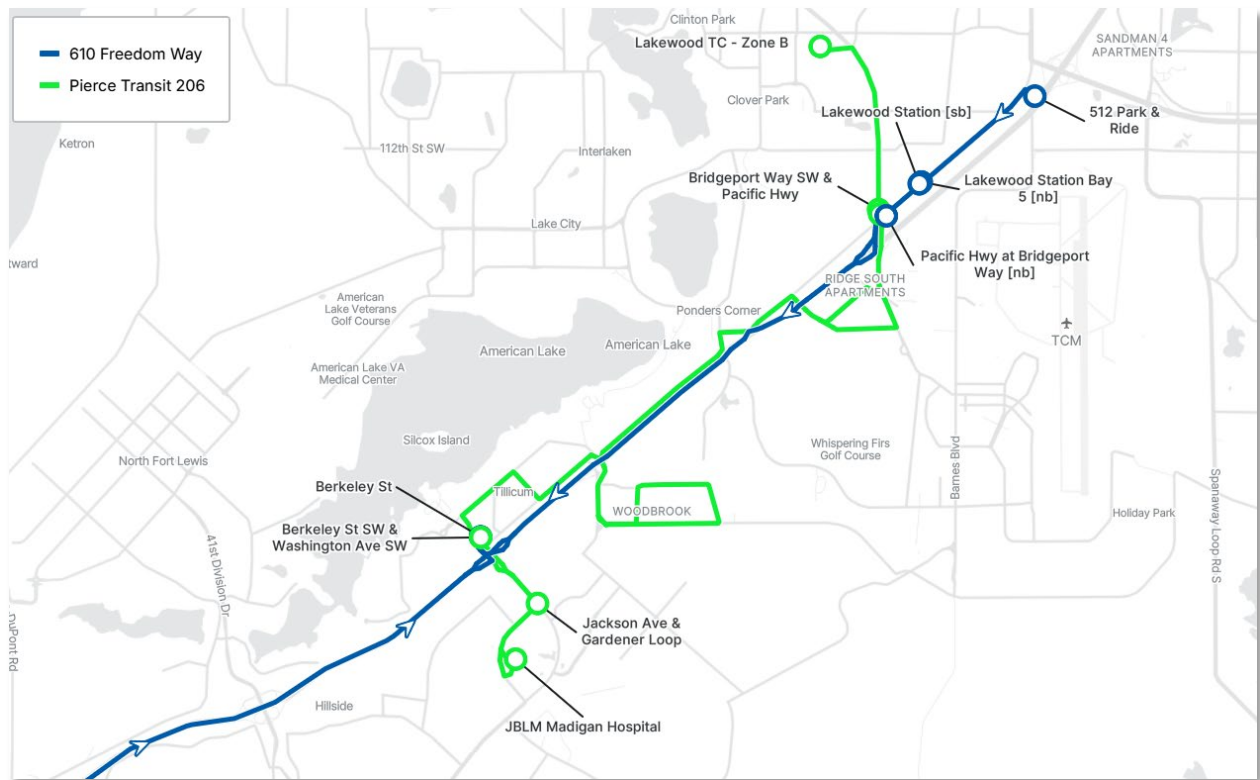
The primary purpose of changing existing commuter service is to respond to requests for transit access between Thurston County and Joint Base Lewis McChord (JBLM).



In 2024 Intercity Transit requested a Regional Mobility grant from the Washington State Department of Transportation intended to provide financial assistance of the “Lacey Express”, a commuter line designed to introduce transit service between Lacey and JBLM. The map above, provided to Intercity Transit from the Thurston Regional Planning Council (TRPC), suggests the areas of Thurston County have higher concentrations of military households, including NE Lacey. Intercity Transit’s grant request was fulfilled with the passage of the 2025-2027 State Transportation Budget.

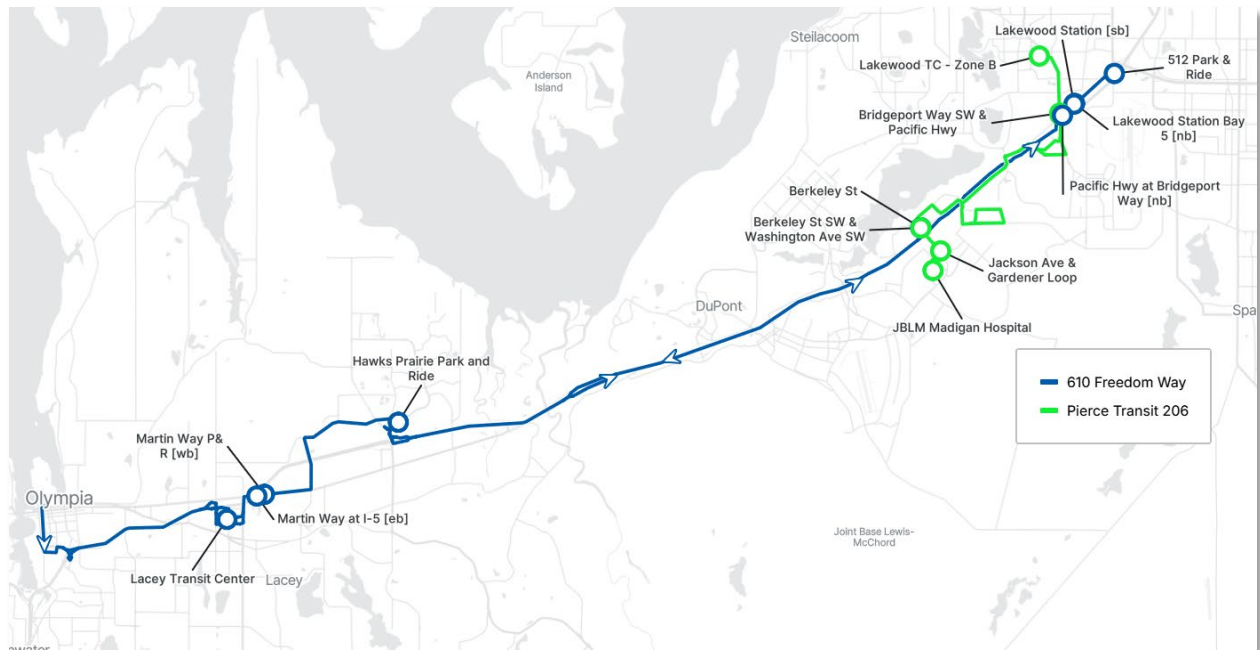
### **Route 610 – Freedom Way (aka Lacey Express)**

Intercity Transit’s new Route 610 is the subject of the forthcoming Regional Mobility grant award. Buses on Route 610 will connect Thurston County residents to JBLM via the Madigan Gate. Integral in the design is the Pierce Transit Route 206; passengers can connect directly between Route 610 and Pierce Transit Route 206 via the *Freedom Way* bridge at the Berkeley stop within the Tillicum neighborhood (see maps below).



Route 610 would also renew fixed route service to/from Hawks Prairie Park and Ride lot in NE Lacey. The forthcoming system redesign anticipated for May 2026 could bring additional routes to/from the Hawks Prairie Park and Ride, including service from south Lacey and Yelm. Other access points for Route 610 include the Olympia Transit Center, Capitol Way bus stops, the Lacey Transit Center, and Martin Way stops adjacent to the Martin Way Park and Ride lot.

