

AGENDA
INTERCITY TRANSIT AUTHORITY
August 5, 2015
5:30 P.M.

CALL TO ORDER

- 1) **APPROVAL OF AGENDA** **1 min.**
- 2) **INTRODUCTIONS & RECOGNITIONS** **10 min.**
A. Claudia Green, Administrative Assistant (*Heather Stafford-Smith*)
B. Laura Lowe, Procurement and Capital Projects Manager (*Ann Freeman-Manzanares*)

- 3) **PUBLIC COMMENT** **10 min.**
Public Comment Note: This is the place on the agenda where the public is invited to address the Authority on any issue. The person speaking is asked to sign-in on the General Public Comment Form for submittal to the Clerk of the Board. Please include your first and last name, a mailing address or a phone number (in the event we need to contact you). When your name is called, step up to the podium and give your name for the audio record. If you are unable to utilize the podium, you will be provided a microphone at your seat. Citizens testifying are asked to limit testimony to three minutes.

The Authority will not typically respond to your comments this same evening; however, they may ask some clarifying questions.

- 4) **APPROVAL OF CONSENT AGENDA ITEMS** **1 min.**
A. Approval of Minutes: July 1, 2015, Regular Meeting; July 15, 2015, Work Session.
B. Payroll: July 2015 Payroll in the amount of \$2,924,081.11.
C. Accounts Payable: Warrants dated June 12, 2015, numbers 18945-19026, in the amount of \$510,340.81; warrants dated June 26, 2015, numbers 19037-19105, in the amount of \$440,068.19 for a monthly total of \$950,409.00; and Automated Clearing House Transfers for June 2015 in the amount of \$9,252.17, for a monthly total of \$959,661.17.

Warrants dated July 10, 2015, numbers 19108-19189, in the amount of \$321,023.58; warrants dated July 24, 2015, numbers 19196-191267, in the amount \$617,126.25 for a monthly total of \$938,149.83; and Automated Clearing House Transfers for July in the amount of \$1,571.54, for a monthly total of \$939,721.37.

D. Special Meeting: Schedule a special meeting for Wednesday, September 16, 2015, to conduct a joint meeting of the Authority and the Citizen Advisory Committee.
(Ann Freeman-Manzanares)

E. Surplus Property: Declare the property listed on Exhibit "A" as surplus.
(Laura Lowe)

- 5) **PUBLIC HEARINGS** **10 min.**
A. Draft Annual Report & Transit Development Plan
- 6) **COMMITTEE REPORTS**
A. Thurston Regional Planning Council (Karen Messmer) **3 min.**
B. Transportation Policy Board (Ryan Warner) **3 min.**
C. Citizen Advisory Committee (Sue Pierce) **3 min.**
- 7) **NEW BUSINESS**
A. Janitorial Services and Supplies Contract Extension (Laura Lowe) **10 min.**
B. Update on Federal Advocacy Activity (Ann Freeman-Manzanares) **30 min.**
C. Public Transportation in Local/Regional Studies **60 min.**
(Ann Freeman-Manzanares)
- 8) **GENERAL MANAGER'S REPORT** **10 min.**
- 9) **AUTHORITY ISSUES** **10 min.**
- 10) **EXECUTIVE SESSION - None.**

ADJOURNMENT

Intercity Transit is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin consistent with requirements of Title VI of the Civil Rights Act of 1964 and Federal Transit Administration guidance in FTA Circular 4702.

For questions regarding Intercity Transit's Title VI Program, you may contact the agency's Title VI Officer at (360) 705-5885 or bholman@intercitytransit.com.

If you need special accommodations to participate in this meeting, please call us at (360) 705-5860 three days prior to the meeting.

For TDD users, please use the state's toll-free relay service, 711 and ask the operator to dial (360) 705-5860.

Please consider using an alternate mode to attend this meeting: bike, walk, bus, carpool, or vanpool. This facility is served by Routes 62A, 62B (on Martin Way), and 66 (on Pacific Avenue).

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
July 1, 2015

CALL TO ORDER

Chair Jones called the July 1, 2015, meeting of the Intercity Transit Authority to order at 5:30 p.m., at the administrative offices of Intercity Transit.

Members Present: Chair and City of Olympia Councilmember Nathaniel Jones; Vice Chair and Citizen Representative Ryan Warner; Thurston County Commissioner Bud Blake; City of Lacey Councilmember Virgil Clarkson (Alternate); City of Tumwater Councilmember Debbie Sullivan; City of Yelm Councilmember Joe Baker; Citizen Representative Karen Messmer; Citizen Representative Don Melnick; and Labor Representative Rusty Caldwell (Alternate).

Members Excused: City of Lacey Councilmember Jeff Gadman; Labor Representative Ed Bricker.

Staff Present: Emily Bergkamp; Dennis Bloom; Jessica Brandt; Paul Koleber; Jim Merrill; Carolyn Newsome; Pat Messmer; Erin Pratt.

Others Present: Legal Counsel Dale Kamerrer; Citizen Advisory Committee (CAC) member Jan Burt; and Jerry Spears, Deputy Director of WSTIP.

APPROVAL OF AGENDA

It was M/S/A by Citizen Representative Messmer and Citizen Representative Melnick to approve the agenda as presented.

INTRODUCTIONS

- A. Paul Koleber introduced **James Bush and Karl Hug, Coach Technicians.**
- B. Jim Merrill introduced **Erin Pratt, Village Vans Supervisor.**

RECOGNITION

The Deputy Director of WSTIP, Jerry Spears, officially presented Dial-A-Lift Manager, Emily Bergkamp, with the Jeffrey S. Ristau Continuing Education Scholarship. Bergkamp is working on her Masters of Public Administration at the University of Washington.

PUBLIC COMMENT - None

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APPROVAL OF CONSENT AGENDA ITEMS

It was M/S/A by Councilmember Clarkson and Councilmember Baker to approve the consent agenda as presented.

- A. Approval of Minutes:** June 3, 2015, Regular Meeting; June 17, 2015, Special Meeting.
- B. Payroll:** June 2015 Payroll in the amount of \$2,023,750.01.
- C. Schedule a Public Hearing on the Transit Development Plan:** Schedule a public hearing for August 5, 2015, 5:30 p.m. for the purpose of receiving and considering public comments on the annual Transit Development Plan: 2014 Summary and the 2015 - 2020 Plan. (*Dennis Bloom*)

PUBLIC HEARING - None

COMMITTEE REPORTS

- A. Thurston Regional Planning Council (TRPC).** Karen Messmer reported the TRPC met June 5. The agenda included approval of the 2015 Call for Projects grants; review of the revised population and employment forecast allocation; and the Thurston County Bike Map was shown online, which includes some very good information.

Thera Black gave a presentation on Foresight into Transportation's Future and its Impact on Today's Decision Making. The briefing introduced members to the TRB Foresight 750 Series of research and tools available for use by organizations at the local, regional and state levels to think more strategically about future uncertainties when making today's transportation decisions.

Information on the Foresight 750 Series can be found online at <http://www.trb.org/NCHRP750/ForesightReport750Series.aspx>.

- B. Transportation Policy Board (TPB).** Ryan Warner reported the TPB met June 10. Members received a presentation by Bill Legg from WSDOT, about how technology is changing the transportation future. So much more is going into technology by way of autonomous vehicles (self-driving cars). Members also received an update on the 2015 Legislative update.
- C. Citizen Advisory Committee.** Jan Burt said the CAC last met on June 15. Members said farewell to five outgoing members and she hopes there will be a good turnout

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during the next open recruitment. The members also reviewed their self-assessment results; held an election for new officers; and discussed the strategic plan.

NEW BUSINESS

A. Emergency Management Update. Environmental and Sustainability Coordinator, Jessica Brandt, provided an update on the agency's Emergency Management plan. She noted Intercity Transit has key responsibilities in local and regional emergency management response, and the cities, county and region depend on Intercity Transit in times of emergencies, such as providing cooling or warming stations for fire fighters or the police, helping with flood evacuations and assisting the police departments with people transport.

Intercity Transit participates in county-led advisory groups, and is currently working with the County and Thurston Regional Planning Council on the Thurston County Hazard Mitigation Plan update. Concurrently, we are reviewing all of our agency emergency procedures to identify gaps and write procedures. Recently a number of senior staff attended a National Transit Institute Training on developing an emergency plan specific to transit. Some immediate takeaways from that training include building an all hazards plan; implementing a disaster plan to include earthquake procedures.

