

# September 2025 Service Change

## Major Service Change Summary & Equity Analysis



*Prepared by:*

**Intercity Transit Planning Division**

August 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 weekday-only route will operate directly between the Olympia Transit Center (OTC), 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 seven-days a week 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. Both newly proposed routes will continue to serve Capital Way like Route 620 currently does.

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 minor frequency 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 as well as the 2024-2029 Transit Development Plan (excerpt shown below with Planned Operating Changes).

### *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**

\*2025-2030 TDP has not been approved at the time of completing this document

### 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 | 9,000     | 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

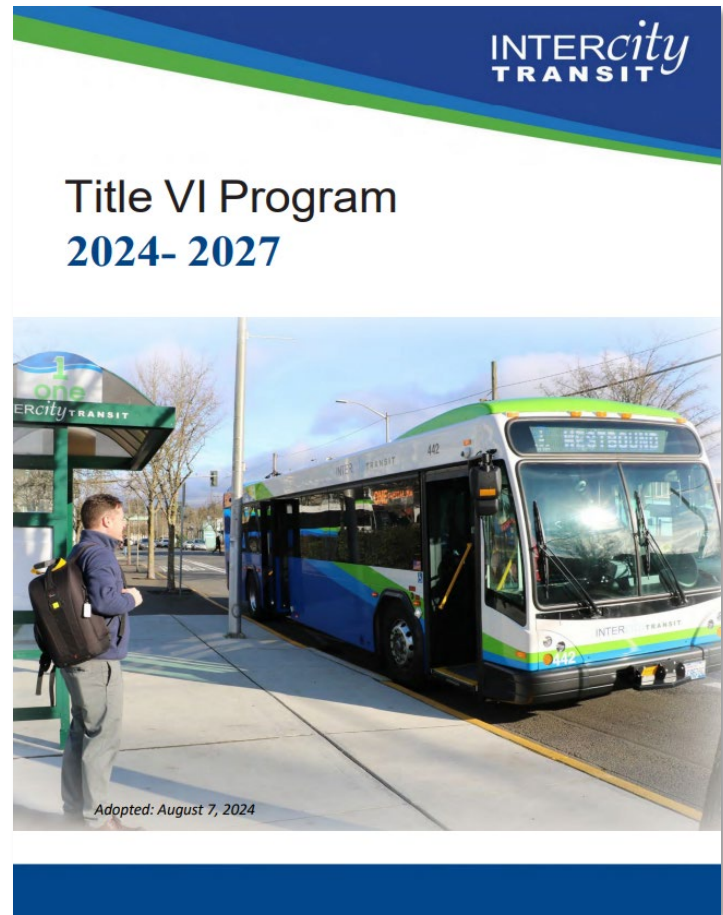


## A Major Change in Service

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

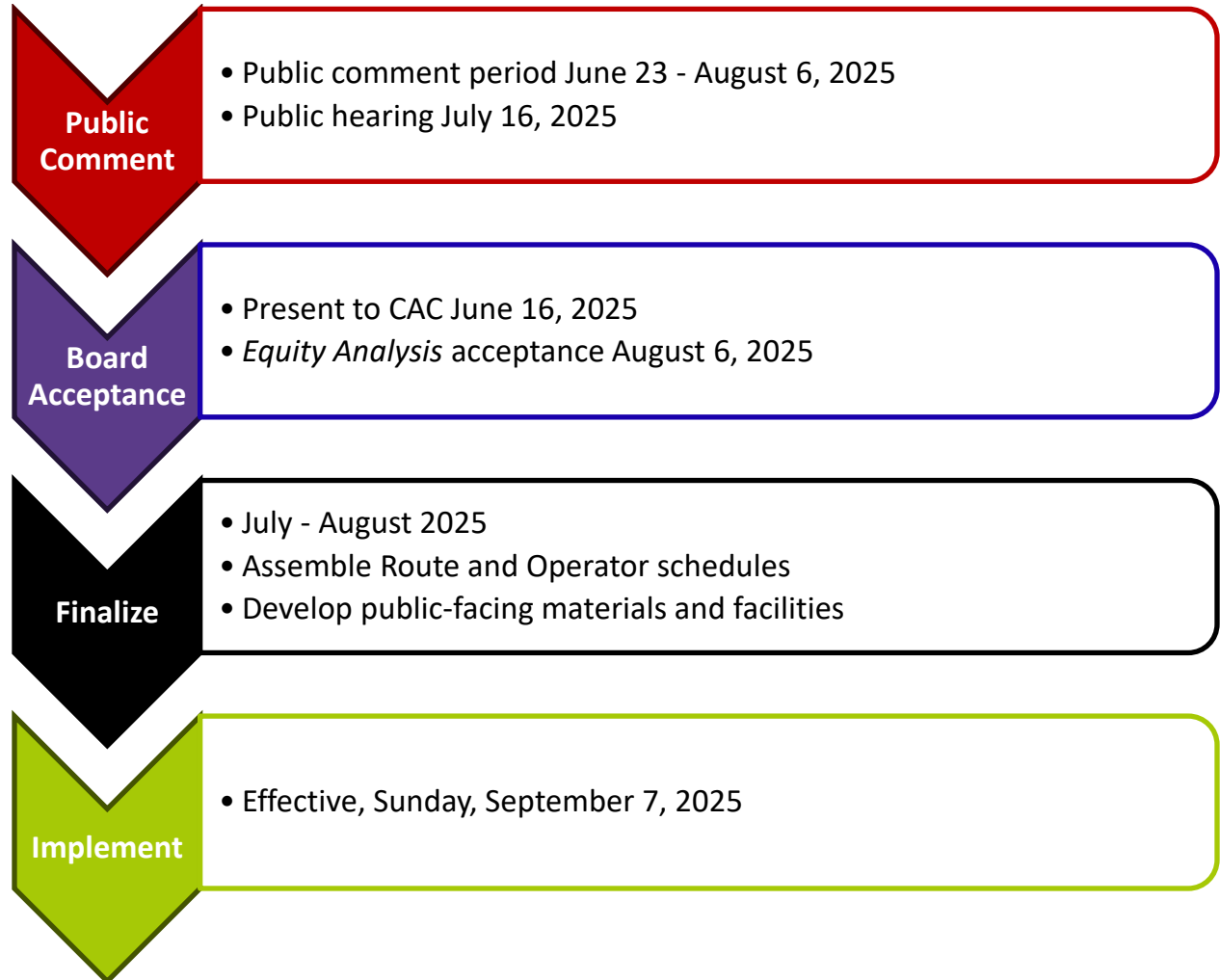
Part 2 of this summary includes Intercity Transit's Draft Equity Analysis—a requirement of all *major* changes in service to research, identify and measure the presence of any significant disparity impacting transit access among racial minority populations or residents considered to be low-income. Following 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 August 6, 2025.

# Implementation Timeline

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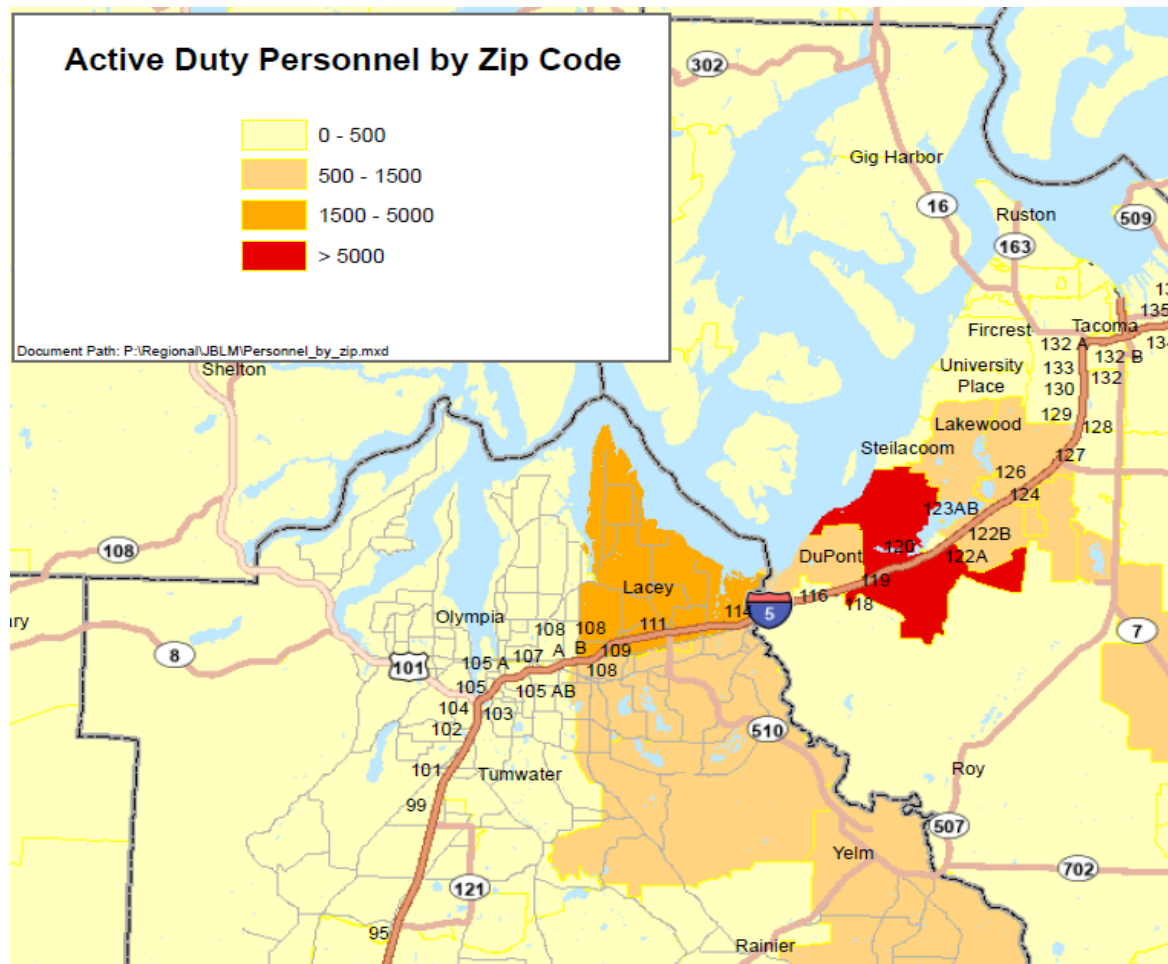