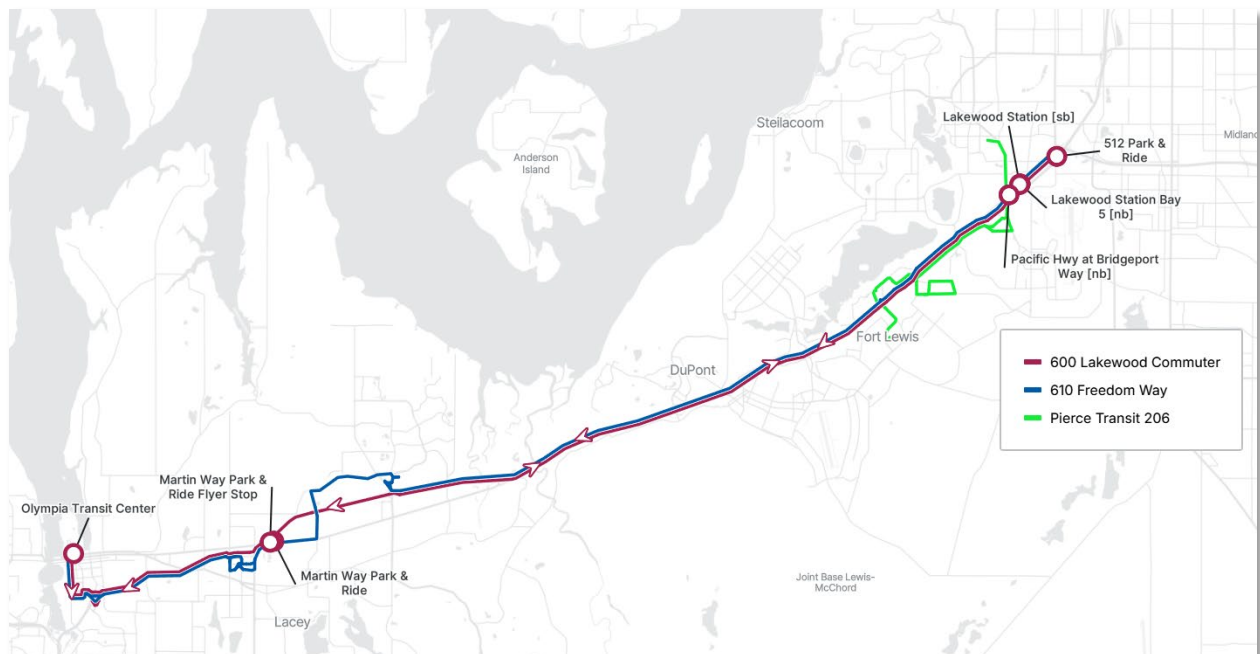




Albeit with less frequency, the new Route 610 sustains the broad coverage offered by the current Route 620.

### Route 600 – Lakewood Commuter

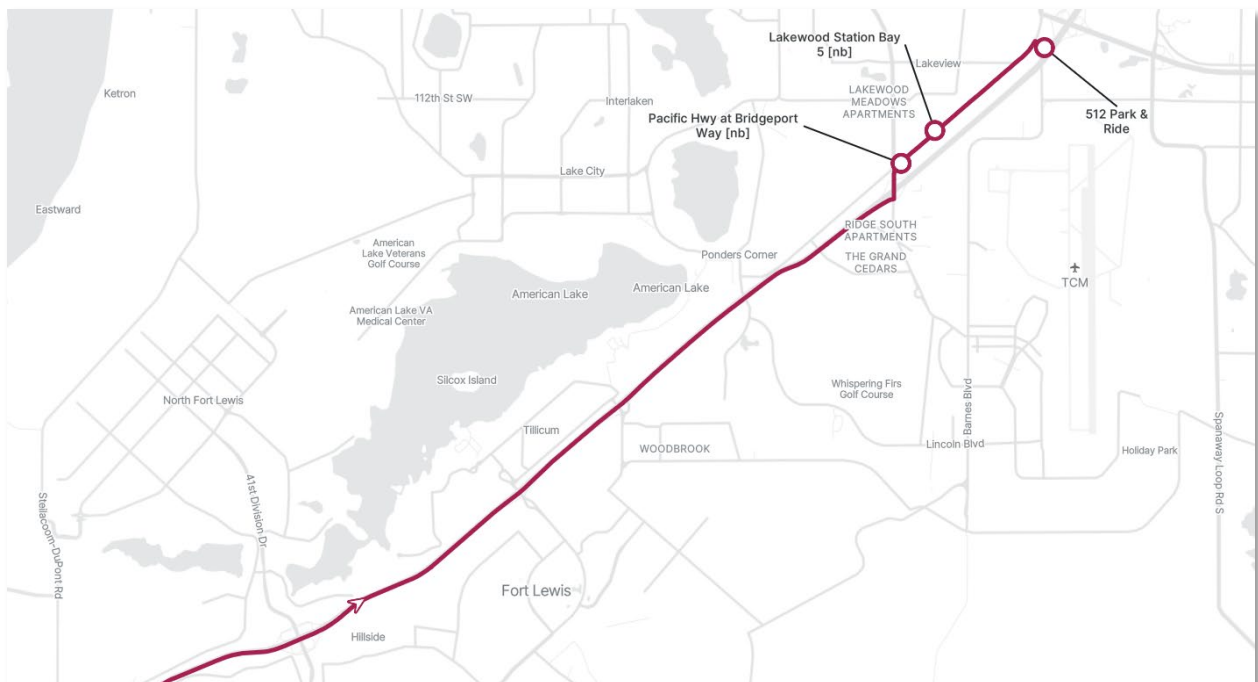
Contrasting the broad coverage of the new Route 610 is the new Route 600. Route 600 is designed to operate in tandem with Route 610 but as a more direct trip than the current Route 620. The proposed Route 600 would only operate on weekdays. Route 610 would operate weekdays and weekends.