Brandt defined the four basic elements of emergency management:

- *Preparedness* is carried out prior to an emergency (working on plans, training staff, have emergency supplies);
- *Response* is carried out during an emergency (show up on the scene, work with local fire and police personnel);
- *Recovery* is after an emergency - getting things back to normal.
- *Mitigation* to lessen the impact of the emergency.

Emergency Management is about preparing the agency and staff to keep service on the street. Currently, staff is reviewing all emergency procedures. The Safety Committee just conducted a random evacuation drill. Intercity Transit is also working on building closer relationships with the local fire and police departments, and school superintendents; focusing on employee personal preparedness, which includes seminars, training and awareness campaigns; and working with the County as they update their General Countywide Emergency Management Plan and Hazard Mitigation plan.

B. Sustainability Update. Brandt provided an update on Intercity Transit's Sustainability program. Intercity Transit's Sustainability Program, "Moving Green" has seen a number of successes in the past few years developing and using an

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Environmental and Sustainability Management System (ESMS). The agency achieved ISO-14001 certification for our ESMS, in February 2014. We passed our one year audit in February 2015. Staff focused on continuous improvement which led to significant changes, savings and improved training efforts. Brandt showed a PowerPoint presentation.

Greenhouse Gas Emissions - Fueling our vehicles (diesel and gas); powering our facilities and equipment (electricity); heating our buildings (natural gas); traveling (commuting and business). Intercity Transit reduced its Greenhouse Gas Emissions by:

- Installing energy-efficient lighting at Pattison facility;
- Purchasing fuel-efficient vehicles;
- Encouraging employees to drive less and ride the bus, carpool/vanpool, bike or walk.

Brandt talked about waste to landfill status. She indicated very little trash is generated by Intercity Transit. About 84% of our trash is generated from bus stops. She noted the agency recycles oil, filters, coolant, batteries, metal, lightbulbs, packing material/cardboard.

The agency drastically reduced the amount of water used. Buses are washed only when dirty and cutting back on landscape irrigation - saving almost 1.5 million gallons in 2014. The agency also reduced electricity and natural gas use, beginning with a lighting upgrade last summer. The total project cost was \$237,000. After receiving a rebate from PSE for \$88,000, the final cost to the agency was about \$150,000. In one year the agency saved about \$30,000 on electricity use.

Last is progress with fuel efficiency miles per gallon from vehicles, achieved by purchasing fuel-efficient vehicles, encouraging smooth driving and limiting idling, testing smaller Dial-A-Lift vans, and testing lighter oil for coaches and vans.

Next steps include the ISO 14001 Certification Audit in February 2016; continued water savings from irrigating less; ongoing training - new employees and refresher training for current staff; and always ongoing process improvement.

A. Annual Planning Session. Freeman-Manzanares confirmed the Annual Planning Session is scheduled for Friday, August 21, and staff will invite Paula Dillard from Ascent Partners to facilitate the session. Next steps include identifying agenda topics. Freeman-Manzanares, Chair Jones and Vice Chair Warner will work with the facilitator to prepare a final agenda. The Authority provided the following as potential topics of discussion:

- Overall strategy for engaging the community.

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- Talk about immediate actions such as surveys and the conversation that we received the grant which are first steps in a bigger picture concept that the subcommittee has been working on about the community engagement and the longer term discussion. To be able to frame that together and think of a bigger picture.
- Discuss the balance brought up during strategic planning about what is our area of responsibility outside versus inside our PTBA? What is our area of responsibility? Whether to continue going north provides a challenge.
- Think about the questions the Authority went through over the last few meetings and didn't address such as how we serve the ever increasing demand for service. In particular the balance between local and express circular service.
- Discuss how to define the success.
- Have a dialog about how to deal with growth within the PTBA.
- Open up the planning session agenda to think more broadly than fixed route. Staff worked on other interesting programs such as individual locations like Jubilee. How do we serve people with transportation, not necessarily how do we just balance the fixed route system. For example, are we doing more with carpooling or ridesharing or other kinds of activities that help people move?
- What is the definition of successful service from Intercity Transit for individual customers inside our PTBA?

GENERAL MANAGER'S REPORT

Sales tax for June was 9.68%.

There are 207 active vanpool groups, and 200 new vanpool riders enrolled since the 2014-2015 Vanpool Incentive Program began in the fall of 2014.

Staff is working on the Request for Qualifications for the customer satisfaction and market segmentation.

Staff is in the process of looking for a consultant or a team of consultants to help the agency engage the community in a conversation about the future of public transportation in our region. The goal is to raise awareness and gain an understanding of the expectation of public transportation's role in supporting our regional vision.

The agency was asked to provide a cooling station (Hybrid Coach) at Lakefair over a five-day period with temperatures expecting to be in the 90's.

Everyone is invited to join the patriotic "bubble bus" on Saturday, for the Tumwater July 4th parade. The parade starts at 11 a.m. and the bus lines up at 10:45 a.m.

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Staff celebrated the retirement of four long-time employees on June 30.

AUTHORITY ISSUES

Messmer attended the Bicycle Commuter Contest award event in which three bikes were donated.

Messmer is interested in attending the APTA Annual Conference in San Francisco, October 4 -7.

Melnick said in preparation for the planning retreat, it would be worthwhile to view the financial projection models beforehand.

Melnick would like to see Intercity Transit share all of efforts towards sustainability with the community.

Baker thanked all who attended Yelm Prairie Days.

ADJOURNMENT

It was M/S/A by Councilmember Baker and Councilmember Clarkson to adjourn the meeting at 6:35 p.m.

INTERCITY TRANSIT AUTHORITY

ATTEST

Nathaniel Jones, Chair

**Pat Messmer
Clerk to the Authority**

Date Approved: August 5, 2015.

Prepared by Pat Messmer, Recording Secretary/
Executive Assistant, Intercity Transit

Minutes
INTERCITY TRANSIT AUTHORITY
Work Session
July 15, 2015

CALL TO ORDER

Chair Jones called the July 15, 2015, work session of the Intercity Transit Authority to order at 5:35 p.m., at the administrative offices of Intercity Transit.

Members Present: Chair and City of Olympia Councilmember Nathaniel Jones; Thurston County Commissioner Bud Blake; City of Tumwater Councilmember Debbie Sullivan; City of Yelm Councilmember Joe Baker; City of Lacey Councilmember Jeff Gadman; Citizen Representative Karen Messmer; Citizen Representative Don Melnick.

Members Excused: Vice Chair and Citizen Representative Ryan Warner; Labor Representative Ed Bricker.

Staff Present: Ann Freeman-Manzanares; Dennis Bloom; Donna Feliciano; Pat Messmer; and Steve Swan.

Others Present: Citizen Advisory Committee (CAC) member Sue Pierce.

APPROVAL OF AGENDA

It was M/S/A by Councilmember Baker and Councilmember Gadman to approve the agenda as presented.

CITIZEN ADVISORY COMMITTEE REPORT

Sue Pierce reported the CAC doesn't meet until July 20.

VANPOOL PROGRAM UPDATE

Carolyn Newsome, Vanpool Manager, provided an update on the Vanpool Program. She said the program began in 1982 with two leased vans from the Washington State Department of Transportation. The program currently has 207 active vanpools, and:

- Serves 1,700 commuters and includes 836 volunteer drivers
- Serves 37 Origins (cities)
- Serves 27 Destinations (cities) in 7 counties
- Removes 1,500 cars from congested roads

Intercity Transit Authority Work Session

July 15, 2015

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In 2014 ridership was at 743,869 passenger trips, a 2.3% decrease from 2013. Commuters traveled 3,629,991 miles in the program, an increase of 1.6% from 2013.

In 2014 vanpool recovered 96.2% of direct operating costs from passenger fares. Direct operating does not include capital costs. We receive state and federal grants for vehicle purchases. We purchased 38 vehicles in 2014, and received 80% for 24 replacement vehicles through Federal 5307 "earned share" formula funds. Local funds were used for the 20% match and for the replacement of 14 vehicles.