# List of Proposed Changes, by Route

| 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> | Lacey Connector   | Introduce Route 610 as a seven-days a week limited-stop commuter route operating between the Olympia Transit Center and SR512 Park and Ride in Lakewood.<br>Reintroduction of service to Hawks Prairie Park and Ride;<br>New route introduces a new connection to JBLM |

## Service Change Justification

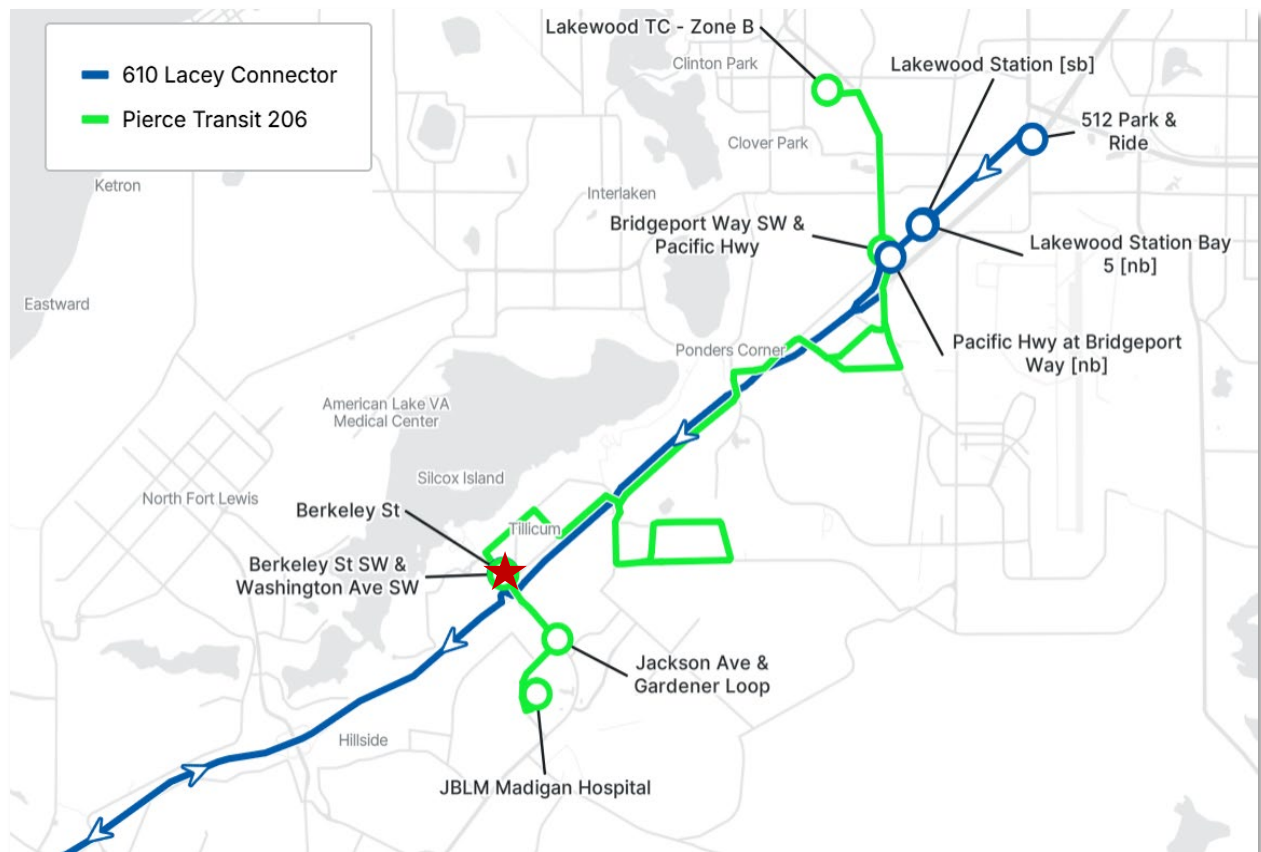
The primary purpose of changing existing commuter service is to respond to requests for transit access between Thurston County and Joint Base Lewis McChord (JBLM).



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.

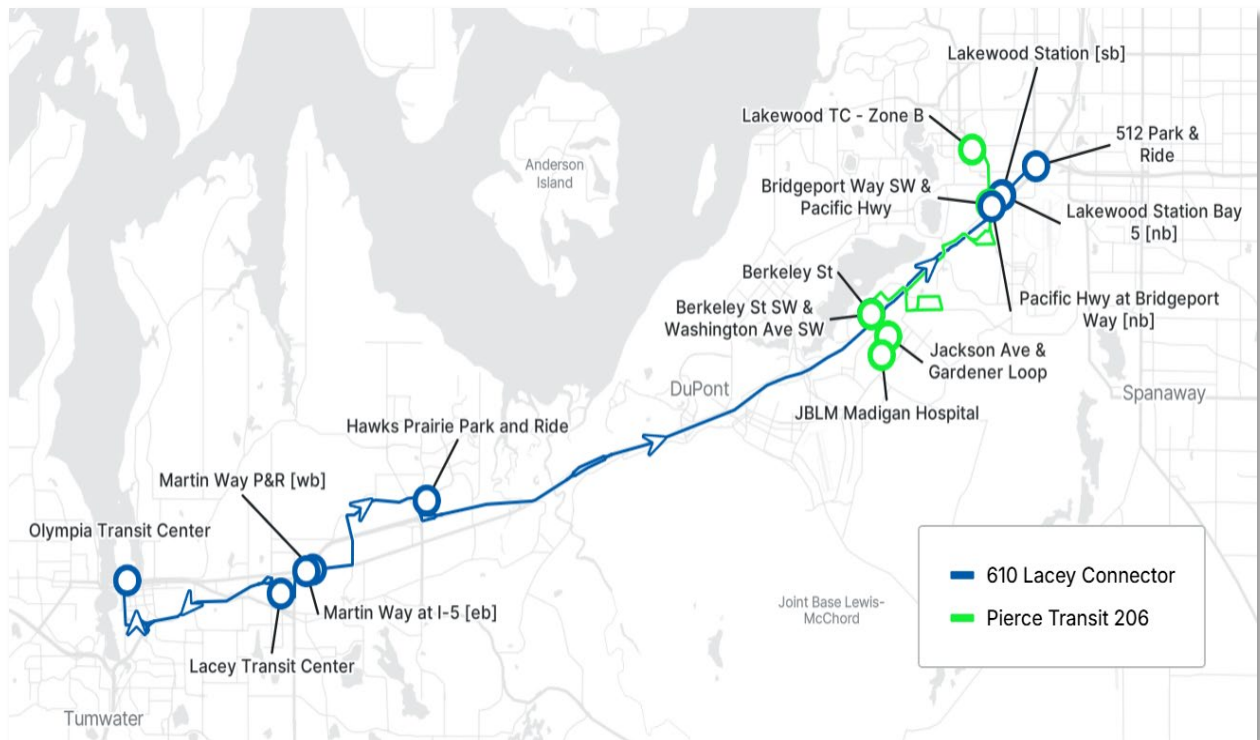
### **Route 610 – Lacey Connector (aka Lacey Express in the grant approval)**

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 (requires a transfer to Pierce Transit Route 206 to travel on the base). Integral in the design is the Pierce Transit Route 206; passengers can connect directly between Route 610 and Pierce Transit Route 206 at the Berkeley St at Washington St stop within the Tillicum neighborhood (see maps below; the star is where connections can be made).



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 is proposed to 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 (no travel into lot).