## Routing, Maps & Bus Stops – Route 600 *Lakewood Commuter*

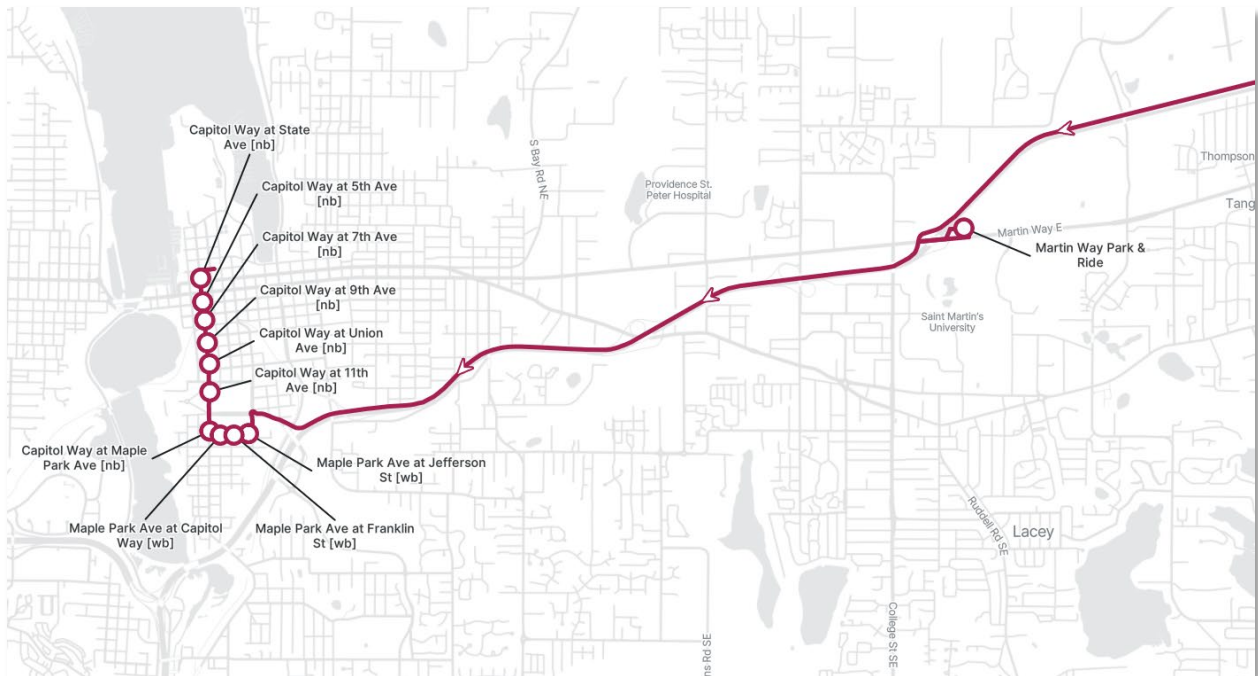
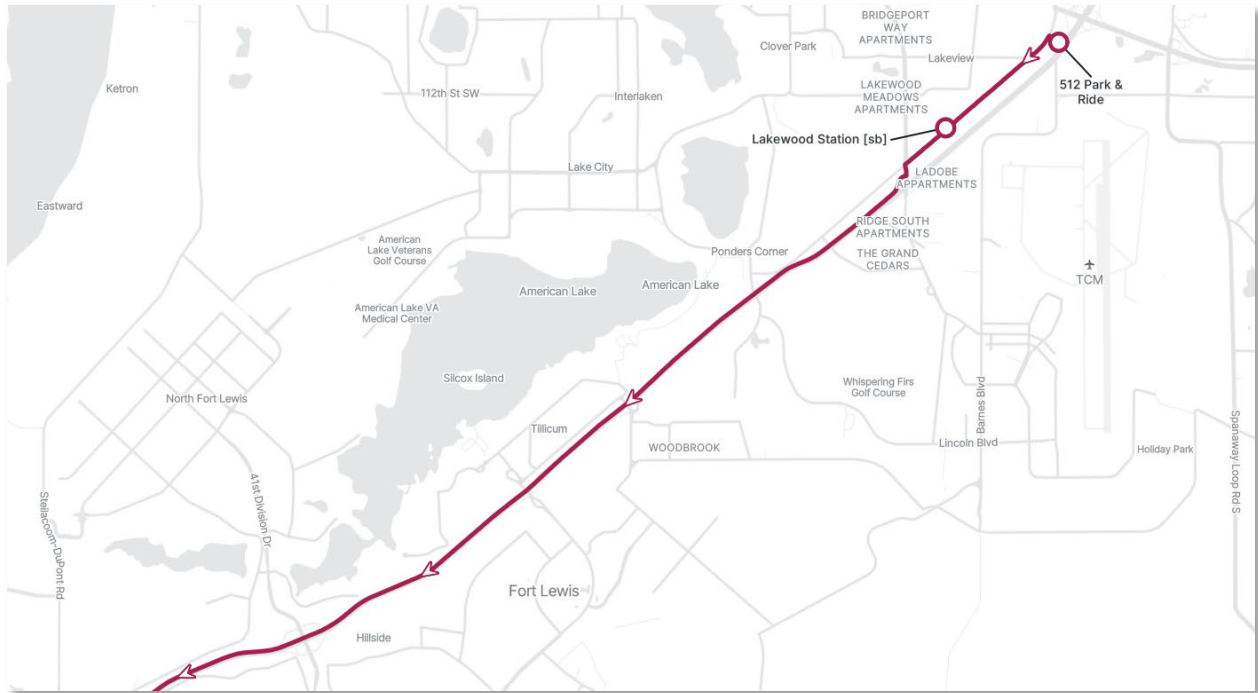
### **to SR512 Park & Ride (Outbound)**

From the Olympia Transit Center, west on State Ave, south on Capitol Way, east on Maple Park, north on Jefferson St, east onto 14<sup>th</sup>, north on I-5, Exit 109 Martin Way, north on I-5, Exit 125 Bridgeport, north on Bridgeport Way, NE on Pacific Hwy, and east on S. Tacoma Way.



***to State Capitol, Olympia Transit Center (Inbound)***

From the SR512 Park and Ride, west on S. Tacoma Way, SW on Pacific Hwy, south on Bridgeport Way, south on I-5, Exit 109 Martin Way, east on Martin Way to I-5 N Ramp, west on Martin Way, south on I-5, Exit 105, west on 14<sup>th</sup> Ave, south on Jefferson St, west on Maple Park Ave, north on Capitol Way, and east on Olympia Ave.



### to SR512 Park and Ride (Outbound)

Stop #	Stop Name	Amenity
167	Olympia Transit Center	Transit Center
1	Capitol Way at 4 <sup>th</sup> Ave SB	Shelter
2	Capitol Way at Legion Way SB	Pole
3	Capitol Way at 9 <sup>th</sup> Ave SB	Pole
4	Capitol Way at Union Ave SB	Shelter
5	Capitol Way at 11 <sup>th</sup> Ave SB	Shelter
950	Capitol Way at 14 <sup>th</sup> Ave SB	Pole
305	Maple Park at Capitol Way EB	Pole
306	Maple Park at Franklin St EB	Pole
307	Jefferson St at Maple Park Ave NB	Shelter
1076	Martin Way Park & Ride Flyer Stop	Shelter
927	Pacific Hwy at Bridgeport Way NB	Pole
---	Lakewood Station Bay 5 NB	Transit Center
---	512 Park & Ride	Transit Center