Passenger fares for 2014 totaled \$1,832,856. Direct cost for the vanpool program (vanpool staff, fuel, insurance and maintenance) was \$1,905,009.

One of our areas of focus is the I-5 corridor going north, in which carpooling and vanpooling are the quickest, easiest, and least expensive solution. We received a grant in 2012 to purchase five vans specific to JBLM. All of those vans are still on the road with one van commuting with soldiers. There are currently 92 vanpools operating in that corridor, and 31 of them go to JBLM. Those northbound vanpools remove over 700 cars off the road just in that corridor alone.

There are currently ten new vans to fill and we are still recovering from losing ten groups in 2013 when fares increased. Staff tried the "Baby Come Back" incentives and so far, those groups have broken up with us permanently. However, staff will contact them again to let them know we have vans available and we may try our marketing and incentive program again in September. There is money in the budget for incentives which can be used to start up vans and help underperforming vans.

Gadman asked how the program deals with traffic violations for the volunteer drivers. Newsome replied the program allows for volunteer drivers to receive one traffic ticket, and it cannot be for more than eleven miles over the speed limit. If more than one traffic violation is received, volunteers are no longer allowed to drive. The program also allows for three complaints about volunteer drivers and if more than three complaints are received, drivers undergo more training; more than three complaints and volunteers are no longer allowed to drive.

Melnick asked what percent of the Operating cost is for fuel. Newsome said she will need to research this and will provide a response.

Newsome explained the receipt of new vans creates a surplus of older vans, which are then used for the Community Van Program. This program helps nonprofit agencies with their transportation needs by providing a ready-to-go van for up to 12 people. Community Van group users must be located within the PTBA. Reservations can be

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made by phone or email; must remain within 150 miles of Olympia; and stay within the state of Washington. The same driving standards and regulations apply for Community Van drivers as for the vanpool program.

2015 FARE POLICY REVIEW

Planning Manager, Dennis Bloom, explained Intercity Transit's fare policy calls for a review of fares every three years with adjustments based on inflation. Should a fare increase be approved, the policy calls for fares to be increased in \$.25 increments. The last time the agency reviewed the policy and increased fares was 2012.

Bloom referred to and reviewed a handout entitled, "Intercity Transit 2015 Fare Review." Bloom explained it's at the Authority's discretion to determine whether to consider a fare increase.

Jones asked what happens when we raise fares and did we take a loss or did revenue increase. Bloom said staff projected an increase in revenue of approximately \$400,000, and ridership dropped a bit in 2012. The projection was we'd lose approximately 7% to 8% of our ridership, but that didn't occur.

Jones asked what is the projection with regard for The Evergreen State College enrollment. Bloom said whenever the contract has been renewed, Evergreen's enrollment has dropped almost 15% during each year over the past three years. Evergreen said that was partly due to the cost of tuition, and they weren't attracting the type of students they were used to getting.

Karen Messmer said it appears the discussion is directed at whether the Authority should consider a more detailed review of the fare system and she doesn't feel it's warranted to spend the amount of time and effort. Instead, she would prefer to review the operation of the free service provided by the Dash. Since the Dash benefits state employees, she suggests Intercity Transit look at back billing the cost of that service with some additional revenue from the state of Washington - asking them for some type of financial contribution to run that service, so it can continue to be a free service.

Gadman is in favor of keeping the Dash fare free. He feels the benefits to the business owners and the relief on the parking situation downtown is worth the subsidy. Messmer feels the state of Washington has a special benefit interest and it would be worth having the conversation with the state about a shared contribution to the Dash service.

It was the decision of the Authority that no further information is needed at this time to decide whether to move forward with a fare increase.

REVIEW DRAFT ANNUAL UPDATE OF TRANSIT DEVELOPMENT PLAN

Dennis Bloom reviewed the draft Summary and Transit Development Plan (TDP) for 2014-2020, and touched on highlights of the draft document. He noted the public hearing to receive comment is scheduled for the August 5, 2015, Authority meeting.

Karen Messmer referred to Section 6 - Item 2 – Safety. She said she would like to see the Tumwater pedestrian and stop improvements within this section. She felt this would be the proper place for that to be included. She also would like the Walk n Roll and other training programs shown in this section as the improve safety and include education about how to use not only our system, but walking and bike safety.

Messmer referred to Section 6 - Item 5 – Environmental Quality and Health. She said this is a good place to include the connection to our involvement with Sustainable Thurston and Thurston Thrives activities.

Gadman referred to Section 6 – Item 5 – Environmental Quality and Health. He would like to include increased fuel efficiency using the synthetic motor oil.

Bloom reviewed the timeline for TDP adoption.

LONG-TERM FINANCIAL REVIEW

Freeman-Manzanares reviewed long-term financial scenarios to provide an idea of the history in terms of percentages over the last few years. The financial scenarios took into consideration different sales tax scenarios along with 15 and 17-year replacement for hybrid versus diesel vehicles. A handout showing a history of sales tax statistics since 1984 was also distributed.

Gadman asked when considering the 17-year replacement cycle, is staff factoring in for the increased maintenance and the likelihood that there could be a catastrophic failure on major components (i.e. engine replacement). Freeman-Manzanares said the models include the expense of rebuilding major components. There is the rebuild cost for the hybrid vehicles, which is estimated at about six to eight years at about \$300,000, and then the rebuild of the efficient diesel, of about \$40,000. One option we're exploring is looking at the rebuild period at 15 years and if we rebuild every 7 years we're pushing the rebuild out a year longer than we're used to. If we push it out to 17 years with the hybrids we don't know if another cycle is needed. The question needs to be addressed.

Freeman-Manzanares said the one thing these scenarios don't account for is the purchase of additional vehicles-only replacements. We would need to calculate in the

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purchase price of vehicles. She pointed out these are just best-case scenarios and are based on a fuel price of \$2.40, keeping in mind fuel prices are volatile. Other things being addressed during the budget process and our long term planning in terms of projects is we are looking at more in terms of the underground storage tank project; we are looking at putting more money into the long-term plan for the replacement of our financial accounting software; and will need to replace the CAD/AVL system.

Messmer suggested staff make up a set of scenarios that are plausible negative. She asked how much of the Pattison rehabilitation is within these models. Freeman-Manzanares replied it's flat, and it's not used as a variable, as we do for sales tax or fuel.

Gadman would like to see 15-year replacement with the sales tax election but with a 5% sales tax scenario. He said the clearest message he gets from these scenarios is the Authority will need that additional sales tax capacity in either 2016 or 2017.

Sue Pierce said the CAC has held many discussions around the sales tax election, and determined in order for the agency to be successful at a sales tax election, there's a certain amount of public education and spreading the good word about what the agency is doing. She said it comes down to such things as going out to the community groups, the rotary or chamber of commerce, and talk about what interests them so voters can appreciate and understand the need to increase the tax. Pierce suggested the Authority seek the CAC's help in going into the community.

GENERAL MANAGER'S REPORT

Ridership for June was at 348,351 passenger trips. Fixed-route ridership for June was a .4% decrease from June of 2014. Year-to-date we are down 2.6% as this same time last year. The total for the year through June is 2,225,473 passenger trips.

Transit Appreciation Day is Wednesday, August 12 and all are welcome. The theme this year is "We Roll Patriotic" so be sure to wear your red, white and blue. The awards program begins at 12 p.m.

The state audit exit interview is scheduled for July 20 at 11 a.m.

Operations set up a Transit Roadeo course at the Olympia Airport to allow Operators to practice on their own time. The Regionals are held July 25 at Pierce; State competition is August 22.

Mary Williams from Rebels by Bus normally targets adults, however, this summer she decided to run programs targeted to youth and families.

Intercity Transit Authority Work Session

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Based on Authority direction, staff is altering the recruitment timeframe for the Citizen Advisory Youth position to starting in July instead of January. Staff has been informally inquiring a variety of groups in the community regarding youth participation. As youth applicants come forward staff is proposing not putting them through the formal interview process, but instead invite them to the Citizen Advisory Committee meetings. It's possible there may be more than one youth rep from January through next year.

Councilmember Sullivan noted the interview process is a valuable learning experience for the youth, especially when interviewing for jobs in the future. She suggested the youth be able to sit on a panel so they can experience the interview process.