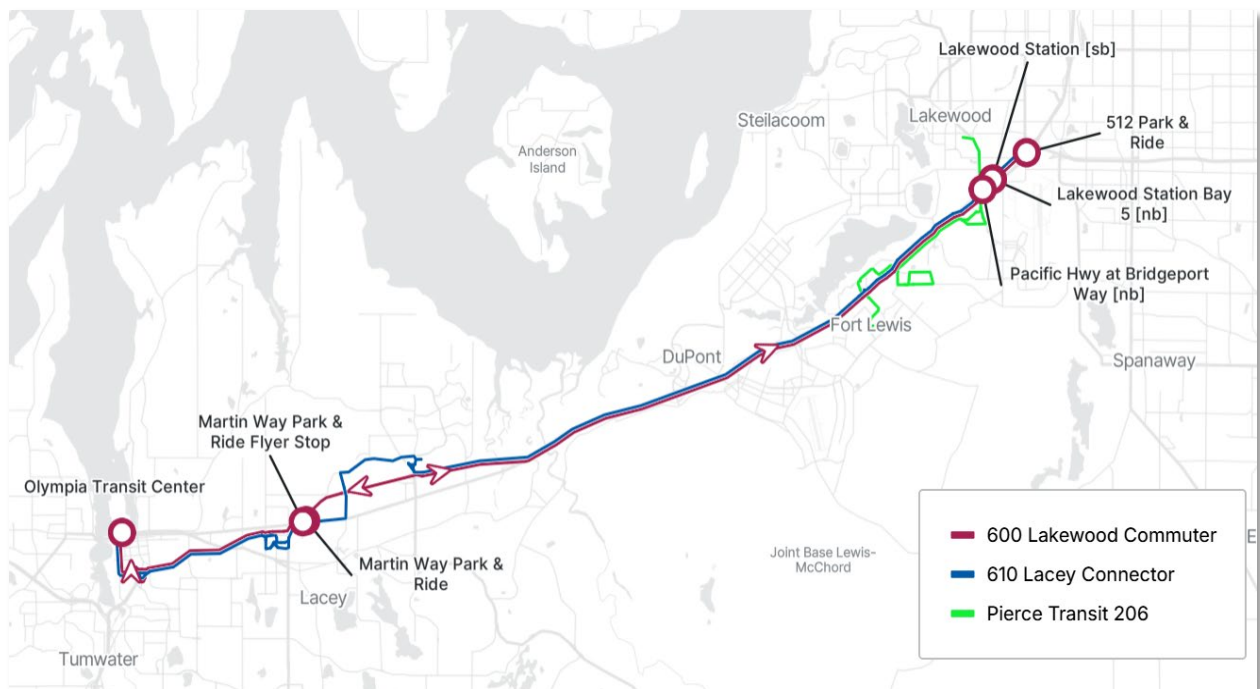




Albeit with less frequency, the new Route 610 sustains the broad coverage offered by the current Route 620. However, Route 610 would operate seven days a week.

### Route 600 – Lakewood Commuter

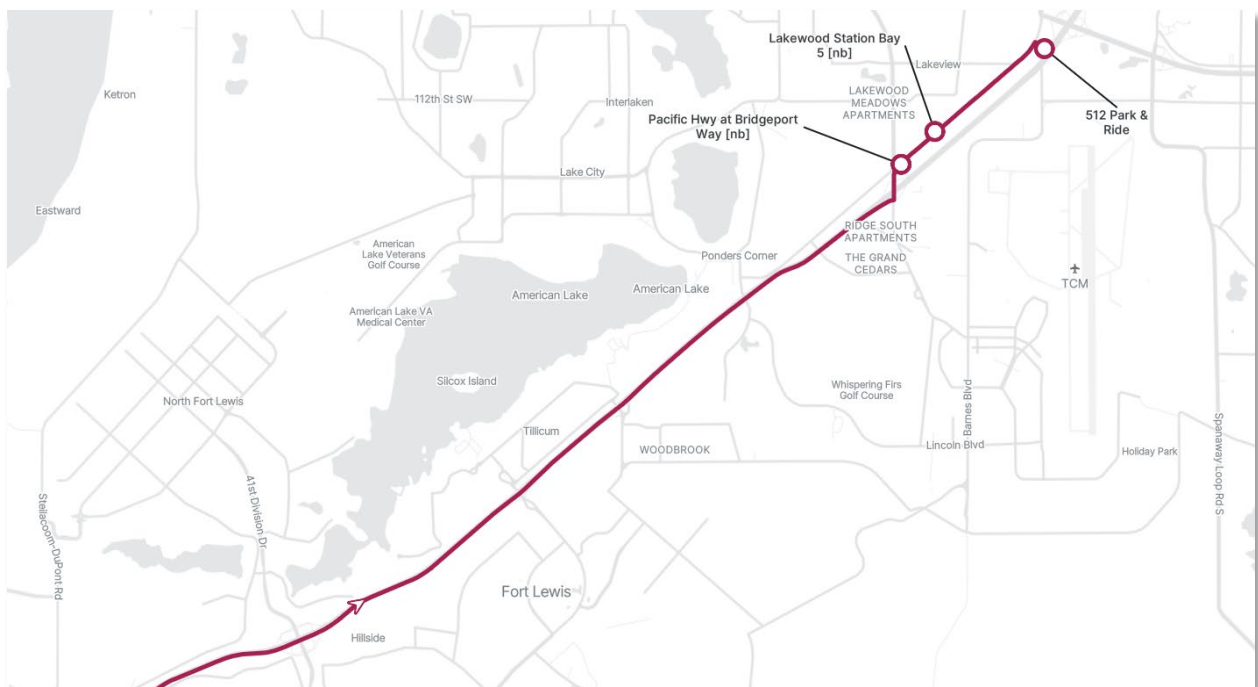
Contrasting the broad coverage of the proposed Route 610 is the proposed Route 600. Route 600 is designed to operate in tandem with Route 610 but as a more direct trip than the current Route 620. Unlike Route 610, Route 600 would only operate on weekdays.



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

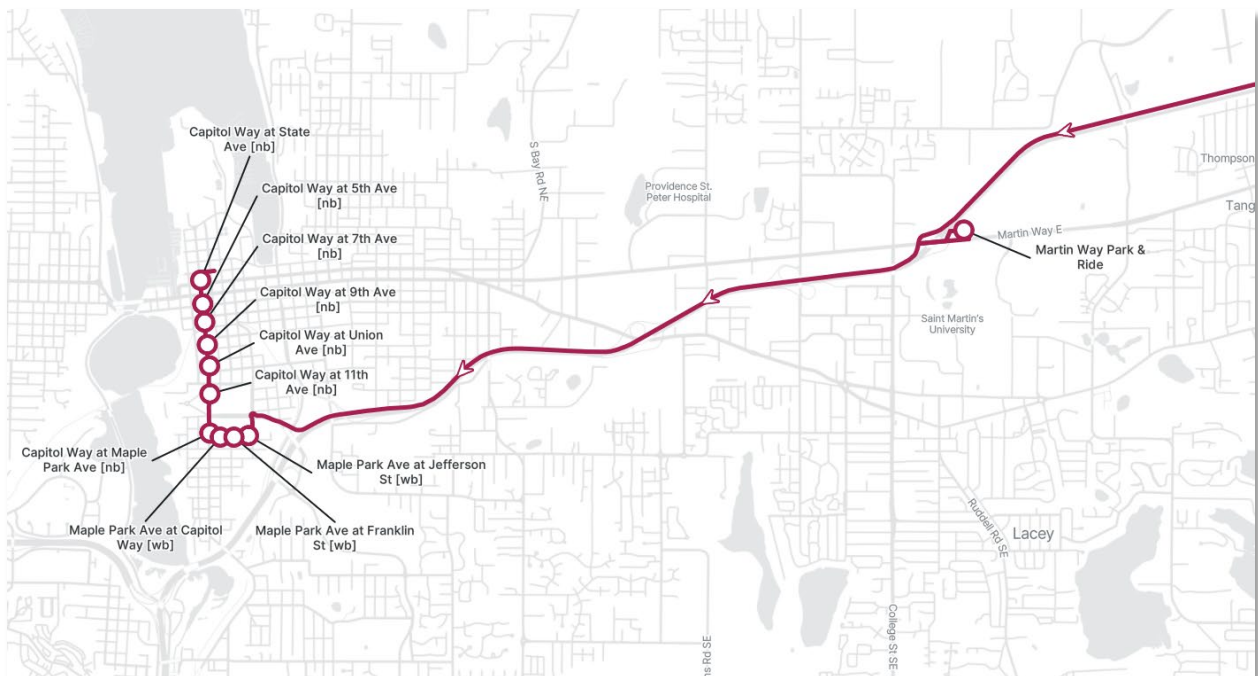
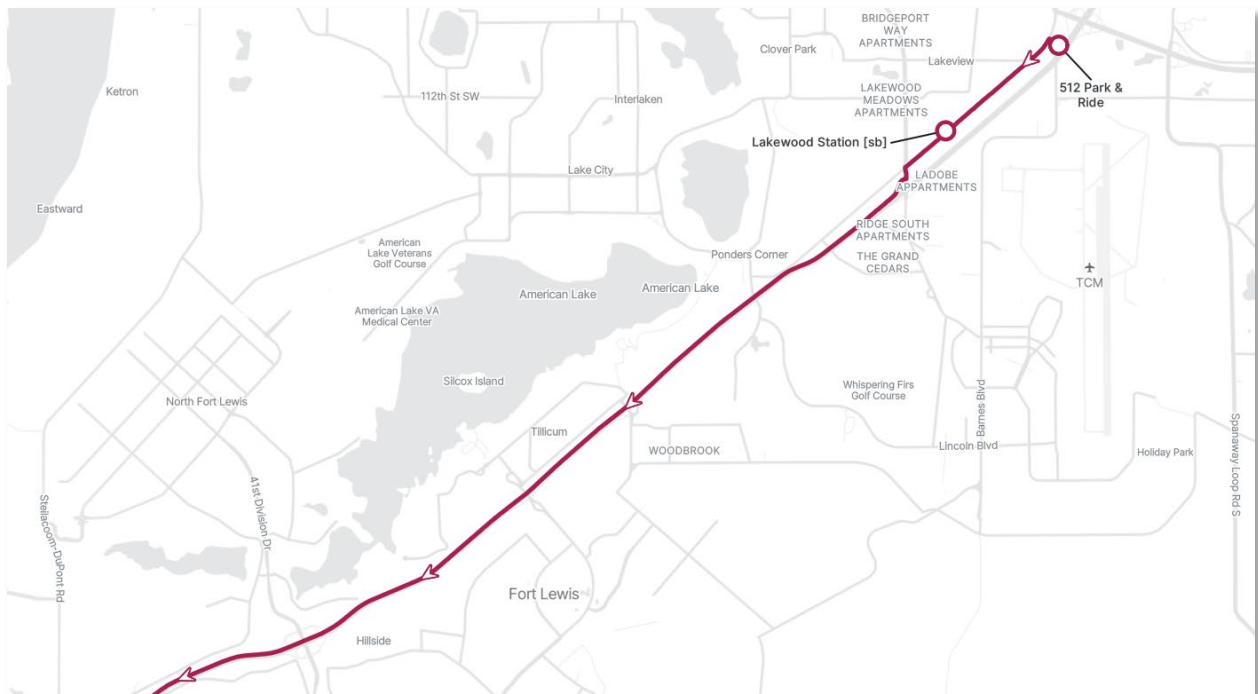
### **to SR512 Park & Ride (Outbound)**