### to State Capitol, Olympia Transit Center (Inbound)

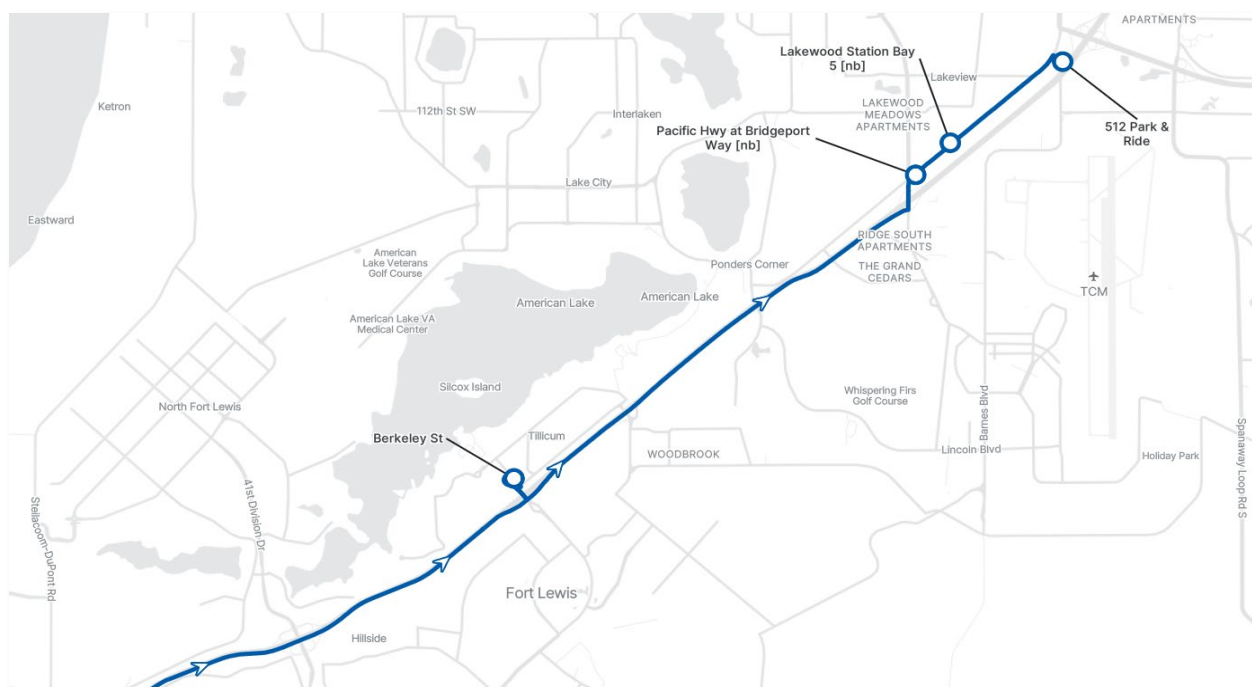
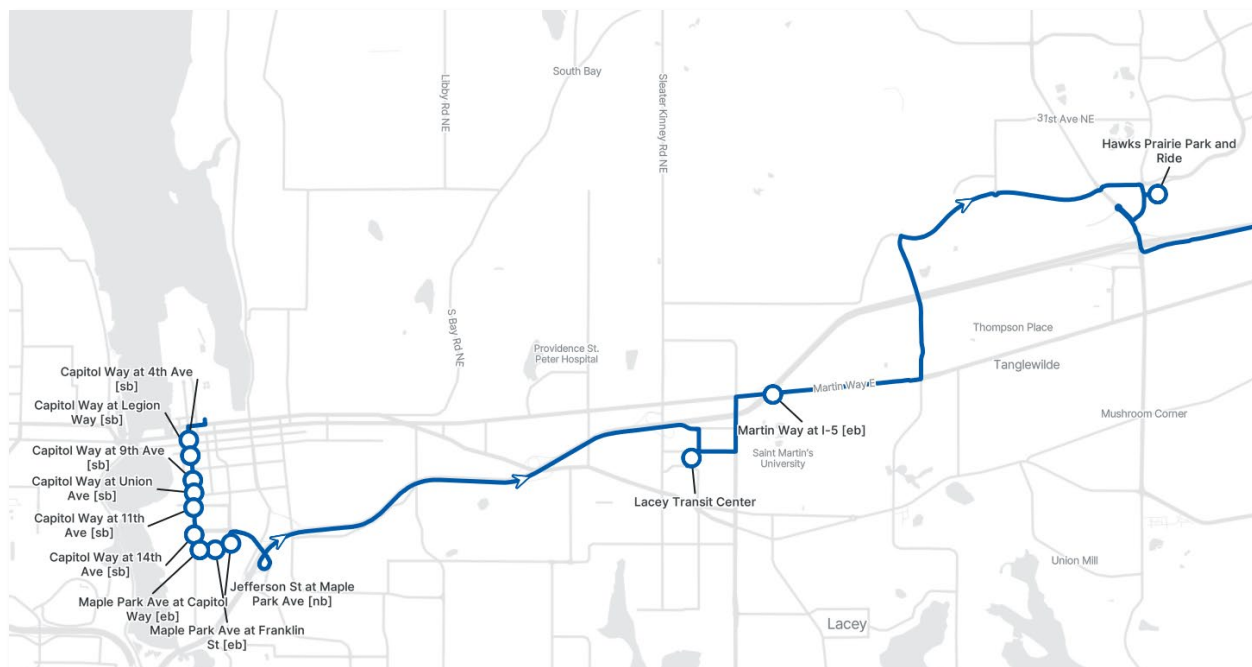
Stop #	Stop Name	Amenity
---	512 Park & Ride	Transit Center
---	Lakewood Station SB	Transit Center
795	Martin Way Park & Ride (interior)	Pole
290	Maple Park at Jefferson St WB	Shelter
316	Maple Park at Franklin St. WB	Pole
317	Maple Park at Capitol Way WB	Pole
54	Capitol Way at Maple Park NB	Shelter
55	Capitol Way at 11 <sup>th</sup> Ave NB	Shelter
56	Capitol Way at Union Ave NB	Shelter
57	Capitol Way at 9 <sup>th</sup> Ave NB	Pole
58	Capitol Way at 7 <sup>th</sup> Ave NB	Pole
962	Capitol Way at 5 <sup>th</sup> Ave NB	Pole
868	Capitol Way at State Ave NB	Pole
167	Olympia Transit Center	Transit Center



## Routing, Maps & Bus Stops – Route 610 *Freedom Way*

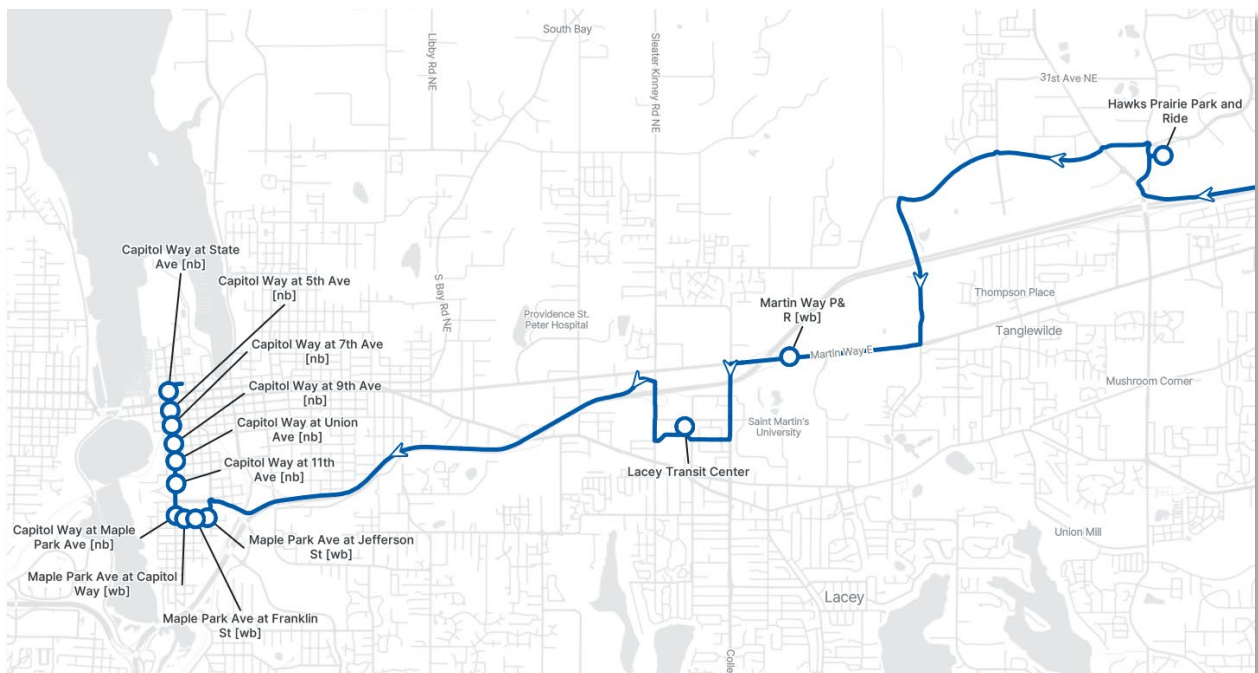
### *to SR512 Park and Ride (Outbound)*

From the Olympia Transit Center, west on State Ave, south on Capitol Way, east on Maple Park, north on Jefferson St, east onto 14<sup>th</sup>, north on I-5, Exit 108B College St, south on Golf Club, west on 6<sup>th</sup> Ave, LTC, north on Golf Club, east on 6<sup>th</sup> Ave, north on College St, east on Martin Way, north on Carpenter Rd, east on Britton Pkwy, east on Willamette, south on Hogum Bay, east to Hawks Prairie Park & Ride, south on Hogum Bay, north of Marvin Rd to RAB, south on Marvin Rd, north on I-5, Exit 122 Berkeley, north on Freedom Way, south on Berkeley to RAB, north on Berkeley St, south on Freedom Way, north on I-5, Exit 125 Bridgeport, north on Bridgeport Way, NE on Pacific Hwy, and east on S. Tacoma Way.



## to Olympia Transit Center (Inbound)

From the SR512 Park and Ride, west on S. Tacoma Way, SW on Pacific Hwy, south on Bridgeport Way, south on I-5, Exit 122 Berkeley, north on Freedom Way, south on Berkeley St to RAB, north on Berkeley St, south on Freedom Way, south on I-5, Exit 111 Marvin Rd, north on Marvin, north on Hogum Bay, east to Hawks Prairie Park and Ride, north on Hogum Bay, west on Willamette, west on Britton Pkwy, south on Carpenter Rd, west on Martin Way, south on College St. west on 7<sup>th</sup> Ave, enter Lacey Transit Center, west on 7<sup>th</sup> Ave, north on Sleater-Kinney Rd, south on I-5, Exit 105, west on 14<sup>th</sup> Ave, south on Jefferson St, west on Maple Park Ave, north on Capitol Way, and east on Olympia Ave.