AUTHORITY ISSUES

Messmer reported the subcommittee met to continue discussion on the long-term community conversation. They are calling this Phase 1 of the outreach and discussion about community expectations and how in the future to meet the public's expectations with their involvement potentially with other funding. The subcommittee is considering the round of RFQ/RFP going out to be Phase 1 of this process and that includes surveys. We'll receive information from the survey that should provide information along with the consultant's advice about what would be the next steps.

Melnick said Panorama is holding its annual Benevolent Fund Patio sale on Saturday, July 18 starting at 9 a.m. All are welcome.

Baker announced the City of Yelm received approval for the Yelm Loop. The City of Yelm also received a Legislative grant in the amount of \$80,000 for improvements to the Yelm Senior Center. The money will go toward much-needed repairs and upgrades to the senior building.

ADJOURNMENT

It was M/S/A by Councilmember Baker and Councilmember Gadman to adjourn the meeting at 7:43 p.m.

INTERCITY TRANSIT AUTHORITY

ATTEST

Nathaniel Jones, Chair

**Pat Messmer
Clerk to the Authority**

Intercity Transit Authority Work Session
July 15, 2015
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Date Approved: August 5, 2015

Prepared by Pat Messmer, Recording Secretary/
Executive Assistant, Intercity Transit

PERIOD DATES: 6/14 -6/27/2015					PAYDATE 7/2/2015		PERIOD DATES: 6/28 -7/11/2015					PAYDATE 7/17/2015		PERIOD DATES: 7/12-25/2015					PAYDAY 7/31/2015	
CODES		PAY PERIOD CHECK NO.	1ST CHECK AMOUNT	1ST TRANSFER AMOUNT		CODES		PAY PERIOD CHECK NO.	2ND CHECK AMOUNT	2ND TRANSFER AMOUNT		CODES		PAY PERIOD CHECK NO.	3RD CHECK AMOUNT	3RD TRANSFER AMOUNT				
3	FIT	EFT	72,405.80		3	FIT	EFT		82,686.63		3	FIT	WIRE		77,864.47					
4	MT	EFT	19,748.56	92,154.36	4	MT	EFT		21,903.26	104,589.89	4	MT	WIRE		20,865.94	98,730.41				
5	A2/35	Life Ins.	Check Dave 2nd	2,131.80	0.00	5	A2/35	Life Ins.	Check Dave 2nd	4,146.27	0.00	5	AL/34	Life Ins.	Check Dave 2nd	0.00	0.00			
6	D3/31	Disability In	Check Dave 2nd	1,503.42	0.00	6	D3/31	Disability In	Check Dave 2nd	2,015.13	0.00	6	D/32	Disability In	Check Dave 2nd	0.00	0.00			
7	HE/37	Health In1st	Check Dave 2nd	15,418.00	0.00	7	HE/37	Health In1s	Check Dave 2nd	287,416.00	0.00	7	H/38	Health In1s	Check Dave 2nd	0.00	0.00			
8	TH/39	Taxed Hlth	Check Dave 2nd	0.00	0.00	8	TH/39	Taxed Hlth	Check Dave 2nd	0.00	0.00	8	TH/39	Taxed Hlth	Check Dave 2nd	0.00	0.00			
9	CC/61	Child Care	Hfstttr/Brkmp	384.3		9	CC/61	Child Care	Hfstttr/Brkmp	384.3		9	CC/61	Child Care	Hfstttr/Brkmp	384.3				
10	GN/08	Garnish	CHECK last	97.94		10	GN/08	Garnish	CHECK last	114.34		10	GN/08	Garnish	CHECK last	83.08				
11						11						11								
12	CS/09	DSHS	EFT	1,677.95	1,677.95	12	CS/09	DSHS	EFT	1,677.95	1,677.95	12	CS/09	DSHS	EFT	1,677.95	1,677.95			
13	CS/09	ExpertPay	EFT	0.00	0.00	13	CS/09	ExpertPay	EFT	0.00	0.00	13	CS/09	ExpertPay	EFT	0.00	0.00			
14	D1/98	D.Dep. #1	ACH WIRE every	9,581.11	9,581.11	14	D1/98	D.Dep. #1	ACH WIRE every	9,665.81	9,665.81	14	D1/98	D.Dep. #1	ACH WIRE every	9,707.20	9,707.20			
15	D2/97	D.Dep. #2	ACH WIRE every	16,034.70	16,034.70	15	D2/97	D.Dep. #2	ACH WIRE every	16,260.50	16,260.50	15	D2/97	D.Dep. #2	ACH WIRE every	15,461.66	15,461.66			
16						16						16	GL/11	Gr.TrmLife		0.00				
16	GT/63	G.Ed.Tult	Check every	247.00		16	GT/63	G.Ed.Tult	Check every	247.00		16	GT/63	G.Ed.Tult	Check every	247.00				
17	HS/59	Health Svgs	ACH Wire every	155.00	155.00	17	HS/59	Health Svgs	ACH Wire every	155.00	155.00	17	HS/59	Health Svgs	ACH Wire every	155.00	155.00			
18	DC/97	Vgrd EE	Wire	42,802.00		18	DC/97	Vgrd EE	Wire	59,192.98		18	DC/97	Vgrd EE	Wire	43,532.18				
19	DC/22	Vgrd ER	Wire	28,498.46	71,300.46	19	DC/22	Vgrd ER	Wire	32,292.65	91,485.63	19	DC/22	Vgrd ER	Wire	29,312.43	72,844.61			
20	L2/29	401k Ln#2	Wire	4,694.19		20	L2/29	401k Ln#2	Wire	4,561.55		20	L2/29	401k Ln#2	Wire	4,522.23				
20	LN/29	401k Ln #1	Wire	8,893.31	13,587.50	20	LN/29	401k Ln #1	Wire	9,621.01	14,182.56	20	LN/29	401k Ln#1	Wire	9,246.80	13,769.03			
22	TTL VNGRD		84,887.96		22	TTL VNGRD		105,668.19		22	TTL VNGRD		86,613.64							
23	LI/02	L&I	EFT Quarterly	26,673.65		23	LI/02	L&I	EFT Quarterly	25,981.54		23	LI/02	L&I	EFT Quarterly	27,008.67	0.00			
24	MD/51	Mch.UnDue	Check last	1,296.52		24	MD/51	Mch.UnDue	Check last	1,376.23		24	M2/51	Mch.UnDue	Check last	1,348.65				
25	MI/52	Mac.Inlition	Check last	95.82		25	MI/52	Mac.Inlition	Check last	99.92		25	MI/52	Mch.Inlition	Check last	58.88				
26	MS/60	Payroll Corr check		298.58		26	MS/60	Payroll Corr check		0.00		26	MS/60	Payroll Corr check		0.00	0.00			
27	GL/11	GTLife		0.00		27	GL/11	GTLife		0.00		27	GL/11	GTLife		0.00				
27	TF/	Misc. draw		0.00	0.00	27	TF/	Misc. draw		0.00	0.00	27	R1	Misc. draw		0.00	0.00			
28	TF/	Tx.Fr.Benefit	Employer	1,915.00	0.00	28	TF/	Tx.Fr.Benefit	Employer	135.00	0.00	28	TF/	Taxable Fr.Benefits		69.00				
29	PA/66	Proj.Asslst	Check last	519.00		29	PA/66	Proj.Asslst	Check last	519.00		29	PA/66	Proj.Asslst	Check last	513.00				
30	PN/04	PERS EE	EFT	35,311.57	0.00	30	PN/04	PERS EE	EFT	44,810.46	0.00	30	PN/04	PERS EE	EFT	44,553.27	0.00			
31	PN/04	PERS ER	EFT	64,731.41	100,042.98	31	PN/04	PERS ER	EFT	81,550.30	126,360.76	31	PN/04	PERS ER	EFT	81,136.67	125,689.94			
32	TTL PERS		100,042.98		32	TTL PERS		126,360.76		32	TTL PERS		125,689.94							
33	R3/20	ICMA Ln#2	WIRE	605.39	0.00	33	R3/20	ICMA Ln#2	WIRE	605.39	0.00	33	R3/20	ICMA Ln#2	WIRE	605.39	0.00			
34	RC/24	ICMA EE	WIRE	5,171.81		34	RC/24	ICMA EE	WIRE	5,527.03		34	RC/24	ICMA EE	WIRE	5,212.49	0.00			
35	RI/23	ICMA Roth	WIRE	414.61	414.61	35	RI/23	ICMA Roth	WIRE	414.61	414.61	35	RI/23	ICMA Roth	WIRE	414.61	414.61			
36	RL/21	ICMA Ln#1	WIRE	998.11	1,603.50	36	RL/21	ICMA Ln#1	WIRE	998.11	1,603.50	36	RL/21	ICMA Ln#1	WIRE	1,153.54	1,758.93			
37	RR/25	ICMA ER	WIRE	2,932.68	8,104.49	37	RR/25	ICMA ER	WIRE	3,192.84	8,719.87	37	RR/25	ICMA ER	WIRE	2,970.35	8,182.84			
38	TTL ICMA		9,707.99	10,122.60	38	TTL ICMA		10,323.37	10,737.98	38	TTL ICMA		9,941.77	10,356.38						
39	SD/26	457 ST EE	EFT	11,152.62		39	SD/26	457 ST EE	EFT	11,885.65		39	SD/26	457 ST EE	EFT	11,524.74				
40	SR/27	457 ST ER	EFT	6,038.38	17,191.00	40	SR/27	457 ST ER	EFT	6,593.91	18,479.56	40	SR/27	457 ST ER	EFT	6,323.05	17,847.79			
41	ST/67	ShTrmDisat	EFT	3,308.63	3,308.63	41	ST/67	ShTrmDisal	EFT	0.00	0.00	41	ST/67	ShTrmDisal	EFT	0.00	0.00			
42	UC/45	Un COPE	Check 1st	130.00		42	UC/45	Un COPE	Check 1st			42	UC/45	Un COPE						
42	UA/44	Un Assess	Check last	0.00		42	UA/44	Un Assess	Check last	591.00		42	UA/44	Un Assess	Check last	0.00				
43	UD/42	Un Dues	Check last	5,402.57		43	UD/42	Un Dues	Check last	5,409.44		43	UD/42	Un Dues	Check last	5,376.69				
44	UI/41	Un Inlition	Check last	110.00		44	UI/41	Un Inlition	Check last	110.00		44	UI/41	Un Inlition	Check last	110.00				
45	UT/43	Un Tax	Check last	2,964.85		45	UT/43	Un Tax	Check last	0.00		45	UT/43	Un Tax	Check last	0.00				
46	UW/62	United Way	Check last	538.50		46	UW/62	United Way	Check last	520.50		46	UW/62	United Way	Check last	490.50				
47	WF/64	Wellness	Check last	359.50		47	WF/64	Wellness	Check last	359.50		47	WF/64	Wellness	Check last	354.50				
48	NET PAY (dir. Deposit)	ACH Wire every	443,380.84	443,380.84	48	NET PAY (dir. Deposit)	ACH Wire every	463,969.18	463,969.18	48	Net Pay (Dir. Dep.)		473,350.77	473,350.77						
49	TOTAL TRANSFER (tie to Treasurer Notifications)			\$778,537.13	49	TOTAL TRANSFER (tie to Treasurer Notifications)			\$857,564.82	49	TOTAL TRANSFER			\$839,590.74						
50	TOTAL PAYROLL*:		\$838,948.32		50	TOTAL PAYROLL*:		\$1,206,540.43		50	TOTAL PAYROLL*:		\$878,592.36							
51	GROSS EARNINGS:		703,718.97		51	GROSS EARNINGS:		791,056.53		51	GROSS EARNINGS:		726,853.94							
52	EMPR MISC DED:		125,355.07		52	EMPR MISC DED:		404,510.41		52	EMPR MISC DED:		141,327.31							
53	EMPR MEDICARE TAX:		9,874.28		53	EMPR MEDICARE TAX:		10,951.63		53	EMPR MEDICARE TAX:		10,432.97							
54	TOTAL PAYROLL*:		\$838,948.32		54	TOTAL PAYROLL*:		\$1,206,518.57		54	TOTAL PAYROLL*:		\$878,614.22							
55	TOTAL PAYROLL FOR JULY 2015				55	TOTAL PAYROLL FOR JULY 2015				55	TOTAL PAYROLL FOR JULY 2015		\$2,924,081.11							
56	ACH WIRE TOTAL		469,151.65		56	ACH WIRE TOTAL		490,050.49		56	ACH WIRE TOTAL		498,674.63							