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> Ave, north on I-5, Exit 109 Martin Way to serve the Martin Way Park and Ride flyer stop, north on I-5, Exit 125 Bridgeport, north on Bridgeport Way, northeast on Pacific Hwy, and east on S. Tacoma Way to 512 Park & Ride.



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

From the SR512 Park and Ride, west on S. Tacoma Way, southwest on Pacific Hwy, south on Bridgeport Way, south on I-5, Exit 109 Martin Way, east on Martin Way to I-5 N Ramp to travel into the Martin Way Park and Ride, 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 OTC.



### to SR512 Park and Ride (Outbound)

| Stop # | Stop Name                                | Amenity        |
|--------|--|----------------|
| 167    | Olympia Transit Center Bay M             | 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] | Shelter        |
| 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           |
| 473    | Lakewood Station Bay 5 [nb]              | Transit Center |
| 929    | 512 Park & Ride                          | Transit Center |

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

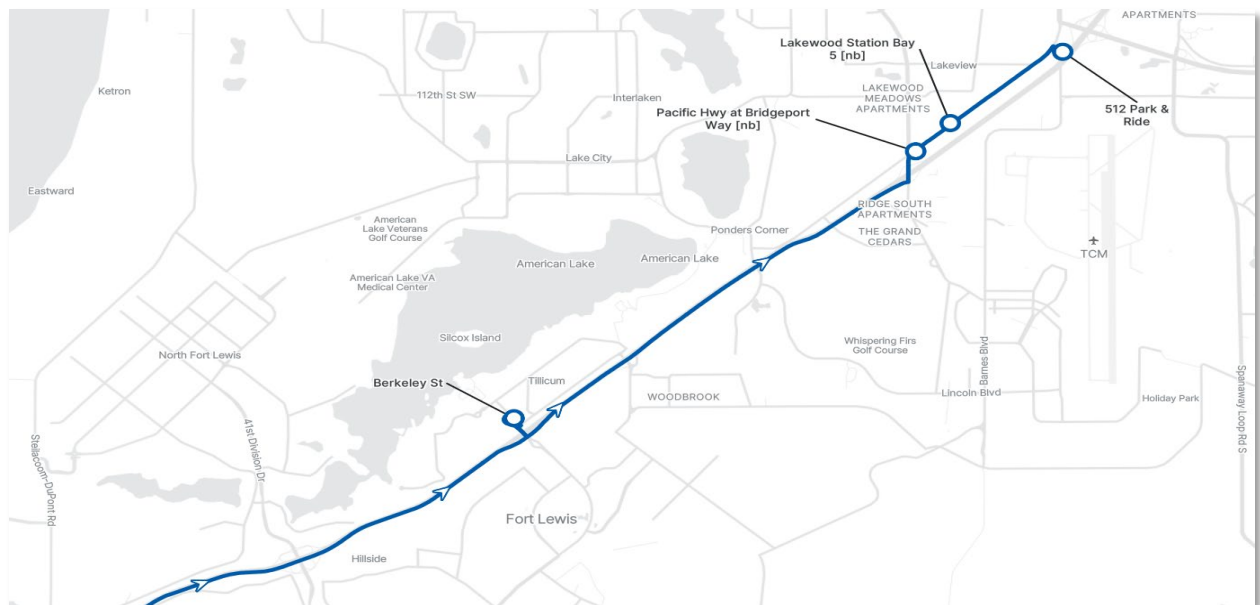
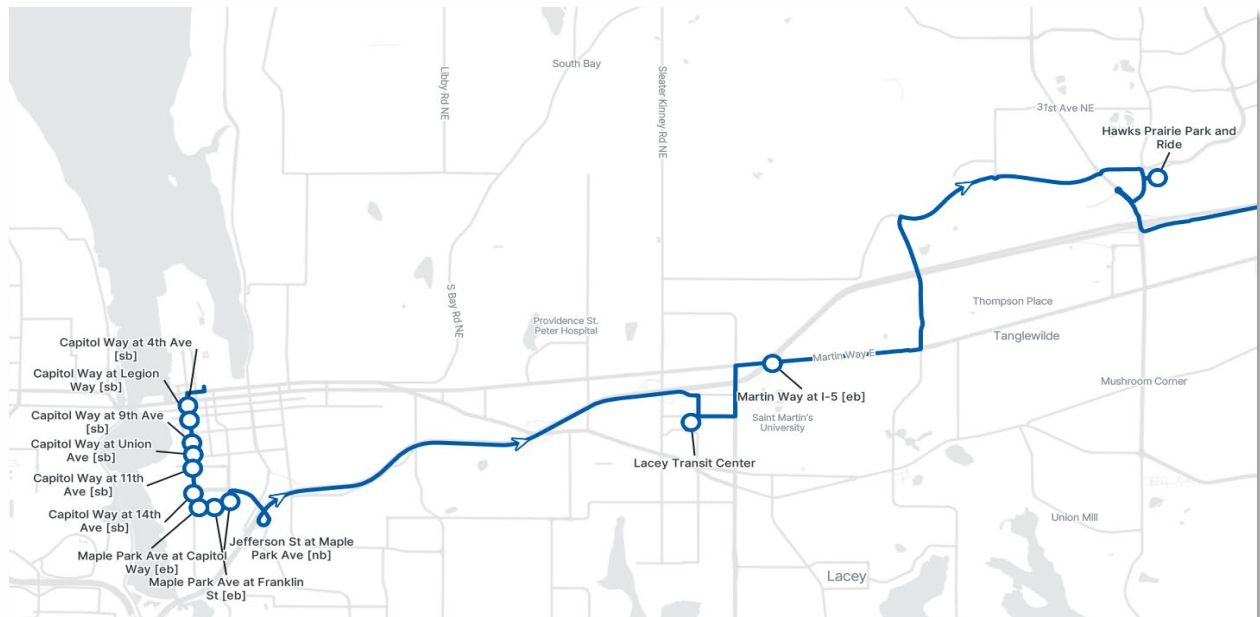
| Stop # | Stop Name                                | Amenity        |
|--------|--|----------------|
| 929    | 512 Park & Ride                          | Transit Center |
| 474    | Lakewood Station [sb]                    | Transit Center |
| 795    | Martin Way Park & Ride (interior)        | Shelter        |
| 290    | Maple Park at Jefferson St [wb]          | Shelter        |
| 316    | Maple Park at Franklin St. [wb]          | Shelter        |
| 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]  | Shelter        |
| 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 Bay M             | Transit Center |