**to SR512 Park and Ride (Outbound)**

Stop #	Stop Name	Amenity
167	Olympia Transit Center	Transit Center
1	Capitol Way at 4 <sup>th</sup> Ave SB	Shelter
2	Capitol Way at Legion Way SB	Pole
3	Capitol Way at 9 <sup>th</sup> Ave SB	Pole
4	Capitol Way at Union Ave SB	Shelter
5	Capitol Way at 11 <sup>th</sup> Ave SB	Shelter
950	Capitol Way at 14 <sup>th</sup> Ave SB	Pole
305	Maple Park at Capitol Way EB	Pole
306	Maple Park at Franklin St EB	Pole
307	Jefferson St at Maple Park Ave NB	Shelter
183	Lacey Transit Center	Transit Center
1036	Martin Way at I-5 EB	Pole
TBA	Hawks Prairie Park and Ride	Shelter
---	Berkeley St (Pierce Transit)	Shelter
927	Pacific Hwy at Bridgeport Way NB	Pole
---	Lakewood Station Bay 5 NB	Transit Center
---	512 Park & Ride	Transit Center

**to Olympia Transit Center (Inbound)**

Stop #	Stop Name	Amenity
---	512 Park & Ride	Transit Center
---	Lakewood Station SB	Transit Center
---	Berkeley St (Pierce Transit)	Shelter
TBA	Hawks Prairie Park and Ride	Shelter
522	Martin Way at Martin Way Park and Ride	Shelter
183	Lacey Transit Center	Transit Center
290	Maple Park at Jefferson St WB	Shelter
316	Maple Park at Franklin St. WB	Pole
317	Maple Park at Capitol Way WB	Pole
54	Capitol Way at Maple Park NB	Shelter
55	Capitol Way at 11 <sup>th</sup> Ave NB	Shelter
56	Capitol Way at Union Ave NB	Shelter
57	Capitol Way at 9 <sup>th</sup> Ave NB	Pole
58	Capitol Way at 7 <sup>th</sup> Ave NB	Pole
962	Capitol Way at 5 <sup>th</sup> Ave NB	Pole
868	Capitol Way at State Ave NB	Pole
167	Olympia Transit Center	Transit Center

**Schedule – Preliminary**

The preliminary schedule is provided in Appendix A and is used for the basis of the design and presentation of the service change. This schedule is not final and is subject to change.

# Estimated Agency Resources

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## Revenue Hours

The September 2025 schedule will not bring a significant increase in annual revenue hours or the number of Coach Operators or buses.

Net Change in Annual Revenue Service Hours, by Route					
Route		Current Schedule (May 4, 2025)	Proposed Schedule (Sep. 7, 2025)	Net Change	% Change
620	Olympia Express	18,145	0	-18,145	-100%
600	Lakewood Commuter	0	7,306	+7,306	+100%
610	Freedom Way	0	11,164	+11,164	+100%
TOTAL		18,145	18,470	+325	+1.8%

## Dial-A-Lift: Implications for ADA Paratransit

The DAL service area will remain unchanged with the September 2025 schedule and anticipated changes to commuter bus service.

It should be noted that transit routes categorized with the Federal Transit Administration (FTA) as Commuter Bus (CB) are not required to provide complementary ADA paratransit service within  $\frac{3}{4}$  mile of the route line. Therefore, ADA paratransit will not serve Pierce County or King County.



## Part 2: Equity Analysis

### Purpose

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The changes detailed in Part 1 of this summary reflect a *major change* in fixed route service. As such, the following section presents Intercity Transit's Equity Analysis, including the research methods and findings, of the September 2025 schedule. The objective of the Equity Analysis is to identify any adverse impact resulting in significant disparity to populations that are a racial minority or low-income.

#### **Disparate Impact & Disproportionate Burden Threshold**

##### *Reductions in Service*

Intercity Transit recognizes the presence of significant racial disparity (or disproportionate burden) if the adversely affected population impacts 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 favors proportionately fewer minority residents or low-income residents than the entire population of the service area, minus three percent.

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

### Assessment of Adverse Service Impacts

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The September 2025 schedule does not contain a reduction of transit access and does not generate a measurable population of adversely impacted residents within the service area.

### Assessment of Beneficiary Affects

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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.

#### **Methodology**

For assessing race, 2023 block level estimates for population according to the American Community Survey were used. Blocks were selected based on those within ¼ mile of the stop location. For assessing income, all block groups that contained a stop or were adjacent to a stop along the route were included. Analysis considered the block groups and the percentage of the population that was below federal poverty standards for 2023 as well as those below the income

threshold for a family of three for that year in accordance with The Self-Sufficiency Standard developed by the University of Washington.

## Equity Analysis – Findings

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### *Populations – Racial Minorities*

No blocks lost access compared to current service. The new service alignment would see a dramatic increase in the total number of residents served as well as the access for non-white residents. The total minority percentage served would slightly increase under the new service alignment.

Thurston County	
County Population	294,793
Minority Population	173,616
Minority Percentage	29.45%
Average Minority Percentage by Block	25.72%

Pierce County	
County Population	921,130
Minority Population	351,315
Minority Percentage	38.14%
Average Minority Percentage by Block	31.39%

PTBA	
PTBA Population	207,401
Minority Population	68,859
Minority Percentage	33.20%
Average Minority Percentage by Block	30.10%

The current iteration of commuter service exists within communities that are above-average in minority population. Changes in alignment will have little impact on the proportion of minorities relative to the overall numbers of people benefitting from service. The revised routing and increased quantity of stops results in a 100% increase in the total number of people living in block groups adjacent to these stops. Much of this is due to the Route 610 alignment which will provide more service to residents in NE Lacey that previously didn't have direct access to commuter service.

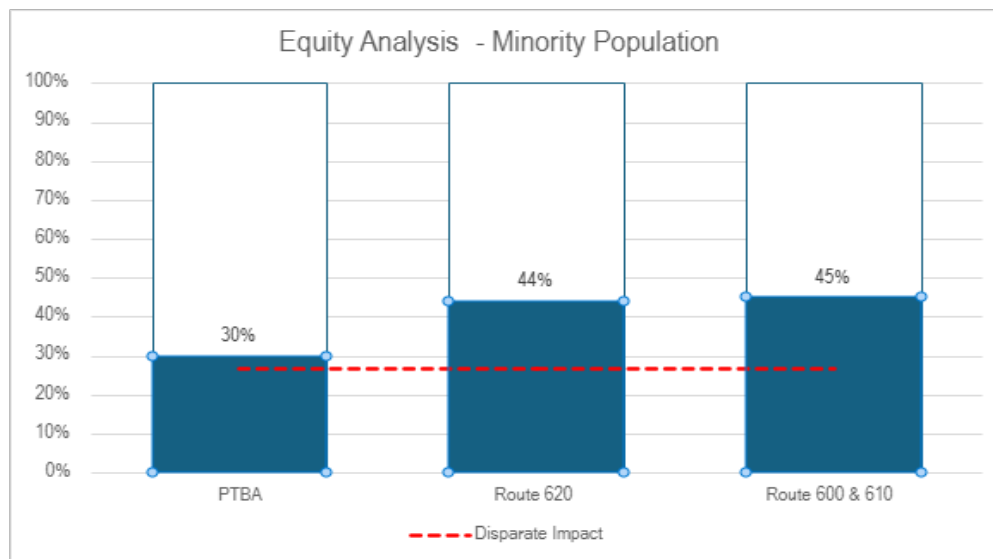
It should be noted that service to the Lacey Transit Center, which currently is served by Route 620 approximately twice per hour, is proposed to decrease. The new commuter service will only be served by Route 610, with no service from the weekday only Route 600. While this is a popular boarding location for current commuter service, it is not considered to be an issue of disparity as the overall proposed service has ample supply of nearby access to commuter service.