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 06/12/2015

Thru Date: 06/12/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00018945	6/12/2015	01230	A WORKSAFE SERVICE INC	\$347.00	
00018946	6/12/2015	01465	AFFILIATED COMPUTER SERVICES INC	\$1,002.24	
00018947	6/12/2015	01780	AMALGAMATED TRANSIT UNION 1765	\$135.00	
00018948	6/12/2015	01820	AMERICAN DRIVING RECORDS INC	\$247.72	
00018949	6/12/2015	02060	AMERISAFE	\$662.09	
00018950	6/12/2015	02080	AMMANN KARL	\$1,531.04	
00018951	6/12/2015	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$52.42	
00018952	6/12/2015	02380	ARAMARK UNIFORM SERVICES	\$738.74	
00018953	6/12/2015	02480	ASE SUPPLY INC	\$43.93	
00018954	6/12/2015	02580	ASSOCIATED PETROLEUM	\$451.82	
00018955	6/12/2015	03350	BERNIE'S CUSTOM PAINT, INC.	\$2,308.89	
00018956	6/12/2015	03610	BLANCHARD ELECTRIC	\$908.48	
00018957	6/12/2015	03680	BLUMENTHAL UNIFORMS & EQUIPMENT	\$1,430.31	
00018958	6/12/2015	05340	CAPITOL COURIER SERVICE	\$332.50	
00018959	6/12/2015	05460	CARQUEST AUTO PARTS-OLYMPIA	\$166.44	
00018960	6/12/2015	05740	CED	\$115.55	
00018961	6/12/2015	05940	CENTURYLINK COMMUNICATIONS LLC	\$144.92	
00018962	6/12/2015	06040	CITY OF LACEY	\$700.24	
00018963	6/12/2015	06060	CITY OF OLYMPIA	\$3,800.00	
00018964	6/12/2015	06610	COMMERCIAL BRAKE & CLUTCH	\$389.11	
00018965	6/12/2015	06775	COMPUCOM SYSTEMS INC	\$3,380.27	
00018966	6/12/2015	06830	CONSOLIDATED PRESS	\$11,236.74	
00018967	6/12/2015	07220	CUMMINS INC	\$4,085.25	
00018968	6/12/2015	08780	EMERALD SERVICES INC	\$603.57	
00018969	6/12/2015	09820	FLEET-NET CORP	\$666.40	
00018970	6/12/2015	10605	GENFARE	\$81.24	
00018971	6/12/2015	10660	GILLIG LLC	\$5,522.72	
00018972	6/12/2015	10758	GORDON THOMAS HONEYWELL GOV AFFAIR	\$6,000.00	
00018973	6/12/2015	10818	GRANSTROM, DIANA	\$108.00	
00018974	6/12/2015	10820	GRAPHIC COMMUNICATIONS	\$966.85	
00018975	6/12/2015	11048	HARGIS ENGINEERS INC	\$4,025.00	
00018976	6/12/2015	11498	IBI GROUP	\$21,162.91	
00018977	6/12/2015	11499	ICIMS INC	\$1,500.00	
00018978	6/12/2015	11615	INDUSTRIAL HYDRAULICS INC	\$40.59	
00018979	6/12/2015	11825	INTRACOMMUNICATION NETWORK SYSTEM	\$496.17	
00018980	6/12/2015	11905	JANEK CORPORATION	\$930.24	
00018981	6/12/2015	12665	KGY INC	\$638.00	
00018982	6/12/2015	13440	LAW LYMAN DANIEL KAMERRER BOGDANOVI	\$1,436.53	
00018983	6/12/2015	14750	MULLINAX FORD	\$0.00	<input checked="" type="checkbox"/>
00018984	6/12/2015	14750	MULLINAX FORD	\$3,219.77	
00018985	6/12/2015	14900	NAPA AUTO PARTS	\$320.20	
00018986	6/12/2015	15265	NORTHWEST SALES GROUP INC	\$1,246.41	
00018987	6/12/2015	16490	PACIFIC DISPOSAL INC	\$625.11	
00018988	6/12/2015	16593	PACIFIC OFFICE AUTOMATION	\$1,799.99	
00018989	6/12/2015	16595	PACIFIC POWER GROUP LLC	\$343.56	
00018990	6/12/2015	16695	PATTISON WATER COMPANY	\$88.95	
00018991	6/12/2015	16765	PETRO CARD	\$67,706.13	
00018992	6/12/2015	16873	PITNEY BOWES GLOBAL FINANCIAL SERV LL	\$1,510.00	
00018993	6/12/2015	17290	PUGET SOUND ENERGY	\$11,914.30	
00018994	6/12/2015	17392	QUALITY PARKING LOT SERVICES LLC	\$3,769.92	
00018995	6/12/2015	17505	RAINIER DODGE INC	\$144.34	
00018996	6/12/2015	17560	RE AUTO ELECTRIC INC	\$51.95	
00018997	6/12/2015	17900	SCHETKY NW SALES INC	\$681.59	
00018998	6/12/2015	17965	SEATTLE AUTOMOTIVE DIST.	\$1,078.47	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 06/12/2015