## Routing, Maps & Bus Stops – Route 610 *Lacey Connector*

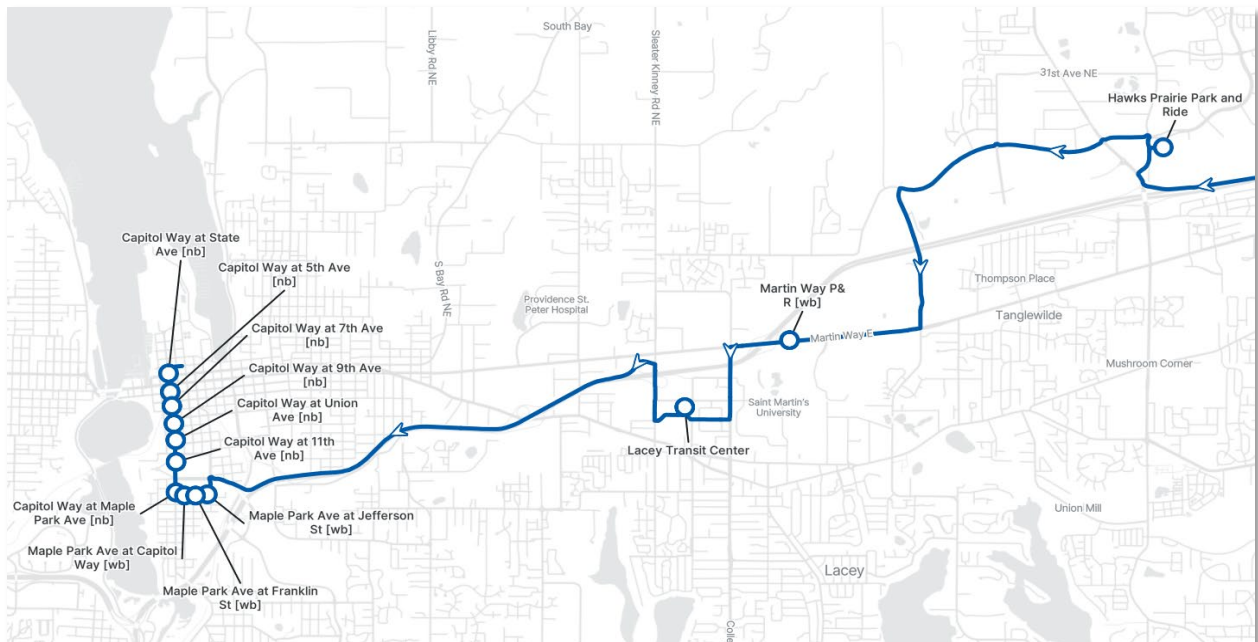
### *to SR512 Park and Ride (Outbound)*

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> Ave, north on I-5, Exit 108B College St, south on Golf Club, west on 6<sup>th</sup> Ave, circle into LTC, north on Golf Club, east on 6<sup>th</sup> Ave, north on College St, east on Martin Way (no entry into Martin Way Park and Ride), north on Carpenter Rd, east on Britton Pkwy, east on Willamette, south on Hogum Bay, east into 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, northwest on Freedom Way, south on Berkeley St to RAB, north on Berkeley St to serve Pierce Transit stop #551 Berkeley St SW at Washington Ave SW, southeast on Freedom Way, north on I-5, Exit 125 Bridgeport, north on Bridgeport Way, northeast on Pacific Hwy, and east on S. Tacoma Way to 512 Park and Ride.



## to Olympia Transit Center (Inbound)

From the SR512 Park and Ride, west on S. Tacoma Way, southwest 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 to serve Pierce Transit stop #551 Berkeley St SW at Washington Ave SW, southeast on Freedom Way, south on I-5, Exit 111 Marvin Rd, north on Marvin Rd, north on Hogum Bay, east into Hawks Prairie Park and Ride, north on Hogum Bay, west on Willamette, west on Britton Pkwy, south on Carpenter Rd, west on Martin Way (serve stop next to Martin Way Park and Ride; no entry), 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 OTC.



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

| <b>Stop #</b> | <b>Stop Name</b>   | <b>Amenity</b> |
|---------------|--|----------------|
| <b>167</b>    | Olympia Transit Center Bay M                                     | Transit Center |
| <b>1</b>      | Capitol Way at 4 <sup>th</sup> Ave [sb]                          | Shelter        |
| <b>2</b>      | Capitol Way at Legion Way [sb]                                   | Pole           |
| <b>3</b>      | Capitol Way at 9 <sup>th</sup> Ave [sb]                          | Pole           |
| <b>4</b>      | Capitol Way at Union Ave [sb]                                    | Shelter        |
| <b>5</b>      | Capitol Way at 11 <sup>th</sup> Ave [sb]                         | Shelter        |
| <b>950</b>    | Capitol Way at 14 <sup>th</sup> Ave [sb]                         | Pole           |
| <b>305</b>    | Maple Park at Capitol Way [eb]                                   | Pole           |
| <b>306</b>    | Maple Park at Franklin St [eb]                                   | Pole           |
| <b>307</b>    | Jefferson St at Maple Park Ave [nb]                              | Shelter        |
| <b>183</b>    | Lacey Transit Center   | Transit Center |
| <b>1036</b>   | Martin Way at I-5 [eb]   | Pole           |
| <b>1007</b>   | Hawks Prairie Park and Ride                                      | Shelter        |
| <b>1083</b>   | Berkeley St SW & Washington Ave SW<br>(Pierce Transit stop #551) | Shelter        |
| <b>927</b>    | Pacific Hwy at Bridgeport Way [nb]                               | Pole           |
| <b>473</b>    | Lakewood Station Bay 5 [nb]                                      | Transit Center |
| <b>929</b>    | 512 Park & Ride  | Transit Center |

***to Olympia Transit Center (Inbound)***

| <b>Stop #</b> | <b>Stop Name</b>   | <b>Amenity</b> |
|---------------|--|----------------|
| <b>929</b>    | 512 Park & Ride  | Transit Center |
| <b>474</b>    | Lakewood Station [sb]  | Transit Center |
| <b>1083</b>   | Berkeley St SW & Washington Ave SW<br>(Pierce Transit stop #551) | Shelter        |
| <b>1007</b>   | Hawks Prairie Park and Ride                                      | Shelter        |
| <b>522</b>    | Martin Way Park and Ride [wb]                                    | Shelter        |
| <b>183</b>    | Lacey Transit Center   | Transit Center |
| <b>290</b>    | Maple Park at Jefferson St [wb]                                  | Shelter        |
| <b>316</b>    | Maple Park at Franklin St. [wb]                                  | Pole           |
| <b>317</b>    | Maple Park at Capitol Way [wb]                                   | Pole           |
| <b>54</b>     | Capitol Way at Maple Park [nb]                                   | Shelter        |
| <b>55</b>     | Capitol Way at 11 <sup>th</sup> Ave [nb]                         | Shelter        |
| <b>56</b>     | Capitol Way at Union Ave [nb]                                    | Shelter        |
| <b>57</b>     | Capitol Way at 9 <sup>th</sup> Ave [nb]                          | Pole           |
| <b>58</b>     | Capitol Way at 7 <sup>th</sup> Ave [nb]                          | Pole           |
| <b>962</b>    | Capitol Way at 5 <sup>th</sup> Ave [nb]                          | Pole           |
| <b>868</b>    | Capitol Way at State Ave [nb]                                    | Pole           |
| <b>167</b>    | Olympia Transit Center Bay M                                     | 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<br>(May 4, 2025) | Proposed Schedule<br>(Sep. 7, 2025) | Net<br>Change | %<br>Change |
| 620  | Olympia Express      | 18,145                            | 0                                   | -18,145       | -100%       |
| 600  | Lakewood<br>Commuter | 0                                 | 7,306                               | +7,306        | +100%       |
| 610  | Lacey Connector      | 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 transit 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.

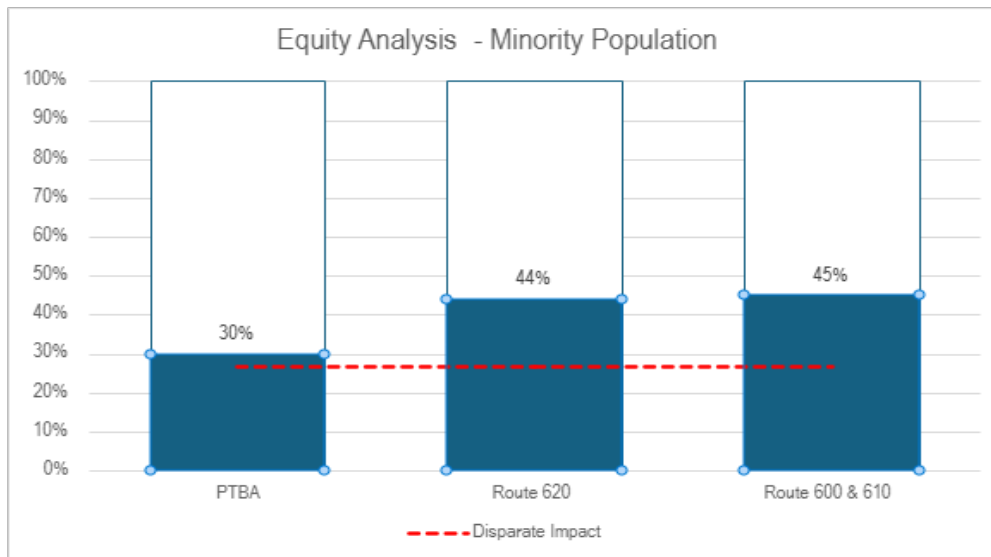
It should be noted that service to the Lacey Transit Center, which currently is served by Route 620 approximately twice per hour, is proposed to decrease. The new commuter service will only be served by Route 610, with no service from the weekday only Route 600. While this is a popular boarding location 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