### Current Route 620 Minority Census Blocks within 1/4 Mile of Current Stops

Total		Thurston		Pierce	
Population	7,878	Population	4,265	Population	3,613
Minority Population	3,499	Minority Population	1,096	Minority Population	2,403
Minority Percentage	44.41%	Minority Percentage	25.70%	Minority Percentage	66.51%
Average Minority Percentage by Block	25.31%	Average Minority Percentage by Block	20.40%	Average Minority Percentage by Block	42.20%

### Route 600/610 Minority Census Blocks within 1/4 Mile of Stops

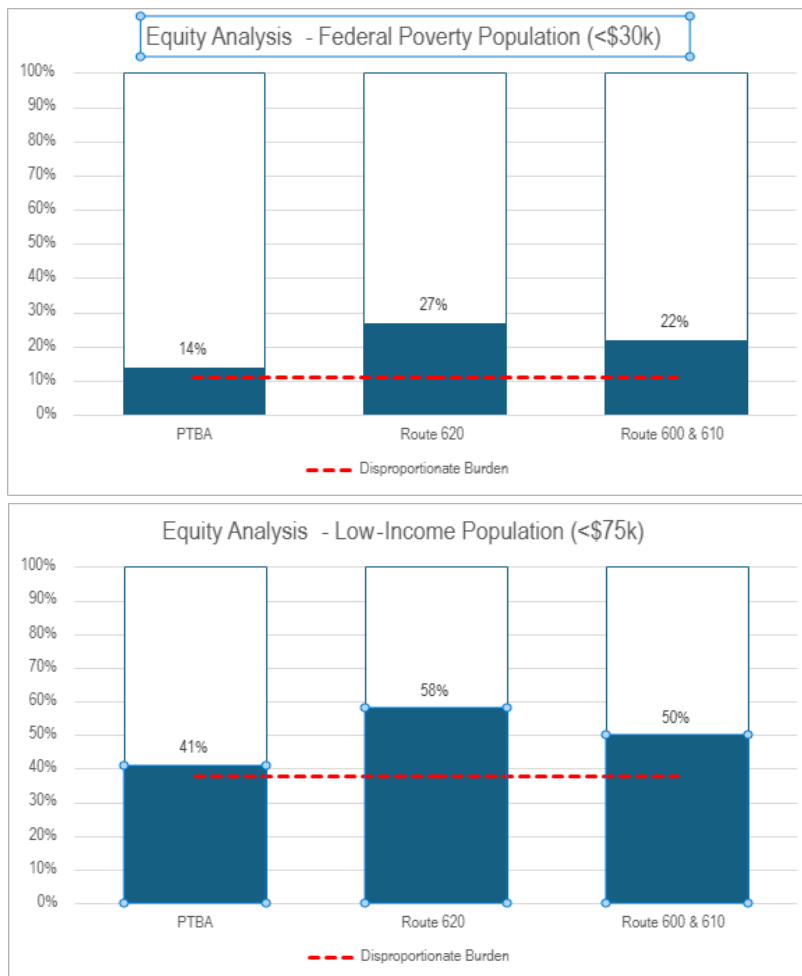
Total		Thurston		Pierce	
Total Population Served	19,557	Total Population Served	14,723	Total Population Served	4,834
Total Minority Population	8,718	Total Minority Population	5,754	Total Minority Population	2,964
Total Minority Average	44.58%	Total Minority Average	39.08%	Total Minority Average	61.32%
Avg Block Minority Population	27.27%	Avg Block Minority Percentage	25.72%	Avg Block Minority Percentage	33.80%



### Populations – Low Income

While there was a reduction in the percentage of the population below the poverty line, this is due to the increased number of block groups served, diluting the percentage. The current iteration of service maintains a single alignment with limited stops. Proposed service would increase accessibility by serving all current stops as well as new ones through an additional route that stops at several locations in northeast Lacey that were previously unserved. This increases the served population. The proportion of low-income residents to overall residents slightly

decreases despite raw numbers nearly doubling for residents below the poverty line as well as total low-income residents.



Intercity Transit provides commuter service to the most economically vulnerable members of the community at a proportional level that is 13% higher than the makeup of the benefits area, and 17% greater than those identified as Low-income within the service area.

Intercity Transit strives to maintain itself within 3% of the community ratios for these in order to avoid a disproportionate burden on this segment of our riders who are more likely to be dependent on services.

Thurston County maintains a 15% population below the federal poverty standard and Pierce County is at 14%. Intercity Transit also utilizes the Self-Sufficiency Standard as a method of tracking economically vulnerable members that benefit from service. This would suggest that the proposed service will continue to provide meaningful access to the most economically vulnerable without a disproportionate impact as the table below shows.



Avg Income of Block Groups Served	\$74,372.80	Pierce Median	\$97,493.00	Sel-Sufficiency Standard for Low Income	\$75,000.00
PTBA AVG	\$99,082.00	Federal Poverty 2023	\$30,900	PTBA % <SS Standard	40.63%
Thurston Median	\$92,357.00	PTBA Average Poverty	14.02%	PTBA Avg Block % < SS	39.81%

### Population Incomes Adjacent to Stops Along Current Route 620

Total Population	Less Than 30k	30k-59k	60k-99k	Total<75K	100k-149k	>150k
4,582	1,231	1,031	1,185	2,666	538	597
% of Population	26.87%	22.50%	25.86%	58.18%	11.74%	13.03%

### Population Incomes Adjacent to Stops Along Proposed Routes 600/610

Total Population	Less Than 30k	30k-59k	60k-99k	Total<75K	100k-149k	>150k
10,326	2,318	1,910	1,872	5,156	1,254	1,165
% of Population	22.45%	18.50%	18.13%	49.93%	12.14%	11.28%

### Changes in Affected Populations by Income Bracket

		Less Than 30k	30k-59k	60k-99k	Total<75K	100k-149k	>150k
Population Change	5,744	1,087	879	687	2,490	716	568
Overall Pop Inc in %	125.36%	88.30%	85.26%	57.97%	93.40%	133.09%	95.14%
Change in % of total		-4.42%	-4.00%	-7.73%	-8.25%	0.40%	-1.75%

## Conclusion

The findings of the Equity Analysis conclude the absence of reductions of service resulting in a specific adverse impact to racial minority residents or residents who are identified as low-income. While changes to service do alter the proportions of residents by income levels, much of this is due to the much-needed increase in service area covered, and the substantially higher proportion of lower income residents resulting in a dilution of low-income nearby residents. While there is an 8.25% reduction in percentage of low-income residents served compared to current service, and this is greater than the +3% outlined in Intercity Transit's Title VI guidelines, there is a 93% increase in low-income residents served by the proposed service over the current service. The proposed service also continues to exceed the community proportion in both income and racial makeup.

The change in service expected to begin September 7, 2025 results in a benefiting population that does not reflect a negative or otherwise significant measure of racial disparity or burden disproportionate to residents considered to be low-income. Intercity Transit continues to remain vigilant to ensure that expansions of service continually benefit the entirety of the community while being cautious of service impacts on the most vulnerable members.