Thru Date: 06/12/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00018999	6/12/2015	17981	SECURITAS SECURITY SERVICES USA INC	\$14,853.14	
00019000	6/12/2015	18068	SHINING EXAMPLE INC	\$303.33	
00019001	6/12/2015	18145	SIX ROBBLEES INC	\$37.38	
00019002	6/12/2015	18160	SKILLINGS CONNOLLY INC	\$13,781.18	
00019003	6/12/2015	18705	SUNBELT RENTALS	\$476.49	
00019004	6/12/2015	18801	TAGS AWARDS & SPECIALTIES	\$30.46	
00019005	6/12/2015	21610	TETRA TECH INC	\$37,392.93	
00019006	6/12/2015	21660	THERMO KING NORTHWEST	\$585.34	
00019007	6/12/2015	21930	TIRES INC	\$36,247.74	
00019008	6/12/2015	21950	TITUS-WILL CHEVROLET	\$0.00	<input checked="" type="checkbox"/>
00019009	6/12/2015	21950	TITUS-WILL CHEVROLET	\$3,902.13	
00019010	6/12/2015	22010	TOYOTA OF OLYMPIA	\$212.10	
00019011	6/12/2015	22100	TRANSIT SOLUTIONS, LLC	\$6,380.13	
00019012	6/12/2015	22420	TUMWATER PRINTING	\$429.37	
00019013	6/12/2015	23400	U S BANK CORPORATE PAYMENT SYSTEMS	\$94,858.19	
00019014	6/12/2015	23405	U S BANK or CORPORATE PAYMENT SYSTEM	\$7,571.08	
00019015	6/12/2015	23410	U S BANK VOYAGER FLEET SYSTEMS	\$34,473.69	
00019016	6/12/2015	23578	UNIFY INC	\$32,608.14	
00019017	6/12/2015	23740	USSC LLC	\$559.25	
00019018	6/12/2015	23820	VERIZON WIRELESS	\$1,628.14	
00019019	6/12/2015	24000	W W GRAINGER INC	\$573.56	
00019020	6/12/2015	24040	WA ST CONSOLIDATED TECHNOLOGY SERVI	\$119.69	
00019021	6/12/2015	24750	WA ST GET PROGRAM	\$247.00	
00019022	6/12/2015	25340	WASHINGTON CITIES INSURANCE AUTHORIT	\$140.00	
00019023	6/12/2015	25380	WASHINGTON GARDENS	\$315.52	
00019024	6/12/2015	25858	WESTCARE CLINIC LLC PS	\$448.00	
00019025	6/12/2015	26405	XIOLOIX LLC	\$43,124.58	
00019026	6/12/2015	26700	ZEIGLER'S WELDING	\$6,152.64	
Total:				\$510,340.81	

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 06/26/2015

Thru Date: 06/26/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019037	6/26/2015	01405	ADVANCE GLASS INC	\$1,664.47	
00019038	6/26/2015	01733	DOOP'S COPY TECH INC	\$267.76	
00019039	6/26/2015	01780	AMALGAMATED TRANSIT UNION 1765	\$15,037.63	
00019040	6/26/2015	01815	AMERICAN CUSTODIAL INC	\$9,954.59	
00019041	6/26/2015	01895	AMERICAN PETROLEUM ENVIRONMENTAL S	\$500.00	
00019042	6/26/2015	01960	AMERICAN SEATING COMPANY	\$345.98	
00019043	6/26/2015	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$142.02	
00019044	6/26/2015	02380	ARAMARK UNIFORM SERVICES	\$828.77	
00019045	6/26/2015	02580	ASSOCIATED PETROLEUM	\$2,643.94	
00019046	6/26/2015	02990	B&B SIGN COMPANY LLC	\$218.69	
00019047	6/26/2015	04120	BUILDERS HARDWARE CO	\$82.55	
00019048	6/26/2015	05460	CARQUEST AUTO PARTS-OLYMPIA	\$352.44	
00019049	6/26/2015	05940	CENTURYLINK COMMUNICATIONS LLC	\$2,697.49	
00019050	6/26/2015	06060	CITY OF OLYMPIA	\$838.95	
00019051	6/26/2015	06610	COMMERCIAL BRAKE & CLUTCH	\$881.03	
00019052	6/26/2015	07220	CUMMINS INC	\$5,523.18	
00019053	6/26/2015	07617	DAVID M HOWE TRUSTEE	\$166.16	
00019054	6/26/2015	08720	ELECTRONIC RESOURCING INC	\$41.52	
00019055	6/26/2015	09820	FLEET-NET CORP	\$4,928.64	
00019056	6/26/2015	10395	GHB CONSTRUCTION SERVICES OF WA INC	\$8,196.99	
00019057	6/26/2015	10660	GILLIG LLC	\$0.00	<input checked="" type="checkbox"/>
00019058	6/26/2015	10660	GILLIG LLC	\$9,197.09	
00019059	6/26/2015	11175	HEALTH CARE AUTHORITY	\$263,223.37	
00019060	6/26/2015	11765	INTERCITY TRANSIT PETTY CASH	\$411.75	
00019061	6/26/2015	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,737.39	
00019062	6/26/2015	11810	INTERSTATE BATTERY	\$232.72	
00019063	6/26/2015	11905	JANEK CORPORATION	\$1,088.00	
00019064	6/26/2015	11930	JERRYS AUTOMOTIVE TOWING	\$335.10	
00019065	6/26/2015	12825	KIRK'S AUTOMOTIVE INC.	\$352.00	
00019066	6/26/2015	13510	LES SCHWAB TIRE CENTER	\$669.17	
00019067	6/26/2015	13661	LOOMIS	\$364.79	
00019068	6/26/2015	13740	MAGELLAN BEHAVIORAL HEALTH	\$1,852.20	
00019069	6/26/2015	14590	MOHAWK MFG & SUPPLY	\$71.20	
00019070	6/26/2015	14750	MULLINAX FORD	\$0.00	<input checked="" type="checkbox"/>
00019071	6/26/2015	14750	MULLINAX FORD	\$1,511.68	
00019072	6/26/2015	14900	NAPA AUTO PARTS	\$263.47	
00019073	6/26/2015	16263	ORACLE AMERICA INC	\$1,948.61	
00019074	6/26/2015	16557	PACIFIC MODULAR, INC	\$489.60	
00019075	6/26/2015	16595	PACIFIC POWER GROUP LLC	\$3,822.19	
00019076	6/26/2015	16765	PETRO CARD	\$45,214.01	
00019077	6/26/2015	16841	PIONEER FIRE & SECURITY INC	\$213.00	
00019078	6/26/2015	16873	PITNEY BOWES GLOBAL FINANCIAL SERV LL	\$260.48	
00019079	6/26/2015	17505	RAINIER DODGE INC	\$47.17	
00019080	6/26/2015	17900	SCHETKY NW SALES INC	\$2,197.71	
00019081	6/26/2015	17965	SEATTLE AUTOMOTIVE DIST.	\$1,266.29	
00019082	6/26/2015	18470	SPORTWORKS NORTHWEST INC	\$73.67	
00019083	6/26/2015	18510	SRG PARTNERSHIP INC	\$645.00	
00019084	6/26/2015	18695	SUMMIT LAW GROUP PLLC	\$84.00	
00019085	6/26/2015	18705	SUNBELT RENTALS	\$356.43	
00019086	6/26/2015	18755	S-SQUARE TUBE PRODUCTS	\$1,940.00	
00019087	6/26/2015	21660	THERMO KING NORTHWEST	\$994.61	
00019088	6/26/2015	21800	THURSTON COUNTY RESOURCE STEWARDS	\$100.00	
00019089	6/26/2015	21930	TIRES INC	\$13,630.89	
00019090	6/26/2015	21950	TITUS-WILL CHEVROLET	\$0.00	<input checked="" type="checkbox"/>