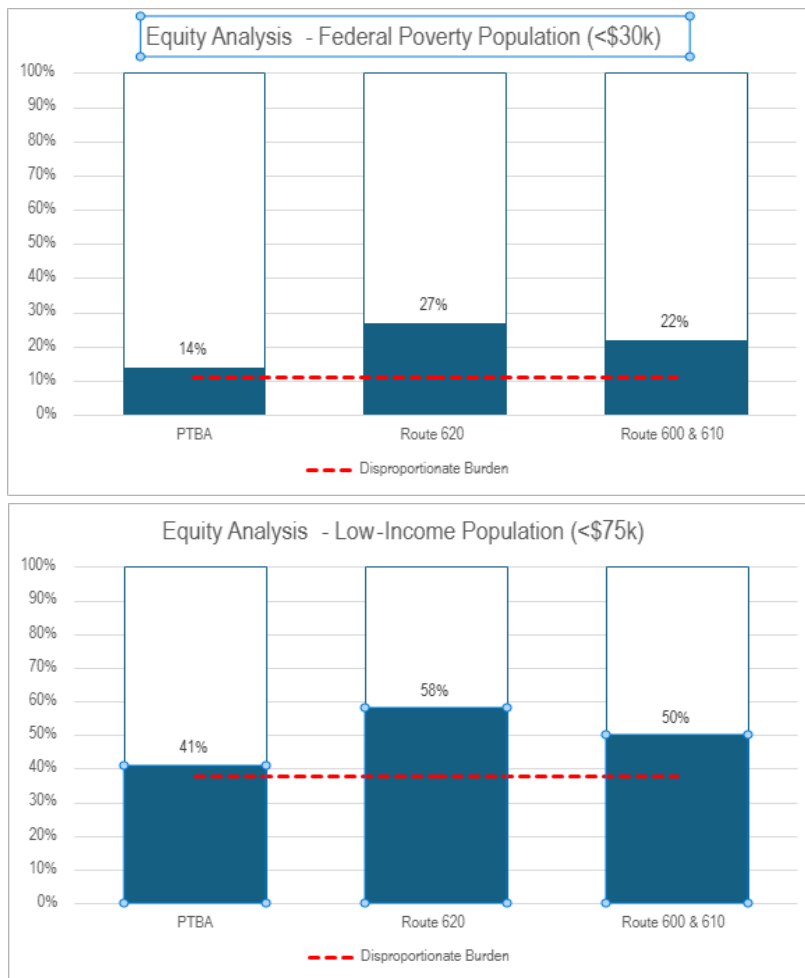
| Total                         |        | Thurston                      |        | Pierce                        |        |
|-------------------------------|--------|-------------------------------|--------|-------------------------------|--------|
| Total Population Served       | 19,557 | Total Population 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 halving of frequency at Lacey Transit Center was the largest concern with the new routing. Easy access to nearby Martin-Way Park & Ride where commuter service comes at equivalent frequencies as the previous iteration mitigates some of these concerns.

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)

Route 600 Lakewood Commuter-Weekday (schedule is subject to change)

| LAKEWOOD COMMUTER     |                     |                |                  |                   | 600                       |                  |                |                     |                  |
|-----------------------|---------------------|----------------|------------------|-------------------|---------------------------|------------------|----------------|---------------------|------------------|
| To SR 512 Park & Ride |                     |                |                  |                   | To Olympia Transit Center |                  |                |                     |                  |
| Leave OTC Bay M       | Capital Way at 11th | Martin Way P&R | Lakewood Station | Arrive SR 512 P&R | Leave SR 512 P&R          | Lakewood Station | Martin Way P&R | Capital Way at 11th | Arrive OTC Bay M |
| 1                     | 2                   | 4              | 7                | 8                 | 8                         | 7                | 4              | 2                   | 1                |
| Weekdays              |                     |                |                  |                   | Weekdays                  |                  |                |                     |                  |
| 5:00                  | 5:04                | 5:13           | 5:34             | 5:39              | 5:45                      | 5:48             | 6:16           | 6:25                | 6:33             |
| 5:20                  | 5:24                | 5:33           | 5:54             | 5:59              | 6:05                      | 6:08             | 6:36           | 6:45                | 6:53             |
| 5:40                  | 5:44                | 5:53           | 6:14             | 6:19              | 6:41                      | 6:44             | 7:12           | 7:21                | 7:29             |
| 6:14                  | 6:18                | 6:27           | 6:48             | 6:53              | 7:41                      | 7:44             | 8:12           | 8:21                | 8:29             |
| 7:14                  | 7:18                | 7:27           | 7:48             | 7:53              | 8:41                      | 8:44             | 9:12           | 9:21                | 9:29             |
| 7:54                  | 7:58                | 8:07           | 8:28             | 8:33              | 10:05                     | 10:08            | 10:36          | 10:45               | 10:53            |
| 9:14                  | 9:18                | 9:27           | 9:48             | 9:53              | 10:41                     | 10:44            | 11:12          | 11:21               | 11:29            |
| 10:42                 | 10:46               | 10:55          | 11:16            | 11:21             | 11:58                     | 12:01            | 12:29          | 12:38               | 12:46            |
| 11:02                 | 11:06               | 11:15          | 11:36            | 11:41             | 12:17                     | 12:20            | 12:48          | 12:57               | 1:05             |
| 12:10                 | 12:14               | 12:23          | 12:44            | 12:49             | 1:37                      | 1:40             | 2:08           | 2:17                | 2:25             |
| 12:40                 | 12:44               | 12:53          | 1:14             | 1:19              | 2:28                      | 2:31             | 3:02           | 3:12                | 3:22             |
| 1:37                  | 1:41                | 1:50           | 2:14             | 2:21              | 3:33                      | 3:36             | 4:07           | 4:17                | 4:27             |
| 2:39                  | 2:43                | 2:52           | 3:16             | 3:23              | 5:07                      | 5:10             | 5:41           | 5:51                | 6:01             |
| 4:00                  | 4:04                | 4:13           | 4:37             | 4:44              | 5:55                      | 5:58             | 6:26           | 6:35                | 6:43             |
| 4:45                  | 4:49                | 4:58           | 5:22             | 5:29              | 6:18                      | 6:21             | 6:49           | 6:58                | 7:06             |
| 5:23                  | 5:27                | 5:36           | 6:00             | 6:07              | 7:54                      | 7:57             | 8:25           | 8:34                | 8:42             |
| 8:10                  | 8:14                | 8:23           | 8:44             | 8:49              | 8:56                      | 8:59             | 9:27           | 9:36                | 9:44             |

## Route 610 Lacey Connector-Weekday (schedule is subject to change)

LACEY CONNECTOR

610

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

\* 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 Routes 574 (SeaTac) and 592 (Seattle – DuPont) at the SR512 Park and Ride. Also shown are the anticipated connection times between Route 610 and Pierce Transit Route 206 at Berkeley St and Washington Ave.