## Appendix A – Preliminary Route Schedules (subject to changes)

### Weekday (schedule is subject to change)

To SR 512 Park & Ride								To Olympia Transit Center									
Route	1 Leave OTC	2 Capital Way at 11th	3 LTC	4 Martin Way P&R <i>*Martin Way at I-5 (stop #1036)</i>	5 Hawks Prairie P&R	6 Berkeley & Washington (Pierce Transit Rt 206)	7 Lakewood Station	8 Arrive SR 512 P&R	Route	8 Leave SR 512 P&R	7 Lakewood Station	6 Berkeley & Washington (Pierce Transit Rt 206)	5 Hawks Prairie P&R	4 Martin Way P&R	3 LTC	2 Capital Way at 11th	1 Arrive OTC
600	5:01	5:04	----	5:14	----	----	5:35	5:43	600	5:50	5:53	----	----	6:14	----	6:23	6:31
600	5:21	5:24	----	5:34	----	----	5:55	6:03	600	6:12	6:15	----	----	6:36	----	6:45	6:53
600	5:41	5:44	----	5:54	----	----	6:15	6:23	610	6:44	6:47	6:54	7:13	7:20	7:28	7:37	7:45
610	5:38	5:41	5:50	*5:52	6:02	6:21	6:30	6:38	600	6:48	6:51	----	----	7:12	----	7:21	7:29
600	6:14	6:17	----	6:27	----	----	6:48	6:56	610	7:14	7:17	7:24	7:43	7:50	7:58	8:07	8:15
610	6:36	6:40	6:49	*6:51	7:01	7:20	7:29	7:37	600	7:44	7:47	----	----	8:08	----	8:17	8:25
600	7:19	7:22	----	7:32	----	----	7:53	8:01	610	8:15	8:18	8:25	8:44	8:51	8:59	9:08	9:16
600	7:58	8:01	----	8:11	----	----	8:32	8:40	600	8:45	8:48	----	----	9:09	----	9:18	9:26
610	8:07	8:10	8:19	*8:22	8:31	8:50	8:59	9:07	610	9:17	9:20	9:27	9:46	9:53	10:01	10:10	10:18
600	9:16	9:19	----	9:29	----	----	9:50	9:58	600	10:08	10:11	----	----	10:32	----	10:41	10:49
610	9:37	9:40	9:49	*9:52	10:01	10:20	10:29	10:37	600	10:47	10:50	----	----	11:11	----	11:20	11:28
600	10:42	10:45	----	10:55	----	----	11:16	11:24	610	11:44	11:47	11:54	12:13	12:20	12:28	12:37	12:45
600	11:07	11:10	----	11:20	----	----	11:41	11:49	600	11:56	11:59	----	----	12:20	----	12:29	12:37
610	11:10	11:13	11:22	*11:25	11:34	11:53	12:02	12:10	600	12:20	12:23	----	----	12:44	----	12:53	1:01
600	12:12	12:15	----	12:25	----	----	12:46	12:54	610	1:14	1:19	1:26	1:45	1:53	2:00	2:09	2:17
600	12:40	12:43	----	12:53	----	----	1:14	1:22	600	1:37	1:40	----	----	2:01	----	2:10	2:18
610	12:42	12:45	12:54	*12:57	1:06	1:25	1:34	1:42	610	1:59	2:02	2:09	2:28	2:36	2:46	2:55	3:03
600	1:37	1:40	----	1:50	----	----	2:11	2:19	600	2:28	2:31	----	----	2:52	----	3:01	3:09
610	1:41	1:44	1:53	*1:56	2:05	2:24	2:33	2:41	610	2:59	3:02	3:09	3:28	3:36	3:46	3:55	4:03
600	2:38	2:41	----	2:51	----	----	3:15	3:23	600	3:33	3:36	----	----	3:57	----	4:06	4:14
610	2:41	2:44	2:53	*2:56	3:07	3:26	3:35	3:44	610	4:00	4:03	4:10	4:29	4:37	4:47	4:56	5:04
610	3:17	3:20	3:30	*3:33	3:44	4:03	4:12	4:21	610	4:35	4:38	4:45	5:04	5:12	5:22	5:31	5:39
600	4:04	4:07	----	4:17	----	----	4:41	4:49	600	5:07	5:10	----	----	5:31	----	5:40	5:48
610	4:05	4:08	4:18	*4:21	4:32	4:51	5:00	5:09	610	5:19	5:22	5:29	5:48	5:56	6:03	6:12	6:20
600	4:45	4:48	----	4:58	----	----	5:22	5:30	610	5:43	5:46	5:53	6:12	6:20	6:27	6:36	6:44
610	4:40	4:43	4:53	*4:56	5:07	5:26	5:35	5:44	600	5:58	6:01	----	----	6:22	----	6:31	6:39
600	5:23	5:26	----	5:36	----	----	6:00	6:08	600	6:18	6:21	----	----	6:42	----	6:51	6:59
610	5:57	6:00	6:09	*6:12	6:21	6:40	6:49	6:57	610	7:11	7:14	7:21	7:40	7:47	7:55	8:04	8:12
610	6:40	6:43	6:52	*6:55	7:04	7:23	7:32	7:40	600	7:54	7:57	----	----	8:18	----	8:27	8:35
600	8:10	8:13	----	8:23	----	----	8:44	8:52	600	8:56	8:59	----	----	9:20	----	9:29	9:37

\* Route 610 serves eastbound Martin Way at I-5 [eb] stop #1036 and does not enter the Martin Way P&R

### Connections – Weekday

The following tables describe potential connection layovers between Routes 600/610 and Sounder Trains (Lakewood Station), as well as Sound Transit Express Bus 574 (SeaTac) at the SR512 Park and Ride. Also shown are the anticipated connection times between the Route 610 and the Pierce Transit Route 206 at Berkeley St.

It is important to note that some trips will have better connections than others due to the needed layover/recovery time.



## Weekend & Holidays (schedule is subject to change)

To SR 512 Park & Ride									To Olympia Transit Center								
Route	1	2	3	4	5	6	7	8	Route	8	7	6	5	4	3	2	1
	Leave OTC	Capital Way at 11th	LTC	Martin Way P&R <i>*Martin Way at I-5 (stop #1036)</i>	Hawks Prairie P&R	Berkeley & Washington (Pierce Transit Rt 206)	Lakewood Station	Arrive SR 512 P&R		Leave SR 512 P&R	Lakewood Station	Berkeley & Washington (Pierce Transit Rt 206)	Hawks Prairie P&R	Martin Way P&R	LTC	Capital Way at 11th	Arrive OTC
Saturdays									Saturdays								
610	6:37	6:41	6:50	*6:52	7:02	7:21	7:30	7:38	610	7:45	7:48	7:55	8:14	8:21	8:29	8:38	8:46
610	7:05	7:09	7:18	*7:20	7:30	7:49	7:58	8:06	610	8:15	8:18	8:25	8:44	8:51	8:59	9:08	9:16
610	8:03	8:07	8:16	*8:18	8:28	8:47	8:56	9:04	610	9:13	9:16	9:23	9:42	9:51	9:57	10:06	10:14
610	9:33	9:37	9:46	*9:48	9:58	10:17	10:26	10:34	610	10:43	10:46	10:53	11:12	11:19	11:27	11:36	11:44
610	11:03	11:07	11:16	*11:18	11:28	11:47	11:56	12:04	610	12:13	12:16	12:23	12:42	12:49	12:57	1:06	1:14
610	1:03	1:07	1:16	*1:18	1:28	1:47	1:56	2:04	610	2:13	2:16	2:23	2:42	2:49	2:57	3:06	3:14
610	2:33	2:37	2:46	*2:48	2:58	3:17	3:26	3:34	610	3:43	3:46	3:53	4:12	4:19	4:27	4:36	4:44
610	4:03	4:07	4:16	*4:18	4:28	4:47	4:56	5:04	610	5:13	5:16	5:23	5:42	5:49	5:57	6:06	6:14
610	5:35	5:39	5:48	*5:50	6:00	6:19	6:28	6:36	610	6:45	6:48	6:55	7:14	7:21	7:29	7:38	7:46
610	6:46	6:50	6:59	*7:01	7:12	7:32	7:41	7:49	610	8:12	8:15	8:22	8:41	8:48	8:56	9:05	9:13
610	7:54	7:57	8:06	*8:08	8:17	8:36	8:44	8:52	610	9:01	9:04	9:11	9:30	9:37	9:45	9:54	10:02
Sundays & Holidays									Sundays & Holidays								
610	6:22	6:26	6:35	*6:37	6:47	7:06	7:14	7:22	610	7:28	7:31	7:38	7:57	8:04	8:12	8:21	8:29
610	7:05	7:09	7:18	*7:20	7:30	7:49	7:57	8:05	610	8:27	8:30	8:37	8:56	9:03	9:11	9:20	9:28
610	8:53	8:57	9:06	*9:08	9:18	9:37	9:46	9:54	610	10:00	10:03	10:10	10:29	10:36	10:44	10:53	11:01
610	9:53	9:57	10:06	*10:08	10:18	10:37	10:46	10:54	610	11:00	11:03	11:10	11:29	11:36	11:44	11:53	12:01
610	10:54	10:58	11:07	*11:09	11:19	11:38	11:47	11:55	610	12:00	12:03	12:10	12:29	12:36	12:44	12:53	1:01
610	12:54	12:58	1:07	*1:09	1:19	1:38	1:47	1:55	610	2:12	2:15	2:22	2:41	2:48	2:56	3:05	3:13
610	2:54	2:58	3:07	*3:09	3:19	3:38	3:47	3:55	610	4:00	4:03	4:10	4:29	4:36	4:44	4:53	5:01
610	3:54	3:58	4:07	*4:09	4:19	4:38	4:47	4:55	610	5:07	5:10	5:17	5:36	5:43	5:51	6:00	6:08
610	5:39	5:43	5:52	*5:54	6:04	6:23	6:32	6:40	610	6:45	6:48	6:55	7:14	7:21	7:29	7:38	7:46
610	6:54	6:58	7:07	*7:09	7:20	---	7:45	7:53	610	8:08	8:11	---	8:36	8:43	8:51	9:00	9:08
610	7:47	7:50	7:59	*8:01	8:10	---	8:35	8:43	610	8:48	8:51	---	9:16	9:23	9:31	9:40	9:48