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 06/26/2015

Thru Date: 06/26/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019091	6/26/2015	21950	TITUS-WILL CHEVROLET	\$0.00	<input checked="" type="checkbox"/>
00019092	6/26/2015	21950	TITUS-WILL CHEVROLET	\$5,782.15	
00019093	6/26/2015	21985	TOTAL FILTRATION SERVICES	\$592.70	
00019094	6/26/2015	22010	TOYOTA OF OLYMPIA	\$103.75	
00019095	6/26/2015	22325	TTL PARTNERS LLC	\$3,397.00	
00019096	6/26/2015	23660	UNITED WAY OF THURSTON COUNTY	\$1,072.00	
00019097	6/26/2015	23740	USSC LLC	\$744.61	
00019098	6/26/2015	23820	VERIZON WIRELESS	\$17.76	
00019099	6/26/2015	24640	WA ST DEPT OF TRANSPORTATION	\$325.14	
00019100	6/26/2015	24750	WA ST GET PROGRAM	\$247.00	
00019101	6/26/2015	25130	WALTER E NELSON CO OF WESTERN WA	\$2,132.59	
00019102	6/26/2015	25560	WASHINGTON STATE TRANSIT ASSOCIATIO	\$1,202.00	
00019103	6/26/2015	25858	WESTCARE CLINIC LLC PS	\$150.00	
00019104	6/26/2015	25957	WHITE ROCK SECURITY GROUP LLC	\$10,059.80	
00019105	6/26/2015	26405	XIOLOIX LLC	\$3,335.30	
Total:				\$440,068.19	

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
08550 EASY SPEAKERS CLUB										
00	2015DUES2	DI	6/26/2015			156.00	156.00	156.00		156.00
10205 FREEMAN-MANZANARES ANN										
00	06/3-5/15	DI	6/26/2015			443.15	443.15	443.15		599.15
11308 HOFSTETTER SHANNON										
00	06/19/15	DI	6/26/2015			192.30	192.30	192.30		791.45
11750 INTERCITY TRANSIT EXEC IMPREST ACCOU										
00	2015/02-06	DI	6/26/2015			2,023.50	2,023.50	2,023.50		2,814.95
11770 INTERCITY TRANSIT PROJECT ASSISTANCE										
00	2015JUN	DI	6/26/2015			904.00	904.00	904.00		3,718.95
11775 INTERCITY TRANSIT WELLNESS										
00	2015JUNE	DI	6/26/2015			663.00	663.00	663.00		4,381.95
13396 LARSON, DAVE										
00	2015CDL	DI	6/26/2015			85.00	85.00	85.00		4,466.95

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
03125 BARLOW, STEVE										
00	05/26-30/15	DI	6/12/2015			115.00	115.00	115.00		115.00
10205 FREEMAN-MANZANARES ANN										
00	04/16 - 17/15	DI	6/12/2015			240.34	240.34	240.34		355.34
10775 GOULD, JESSICA										
00	0616414	DI	6/12/2015			64.14	64.14	64.14		419.48
11308 HOFSTETTER SHANNON										
00	6/5/15	DI	6/12/2015			192.30	192.30	192.30		611.78
11740 INTERCITY TRANSIT ADVANCED TRAVEL										
00	6/2015	DI	6/12/2015			2,384.05	2,384.05	2,384.05		2,995.83
12375 KALLAS, MARK										
00	05/17-18/15 A	DI	6/12/2015			103.75	103.75	103.75		3,099.58
26030 WILLIAMSON LESLIE										
00	05/31 - 06/04/15	DI	6/12/2015			1,685.64	1,685.64	1,685.64		4,785.22

Intercity Transit

Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 07/10/2015

Thru Date: 07/10/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019108	7/10/2015	01230	A WORKSAFE SERVICE INC	\$191.00	
00019109	7/10/2015	01405	ADVANCE GLASS INC	\$1,525.20	
00019110	7/10/2015	01780	AMALGAMATED TRANSIT UNION 1765	\$130.00	
00019111	7/10/2015	01820	AMERICAN DRIVING RECORDS INC	\$312.36	
00019112	7/10/2015	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$215.42	
00019113	7/10/2015	02060	AMERISAFE	\$40.80	
00019114	7/10/2015	02150	ANALYSTS, INC.	\$2,846.10	
00019115	7/10/2015	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$92.26	
00019116	7/10/2015	02380	ARAMARK UNIFORM SERVICES	\$748.62	
00019117	7/10/2015	02480	ASE SUPPLY INC	\$37.13	
00019118	7/10/2015	02580	ASSOCIATED PETROLEUM	\$1,272.85	
00019119	7/10/2015	02825	AUTO PLUS - OLYMPIA	\$86.42	
00019120	7/10/2015	02990	B&B SIGN COMPANY LLC	\$3,387.81	
00019121	7/10/2015	03240	BATTERIES PLUS	\$34.71	
00019122	7/10/2015	03350	BERNIE'S CUSTOM PAINT, INC.	\$2,760.60	
00019123	7/10/2015	03610	BLANCHARD ELECTRIC	\$1,816.96	
00019124	7/10/2015	03680	BLUMENTHAL UNIFORMS & EQUIPMENT	\$1,554.86	
00019125	7/10/2015	05305	CAPITOL ALARM INC	\$315.66	
00019126	7/10/2015	05740	CED	\$517.97	
00019127	7/10/2015	05945	CENTURYLINK COMMUNICATIONS LLC	\$136.91	
00019128	7/10/2015	06040	CITY OF LACEY	\$748.67	
00019129	7/10/2015	06120	CITY OF OLYMPIA UTILITIES	\$5,512.40	
00019130	7/10/2015	06610	COMMERCIAL BRAKE & CLUTCH	\$400.04	
00019131	7/10/2015	07150	CROSSROADS COLLISION CENTER	\$361.11	
00019132	7/10/2015	07220	CUMMINS INC	\$5,701.71	
00019133	7/10/2015	07560	DATAQUEST	\$60.00	
00019134	7/10/2015	07925	DIAMOND MANUFACTURING	\$167.50	
00019135	7/10/2015	08780	EMERALD SERVICES INC	\$787.18	
00019136	7/10/2015	08840	EMPLOYER RESOURCES NORTHWEST	\$6,515.24	
00019137	7/10/2015	09805	FLEET PRIDE	\$8.03	
00019138	7/10/2015	10605	GENFARE	\$320.05	
00019139	7/10/2015	10660	GILLIG LLC	\$0.00	<input checked="" type="checkbox"/>
00019140	7/10/2015	10660	GILLIG LLC	\$13,378.77	
00019141	7/10/2015	10758	GORDON THOMAS HONEYWELL GOV AFFAIR	\$6,000.00	
00019142	7/10/2015	11765	INTERCITY TRANSIT PETTY CASH	\$500.00	
00019143	7/10/2015	11810	INTERSTATE BATTERY	\$233.81	
00019144	7/10/2015	11865	ISLAND SUPERIOR AIR FILTER	\$469.75	
00019145	7/10/2015	11905	JANEK CORPORATION	\$652.80	
00019146	7/10/2015	13510	LES SCHWAB TIRE CENTER	\$105.84	
00019147	7/10/2015	13740	MAGELLAN BEHAVIORAL HEALTH	\$1,852.20	
00019148	7/10/2015	13850	MASON TRANSIT AUTHORITY	\$1,889.00	
00019149	7/10/2015	14750	MULLINAX FORD	\$0.00	<input checked="" type="checkbox"/>
00019150	7/10/2015	14750	MULLINAX FORD	\$2,267.48	
00019151	7/10/2015	14900	NAPA AUTO PARTS	\$253.39	
00019152	7/10/2015	16593	PACIFIC OFFICE AUTOMATION	\$3,242.68	
00019153	7/10/2015	16595	PACIFIC POWER GROUP LLC	\$1,588.76	
00019154	7/10/2015	16695	PATTISON WATER COMPANY	\$89.24	
00019155	7/10/2015	16765	PETRO CARD	\$94,328.88	
00019156	7/10/2015	16793	PHOENIX ENVIRONMENTAL SERVICES, INC.	\$839.26	
00019157	7/10/2015	16820	PIERCE COUNTY SECURITY	\$15,524.86	
00019158	7/10/2015	16873	PITNEY BOWES GLOBAL FINANCIAL SERV LL	\$228.48	
00019159	7/10/2015	16874	PITNEY BOWES PURCHASE POWER	\$3,110.00	
00019160	7/10/2015	16888	REXEL INC	\$76.38	
00019161	7/10/2015	17290	PUGET SOUND ENERGY	\$10,253.38	