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



| AM SOUNDER CONNECTIONS |                           |                 | PM SOUNDER CONNECTIONS      |                  |                 | PT ROUTE 206 CONNECTIONS                         |                            |                 | PT ROUTE 206 CONNECTIONS     |  |                 | ST ROUTE 574 CONNECTIONS |                             |                 | ST ROUTE 574 CONNECTIONS      |                  |                 |
|------------------------|---------------------------|-----------------|-----------------------------|------------------|-----------------|--|----------------------------|-----------------|------------------------------|--|-----------------|--------------------------|-----------------------------|-----------------|-------------------------------|------------------|-----------------|
| Lakewood Station       | Sounder S Line TO Seattle | Connection Wait | Sounder S Line FROM Seattle | Lakewood Station | Connection Wait | Berkeley & Washington<br>(Pierce Transit Rt 206) | Route 206 TO JBLM Hospital | Connection Wait | Route 206 FROM JBLM Hospital | Berkeley & Washington<br>(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 |
| OB                     |                           | min             |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 |                               |                  |                 |
|                        | 4:36a                     | No              | 9:11a                       | 9:17a            | 0:06            | 6:21a  | 6:27a                      | 0:06            | 6:42a                        | 6:56a  | 0:14            | 5:39a                    | 6:04a                       | 0:25            | 5:30a                         | 5:45a            | 0:15            |
|                        | 5:01a                     | No              | 4:51p                       | 5:10p            | 0:19            | 7:21a  | 7:28a                      | 0:07            | 7:13a                        | 7:26a  | 0:13            | 6:19a                    | 6:35a                       | 0:16            | 6:02a                         | 6:05a            | 0:03            |
|                        | 5:26a                     | No              | 5:31p                       | 5:46p            | 0:15            | 8:51a  | 8:59a                      | 0:08            | 8:14a                        | 8:26a  | 0:12            | 6:53a                    | 7:06a                       | 0:13            | 6:34a                         | 6:44a            | 0:10            |
| 5:39a                  | 5:46a                     | 0:07            | 5:51p                       | 5:58p            | 0:07            | 10:21a   | 10:29a                     | 0:08            | 9:14a                        | 9:26a  | 0:12            | 7:35a                    | 7:41a                       | 0:06            | 6:41a                         | 6:41a            | 0:07            |
| 5:59a                  | 6:06a                     | 0:07            | 6:11p                       | 6:21p            | 0:10            | 11:54a   | 12:01p                     | 0:07            | 11:46a                       | 11:54a   | 0:08            | 7:53a                    | 8:11a                       | 0:18            | 7:04a                         | 7:14a            | 0:10            |
| 6:19a                  | 6:26a                     | 0:07            | 6:36p                       | 7:12p            | 0:36            | 1:25p  | 1:31p                      | 0:06            | 1:22p                        | 1:28p  | 0:06            | 8:33a                    | 8:43a                       | 0:10            | 7:34a                         | 7:41a            | 0:07            |
| 6:30a                  | 6:46a                     | 0:16            | 7:01p                       | 7:12p            | 0:11            | 2:25p  | 2:35p                      | 0:10            | 1:48p                        | 2:11p  | 0:23            | 9:05a                    | 9:14a                       | 0:09            | 8:05a                         | 8:14a            | 0:09            |
| 9:48a                  | 10:11a                    | 0:23            | 7:46p                       | 7:57p            | 0:11            | 3:25p  | 3:36p                      | 0:11            | 2:53p                        | 3:11p  | 0:18            | 9:05a                    | 9:44a                       | 0:39            | 8:35a                         | 8:41a            | 0:06            |
|                        |                           |                 |                             |                  |                 | 4:01p  | 4:07p                      | 0:06            | 3:53p                        | 4:11p  | 0:18            | 9:53a                    | 10:05a                      | 0:12            | 9:05a                         | 9:14a            | 0:09            |
| 600                    |                           |                 |                             | 600              |                 | 4:48p  | 5:02p                      | 0:14            | 4:24p                        | 4:48p  | 0:24            | 10:35a                   | 10:44a                      | 0:09            | 9:35a                         | 10:05a           | 0:30            |
| 610                    |                           |                 |                             | 610              |                 | 5:25p  | 5:32p                      | 0:07            | 5:21p                        | 5:30p  | 0:09            | 11:21a                   | 11:29a                      | 0:08            | 10:05a                        | 10:41a           | 0:36            |
|                        |                           |                 |                             |                  |                 | 6:45p  | 7:01p                      | 0:16            | 5:51p                        | 5:56p  | 0:05            | 11:41a                   | 11:59a                      | 0:18            | 10:35a                        | 10:41a           | 0:06            |
|                        |                           |                 |                             |                  |                 | 7:23p  | 7:29p                      | 0:06            | 7:16p                        | 7:21p  | 0:05            | 12:08p                   | 12:29p                      | 0:21            | 11:06a                        | 11:42a           | 0:36            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 12:49p                   | 12:59p                      | 0:10            | 11:36a                        | 11:42a           | 0:06            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 1:19p                    | 1:29p                       | 0:10            | 11:58a                        | 11:58a           | 0:22            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 1:41p                    | 1:59p                       | 0:18            | 12:07p                        | 12:17p           | 0:10            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 2:21p                    | 2:29p                       | 0:08            | 12:40p                        | 1:15p            | 0:35            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 2:41p                    | 2:59p                       | 0:18            | 1:10p                         | 1:15p            | 0:05            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 3:23p                    | 3:29p                       | 0:06            | 1:32p                         | 1:37p            | 0:05            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 3:41p                    | 3:59p                       | 0:18            | 1:54p                         | 1:58p            | 0:04            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 4:17p                    | 4:29p                       | 0:12            | 2:18p                         | 2:28p            | 0:10            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 4:44p                    | 4:59p                       | 0:15            | 2:49p                         | 2:58p            | 0:09            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 5:04p                    | 5:29p                       | 0:25            | 3:23p                         | 3:33p            | 0:10            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 5:41p                    | 5:59p                       | 0:18            | 3:51p                         | 3:58p            | 0:07            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 6:07p                    | 6:28p                       | 0:21            | 4:13p                         | 4:35p            | 0:22            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 6:59p                    | 7:02p                       | 0:03            | 4:34p                         | 4:35p            | 0:01            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 7:37p                    | 8:02p                       | 0:25            | 5:02p                         | 5:07p            | 0:05            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 8:49p                    | 9:02p                       | 0:13            | 5:35p                         | 5:43p            | 0:08            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 5:55p                         | 5:55p            | 0:20            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 600                      |                             |                 | 6:08p                         | 6:18p            | 0:10            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 | 610                      |                             |                 | 6:35p                         | 7:09p            | 0:34            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 6:58p                         | 7:09p            | 0:11            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 7:22p                         | 7:54p            | 0:32            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 7:49p                         | 7:54p            | 0:05            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 8:15p                         | 8:56p            | 0:41            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 | 8:40p                         | 8:56p            | 0:16            |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 |                               |                  |                 |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 |                               | 600              |                 |
|                        |                           |                 |                             |                  |                 |  |                            |                 |                              |  |                 |                          |                             |                 |                               | 610              |                 |

Schedule changed June 2025

**Route 610 Lacey Connector Saturdays, Sundays, and Holidays** (schedule is subject to change)

| LACEY CONNECTOR  |                     |       |  |                   |  |                  |                   |                           |                  |  |                   |                |       |                     | 610        |
|--|---------------------|-------|--|-------------------|--|------------------|-------------------|---------------------------|------------------|--|-------------------|----------------|-------|---------------------|------------|
| To SR 512 Park & Ride  |                     |       |  |                   |  |                  |                   | To Olympia Transit Center |                  |  |                   |                |       |                     |            |
| Leave OTC  | Capital Way at 11th | LTC   | *Martin Way at I-5<br>(Martin Way P&R) | Hawks Prairie P&R | Berkeley & Washington<br>(Pierce Transit Rt 206) | Lakewood Station | Arrive SR 512 P&R | Leave SR 513 P&R          | Lakewood Station | Berkeley & Washington<br>(Pierce Transit Rt 206) | Hawks Prairie P&R | Martin Way P&R | LTC   | Capital Way at 11th | Arrive OTC |
| 1  | 2                   | 3     | 4                                      | 5                 | 6  | 7                | 8                 | 8                         | 7                | 6  | 5                 | 4              | 3     | 2                   | 1          |
| Saturdays  |                     |       |  |                   |  |                  |                   | Saturdays                 |                  |  |                   |                |       |                     |            |
| 6:36   | 6:40                | 6:50  | 6:54                                   | 7:04              | 7:24   | 7:33             | 7:38              | 7:45                      | 7:48             | 7:57   | 8:12              | 8:22           | 8:27  | 8:36                | 8:44       |
| 7:00   | 7:04                | 7:14  | 7:18                                   | 7:28              | 7:48   | 7:57             | 8:02              | 8:15                      | 8:18             | 8:27   | 8:42              | 8:52           | 8:57  | 9:06                | 9:14       |
| 7:59   | 8:03                | 8:13  | 8:17                                   | 8:27              | 8:47   | 8:56             | 9:01              | 9:11                      | 9:14             | 9:23   | 9:38              | 9:48           | 9:53  | 10:02               | 10:10      |
| 9:29   | 9:33                | 9:43  | 9:47                                   | 9:57              | 10:17  | 10:26            | 10:31             | 10:41                     | 10:44            | 10:53  | 11:08             | 11:18          | 11:23 | 11:32               | 11:40      |
| 10:56  | 11:00               | 11:10 | 11:14                                  | 11:24             | 11:44  | 11:53            | 11:58             | 12:11                     | 12:14            | 12:23  | 12:38             | 12:48          | 12:53 | 1:02                | 1:10       |
| 12:56  | 1:00                | 1:10  | 1:14                                   | 1:24              | 1:44   | 1:53             | 1:58              | 2:10                      | 2:13             | 2:23   | 2:40              | 2:50           | 2:56  | 3:05                | 3:15       |
| 2:25   | 2:29                | 2:39  | 2:43                                   | 2:55              | 3:17   | 3:26             | 3:33              | 3:42                      | 3:45             | 3:55   | 4:12              | 4:22           | 4:28  | 4:37                | 4:47       |
| 3:55   | 3:59                | 4:09  | 4:13                                   | 4:25              | 4:47   | 4:56             | 5:03              | 5:11                      | 5:14             | 5:24   | 5:41              | 5:51           | 5:57  | 6:06                | 6:16       |
| 5:28   | 5:32                | 5:42  | 5:46                                   | 5:58              | 6:20   | 6:29             | 6:36              | 6:43                      | 6:46             | 6:55   | 7:10              | 7:20           | 7:25  | 7:34                | 7:42       |
| 6:44   | 6:48                | 6:58  | 7:02                                   | 7:12              | 7:32   | 7:41             | 7:46              | 8:13                      | 8:16             | 8:25   | 8:40              | 8:50           | 8:55  | 9:04                | 9:12       |
| 7:48   | 7:52                | 8:02  | 8:06                                   | 8:16              | 8:36   | 8:45             | 8:50              | 9:00                      | 9:03             | 9:12   | 9:27              | 9:37           | 9:42  | 9:51                | 9:59       |
| Sundays/Holidays   |                     |       |  |                   |  |                  |                   | Sundays/Holidays          |                  |  |                   |                |       |                     |            |
| 6:20   | 6:24                | 6:34  | 6:38                                   | 6:48              | 7:08   | 7:17             | 7:22              | 7:30                      | 7:33             | 7:42   | 7:57              | 8:07           | 8:12  | 8:21                | 8:29       |
| 7:05   | 7:09                | 7:19  | 7:23                                   | 7:33              | 7:53   | 8:02             | 8:07              | 8:30                      | 8:33             | 8:42   | 8:57              | 9:07           | 9:12  | 9:21                | 9:29       |
| 8:52   | 8:56                | 9:06  | 9:10                                   | 9:20              | 9:40   | 9:49             | 9:54              | 10:00                     | 10:03            | 10:12  | 10:27             | 10:37          | 10:42 | 10:51               | 10:59      |
| 9:52   | 9:56                | 10:06 | 10:10                                  | 10:20             | 10:40  | 10:49            | 10:54             | 11:00                     | 11:03            | 11:12  | 11:27             | 11:37          | 11:42 | 11:51               | 11:59      |
| 10:52  | 10:56               | 11:06 | 11:10                                  | 11:20             | 11:40  | 11:49            | 11:54             | 12:00                     | 12:03            | 12:12  | 12:27             | 12:37          | 12:42 | 12:51               | 12:59      |
| 12:52  | 12:56               | 1:06  | 1:10                                   | 1:20              | 1:40   | 1:49             | 1:54              | 2:10                      | 2:13             | 2:23   | 2:40              | 2:50           | 2:56  | 3:05                | 3:15       |
| 2:48   | 2:52                | 3:02  | 3:06                                   | 3:18              | 3:40   | 3:49             | 3:56              | 4:10                      | 4:13             | 4:23   | 4:40              | 4:50           | 4:56  | 5:05                | 5:15       |
| 3:48   | 3:52                | 4:02  | 4:06                                   | 4:18              | 4:40   | 4:49             | 4:56              | 5:10                      | 5:13             | 5:22   | 5:37              | 5:47           | 5:52  | 6:01                | 6:09       |
| 5:35   | 5:39                | 5:49  | 5:53                                   | 6:03              | 6:23   | 6:32             | 6:37              | 6:45                      | 6:48             | 6:57   | 7:12              | 7:22           | 7:27  | 7:36                | 7:44       |
| 6:54   | 6:58                | 7:08  | 7:12                                   | 7:22              | 7:42   | 7:51             | 7:56              | 8:09                      | 8:12             | 8:21   | 8:36              | 8:46           | 8:51  | 9:00                | 9:08       |
| 7:52   | 7:56                | 8:06  | 8:10                                   | 8:20              | 8:40   | 8:49             | 8:54              | 9:01                      | 9:04             | 9:13   | 9:28              | 9:38           | 9:43  | 9:52                | 10:00      |
| * Route 610 serves eastbound Martin Way at I-5 [eb] stop #1036 and does not enter the Martin Way P&R |                     |       |  |                   |  |                  |                   |                           |                  |  |                   |                |       |                     |            |