\* Route 610 serves eastbound Martin Way at I-5 [eb] stop #1036 and does not enter the Martin Way P&R

## Connections - Weekend

PT ROUTE 206 CONNECTIONS			PT ROUTE 206 CONNECTIONS			ST ROUTE 574 CONNECTIONS			ST ROUTE 574 CONNECTIONS			ST ROUTE 594 CONNECTIONS			ST ROUTE 594 CONNECTIONS		
Berkeley & Washington (Pierce Transit Rt 206)	Route 206 TO JBLM Hospital	Connection Wait	Route 206 FROM JBLM Hospital	Berkeley & Washington (Pierce Transit Rt 206)	Connection Wait	Arrive SR 512 P&R	Route 574 TO SeaTac/Airport	Connection Wait	Route 574 FROM SeaTac/Airport	Leave SR 512 P&R	Connection Wait	Arrive SR 512 P&R	Route 594 TO Seattle	Connection Wait	Route 594 FROM Seattle	Leave SR 512 P&R	Connection Wait
OB 610		min	IB 610		min	OB 610		min	IB 610		min	OB 610		min	IB 610		min
Saturdays			Saturdays			Saturdays			Saturdays			Saturdays			Saturdays		
7:21a	7:51a	0:30	7:45a	7:55a	0:10	7:38a	7:48a	0:10	7:26a	7:45a	0:19	7:38a	8:05a	0:27	NO	7:45a	NO
7:49a	7:51a	0:02	8:25a	8:25a	0:40	8:06a	8:48a	0:42	7:26a	8:15a	0:49	8:06a	8:35a	0:29	8:04a	8:15a	0:11
8:47a	8:52a	0:05	9:15a	9:23a	0:08	9:04a	9:47a	0:43	8:26a	9:13a	0:47	9:04a	9:30a	0:26	9:04a	9:13a	0:09
10:17a	10:23a	0:06	10:45a	10:53a	0:08	10:34a	10:49a	0:15	10:26a	10:43a	0:17	10:34a	11:00a	0:26	10:34a	10:43a	0:09
11:47a	11:54a	0:07	12:15p	12:23p	0:08	12:04p	12:32p	0:28	11:30a	12:13p	0:43	12:04p	12:30p	0:26	12:04p	12:13p	0:09
1:47p	1:54p	0:07	2:15p	2:23p	0:08	2:04p	2:32p	0:28	2:00p	2:13p	0:13	2:04p	2:30p	0:26	2:04p	2:13p	0:09
3:17p	3:24p	0:07	3:45p	3:53p	0:08	3:34p	4:02p	0:28	3:29p	3:43p	0:14	3:34p	4:00p	0:26	3:34p	3:43p	0:09
4:47p	4:54p	0:07	5:15p	5:23p	0:08	5:04p	5:32p	0:28	4:59p	5:13p	0:14	5:04p	5:30p	0:26	5:04p	5:13p	0:09
6:19p	6:24p	0:05	6:47p	6:55p	0:08	6:36p	7:03p	0:27	6:29p	6:45p	0:16	6:36p	7:05p	0:29	6:34p	6:45p	0:11
7:32p	7:38p	0:06	8:20p	8:22p	0:02	7:49p	8:03p	0:14	7:58p	8:12p	0:14	7:49p	8:05p	0:16	8:04p	8:12p	0:08
^8:36p	NO	NO	8:20p	9:11p	0:51	8:52p	9:03p	0:11	8:28p	9:01p	0:33	8:52p	9:05p	0:13	8:34p	9:01p	0:27
Sundays & Holidays (NO PIERCE TRANSIT JBLM SERVICE)			Sundays & Holidays			Sundays & Holidays			Sundays & Holidays			Sundays & Holidays			Sundays & Holidays		
	RT 206 TO LAKEWOOD	min	RT 206 FROM LAKEWOOD			7:22a	7:48a	0:26	7:26a	7:28a	0:02	7:22a	7:35a	0:13	NO	7:28a	NO
OB 610			IB 610			8:05a	8:48a	0:43	8:26a	8:27a	0:01	8:05a	8:05a	0:00	8:04a	8:27a	0:23
7:06a	7:30a	0:24	NO	7:38a	NO	9:54a	10:19a	0:25	9:26a	10:00a	0:34	9:54a	10:00a	0:06	9:34a	10:00a	0:26
7:49a	8:30a	0:41	NO	8:37a	NO	10:54a	11:32a	0:38	10:26a	11:00a	0:34	10:54a	11:00a	0:06	10:34a	11:00a	0:26
9:37a	9:50a	0:13	9:45a	10:10a	0:25	11:55a	12:02p	0:07	11:30a	12:00p	0:30	11:55a	12:00p	0:05	11:34a	12:00p	0:26
10:37a	10:50a	0:13	10:45a	11:10a	0:25	1:55p	2:02p	0:07	2:00p	2:12p	0:12	1:55p	2:00p	0:05	2:04p	2:12p	0:08
11:38a	11:50a	0:12	11:46a	12:10p	0:24	3:55p	4:02p	0:07	3:59p	4:00p	0:01	3:55p	4:00p	0:05	3:34p	4:00p	0:26
1:38p	1:50p	0:12	2:16p	2:22p	0:06	4:55p	5:02p	0:07	4:59p	5:07p	0:08	4:55p	5:00p	0:05	5:04p	5:07p	0:03
3:38p	3:50p	0:12	3:46p	4:10p	0:24	6:40p	7:03p	0:23	6:29p	6:45p	0:16	6:40p	7:05p	0:25	6:34p	6:45p	0:11
4:38p	4:50p	0:12	5:16p	5:17p	0:01	7:53p	8:03p	0:10	7:58p	8:08p	0:10	7:53p	8:05p	0:12	8:04p	8:08p	0:04
6:23p	6:35p	0:12	6:31p	6:55p	0:24	8:43p	9:03p	0:20	8:28p	8:48p	0:20	8:43p	9:05p	0:22	8:34p	8:48p	0:14
						* 2 min miss						* 1 min miss					

^ Connects from JBLM at 8:20p