Intercity Transit operates holiday (Sunday schedule) service on Memorial Day, Independence Day, and Labor Day. There is no transit service on Thanksgiving, Christmas Day, or New Year's Day.

| 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<br>(Pierce Transit Rt 206)    | Route 206 TO JBLM Hospital | Connection Wait | Route 206 FROM JBLM Hospital | Berkeley & Washington<br>(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                |                      |                 |                          |                  |                 |
| 7:24a   | 7:52a                      | 0:28            | 7:45a                        | 7:57a  | 0:12            | 7:38a                    | 7:48a                       | 0:10            | 7:26a                         | 7:45a            | 0:19            | 7:38a                    | 8:05a                | 0:27            | NO                       | 7:45a            | NO              |
| 7:48a   | 7:52a                      | 0:04            |                              | 8:27a  | 0:42            | 8:02a                    | 8:48a                       | 0:46            | 7:26a                         | 8:15a            | 0:49            | 8:02a                    | 8:35a                | 0:33            | 8:04a                    | 8:15a            | 0:11            |
| 8:47a   | 8:53a                      | 0:06            | 9:15a                        | 9:23a  | 0:08            | 9:01a                    | 9:47a                       | 0:46            | 8:26a                         | 9:11a            | 0:45            | 9:01a                    | 9:30a                | 0:29            | 9:04a                    | 9:11a            | 0:07            |
| 10:17a  | 10:24a                     | 0:07            | 10:45a                       | 10:53a   | 0:08            | 10:31a                   | 10:49a                      | 0:18            | 10:26a                        | 10:41a           | 0:15            | 10:31a                   | 11:00a               | 0:29            | 10:34a                   | 10:41a           | 0:07            |
| 11:44a  | 11:55a                     | 0:11            | 12:15p                       | 12:23p   | 0:08            | 11:58a                   | 12:02p                      | 0:04            | 11:30a                        | 12:11p           | 0:41            | 11:58a                   | 12:00p               | 0:02            | 12:04p                   | 12:11p           | 0:07            |
| 1:44p   | 1:55p                      | 0:11            | 2:15p                        | 2:23p  | 0:08            | 1:58p                    | 2:02p                       | 0:04            | 2:00p                         | 2:10p            | 0:10            | 1:58p                    | 2:00p                | 0:02            | 2:04p                    | 2:10p            | 0:06            |
| 3:17p   | 3:25p                      | 0:08            | 3:45p                        | 3:55p  | 0:10            | 3:33p                    | 4:02p                       | 0:29            | 3:29p                         | 3:42p            | 0:13            | 3:33p                    | 4:00p                | 0:27            | 3:34p                    | 3:42p            | 0:08            |
| 4:47p   | 4:55p                      | 0:08            | 5:15p                        | 5:24p  | 0:09            | 5:03p                    | 5:32p                       | 0:29            | 4:59p                         | 5:11p            | 0:12            | 5:03p                    | 5:30p                | 0:27            | 5:04p                    | 5:11p            | 0:07            |
| 6:20p   | 6:25p                      | 0:05            | 6:47p                        | 6:55p  | 0:08            | 6:36p                    | 7:03p                       | 0:27            | 6:29p                         | 6:43p            | 0:14            | 6:36p                    | 7:05p                | 0:29            | 6:34p                    | 6:43p            | 0:09            |
| 7:32p   | 7:39p                      | 0:07            | 8:20p                        | 8:25p  | 0:05            | 7:46p                    | 8:03p                       | 0:17            | 7:58p                         | 8:13p            | 0:15            | 7:46p                    | 8:05p                | 0:19            | 8:04p                    | 8:13p            | 0:09            |
| 8:36p   | NO                         | NO              |                              | 9:12p  | 0:52            | 8:50p                    | 9:03p                       | 0:13            | 8:28p                         | 9:00p            | 0:32            | 8:50p                    | 9:05p                | 0:15            | 8:34p                    | 9:00p            | 0:26            |
| Sundays & Holidays (NO PIERCE TRANSIT JBLM SERVICE) |                            |                 |                              |  |                 | Sundays & Holidays       |                             |                 |                               |                  |                 | Sundays & Holidays       |                      |                 |                          |                  |                 |
|   | RT 206 TO LAKEWOOD         |                 | RT 206 FROM LAKEWOOD         |  |                 | 7:22a                    | 7:48a                       | 0:26            | 7:26a                         | 7:30a            | 0:04            | 7:22a                    | 7:35a                | 0:13            | NO                       | 7:28a            | NO              |
|   |                            |                 |                              |  |                 | 8:07a                    | 8:48a                       | 0:41            | 8:26a                         | 8:30a            | 0:04            | 8:07a                    | 8:35a                | 0:28            | 8:04a                    | 8:27a            | 0:23            |
|   |                            |                 |                              |  |                 | 9:54a                    | 10:19a                      | 0:25            | 9:26a                         | 10:00a           | 0:34            | 9:54a                    | 10:00a               | 0:06            | 9:34a                    | 10:00a           | 0:26            |
|   |                            |                 |                              |  |                 | 10:54a                   | 11:32a                      | 0:38            | 10:26a                        | 11:00a           | 0:34            | 10:54a                   | 11:00a               | 0:06            | 10:34a                   | 11:00a           | 0:26            |
|   |                            |                 |                              |  |                 | 11:54a                   | 12:02p                      | 0:08            | 11:30a                        | 12:00p           | 0:30            | 11:54a                   | 12:00p               | 0:06            | 11:34a                   | 12:00p           | 0:26            |
| OB 610  |                            | min             |                              | IB 610   | min             | 1:54p                    | 2:02p                       | 0:08            | 2:00p                         | 2:10p            | 0:10            | 1:54p                    | 2:00p                | 0:06            | 2:04p                    | 2:10p            | 0:06            |
| 7:08a   | 7:30a                      | 0:22            | NO                           | 7:42a  | NO              | 3:56p                    | 4:02p                       | 0:06            | 3:59p                         | 4:10p            | 0:11            | 3:56p                    | 4:00p                | 0:04            | 3:34p                    | 4:10p            | 0:36            |
| 7:53a   | 8:30a                      | 0:37            |                              |  |                 |                          |                             |                 |                               |                  |                 |                          |                      |                 |                          |                  |                 |