Intercity Transit
Accounts Payable Check Disbursement List

Checking Account #: 0040007203

ACCOUNTS PAYABLE WARRANTS

From Date: 07/10/2015

Thru Date: 07/10/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019162	7/10/2015	17392	QUALITY PARKING LOT SERVICES LLC	\$1,256.64	
00019163	7/10/2015	17420	R&R TIRE COMPANY INC	\$824.67	
00019164	7/10/2015	17505	RAINIER DODGE INC	\$564.52	
00019165	7/10/2015	17560	RE AUTO ELECTRIC INC	\$16.44	
00019166	7/10/2015	17900	SCHETKY NW SALES INC	\$151.55	
00019167	7/10/2015	17965	SEATTLE AUTOMOTIVE DIST.	\$1,122.58	
00019168	7/10/2015	18145	SIX ROBBLEES INC	\$314.52	
00019169	7/10/2015	18197	SMART TALENT	\$2,002.00	
00019170	7/10/2015	18705	SUNBELT RENTALS	\$1,196.52	
00019171	7/10/2015	18940	TENNANT COMPANY	\$228.48	
00019172	7/10/2015	21610	TETRA TECH INC	\$12,483.62	
00019173	7/10/2015	21660	THERMO KING NORTHWEST	\$1,455.36	
00019174	7/10/2015	21775	THURSTON COUNTY ECONOMIC DEV COUNC	\$500.00	
00019175	7/10/2015	21880	THURSTON REGIONAL PLANNING COUNCIL	\$9,252.00	
00019176	7/10/2015	21930	TIRES INC	\$638.83	
00019177	7/10/2015	21950	TITUS-WILL CHEVROLET	\$2,719.57	
00019178	7/10/2015	22010	TOYOTA OF OLYMPIA	\$255.26	
00019179	7/10/2015	22420	TUMWATER PRINTING	\$426.65	
00019180	7/10/2015	23400	U S BANK CORPORATE PAYMENT SYSTEMS	\$46,794.91	
00019181	7/10/2015	23405	U S BANK or CORPORATE PAYMENT SYSTEM	\$1,845.85	
00019182	7/10/2015	23410	U S BANK VOYAGER FLEET SYSTEMS	\$38,868.15	
00019183	7/10/2015	23740	USSC LLC	\$305.59	
00019184	7/10/2015	23820	VERIZON WIRELESS	\$1,624.13	
00019185	7/10/2015	24000	W W GRAINGER INC	\$32.83	
00019186	7/10/2015	24742	WA ST EMPLOYMENT SECURITY	\$14.86	
00019187	7/10/2015	24750	WA ST GET PROGRAM	\$247.00	
00019188	7/10/2015	25380	WASHINGTON GARDENS	\$315.52	
00019189	7/10/2015	25858	WESTCARE CLINIC LLC PS	\$75.00	
Total:				\$321,023.58	

Accounts Payable Check Disbursement List

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ACCOUNTS PAYABLE WARRANTS

From Date: 07/24/2015

Thru Date: 07/24/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019196	7/24/2015	01405	ADVANCE GLASS INC	\$1,128.10	
00019197	7/24/2015	01815	AMERICAN CUSTODIAL INC	\$9,954.59	
00019198	7/24/2015	01885	AMERICAN LANDSCAPE SERVICES, LLC	\$3,916.80	
00019199	7/24/2015	02060	AMERISAFE	\$68.54	
00019200	7/24/2015	02320	APPLIED INDUSTRIAL TECHNOLOGIES	\$322.38	
00019201	7/24/2015	02380	ARAMARK UNIFORM SERVICES	\$793.25	
00019202	7/24/2015	02580	ASSOCIATED PETROLEUM	\$13,429.29	
00019203	7/24/2015	02825	AUTO PLUS - OLYMPIA	\$103.74	
00019204	7/24/2015	03680	BLUMENTHAL UNIFORMS & EQUIPMENT	\$833.28	
00019205	7/24/2015	05340	CAPITOL COURIER SERVICE	\$365.75	
00019206	7/24/2015	05940	CENTURYLINK COMMUNICATIONS LLC	\$2,842.18	
00019207	7/24/2015	06060	CITY OF OLYMPIA	\$708.32	
00019208	7/24/2015	06120	CITY OF OLYMPIA UTILITIES	\$3,126.75	
00019209	7/24/2015	06610	COMMERCIAL BRAKE & CLUTCH	\$583.91	
00019210	7/24/2015	07220	CUMMINS INC	\$9,782.15	
00019211	7/24/2015	10525	GAROFALO, K TAMMI	\$35.98	
00019212	7/24/2015	10580	GENE'S TOWING INC	\$287.17	
00019213	7/24/2015	10660	GILLIG LLC	\$2,574.72	
00019214	7/24/2015	10820	GRAPHIC COMMUNICATIONS	\$2,589.32	
00019215	7/24/2015	11048	HARGIS ENGINEERS INC	\$690.00	
00019216	7/24/2015	11065	HARLOW CONSTRUCTION	\$7,483.44	
00019217	7/24/2015	11175	HEALTH CARE AUTHORITY	\$311,711.11	
00019218	7/24/2015	11765	INTERCITY TRANSIT PETTY CASH	\$286.75	
00019219	7/24/2015	11785	INTERNATIONAL ASSOCIATION OF MACHINIS	\$2,868.49	
00019220	7/24/2015	11905	JANEK CORPORATION	\$435.20	
00019221	7/24/2015	11930	JERRYS AUTOMOTIVE TOWING	\$335.10	
00019222	7/24/2015	12620	KEYBANK NATIONAL ASSOCIATION	\$37.11	
00019223	7/24/2015	12845	KNIGHT FIRE PROTECTION	\$207.90	
00019224	7/24/2015	13440	LAW LYMAN DANIEL KAMERRER BOGDANOVI	\$907.80	
00019225	7/24/2015	13510	LES SCHWAB TIRE CENTER	\$283.97	
00019226	7/24/2015	13555	LIBBY ENVIRONMENTAL, LLC	\$175.00	
00019227	7/24/2015	13661	LOOMIS	\$357.55	
00019228	7/24/2015	14160	MCMASTER-CARR SUPPLY CO.	\$134.41	
00019229	7/24/2015	14750	MULLINAX FORD	\$1,767.90	
00019230	7/24/2015	14900	NAPA AUTO PARTS	\$1,121.30	
00019231	7/24/2015	16490	PACIFIC DISPOSAL INC	\$618.74	
00019232	7/24/2015	16557	PACIFIC MODULAR, INC	\$707.20	
00019233	7/24/2015	16595	PACIFIC POWER GROUP LLC	\$591.24	
00019234	7/24/2015	16765	PETRO CARD	\$86,934.18	
00019235	7/24/2015	16793	PHOENIX ENVIRONMENTAL SERVICES, INC.	\$1,200.00	
00019236	7/24/2015	16874	PITNEY BOWES RESERVE ACCOUNT	\$1,000.00	
00019237	7/24/2015	17290	PUGET SOUND ENERGY	\$776.68	
00019238	7/24/2015	17505	RAINIER DODGE INC	\$996.59	
00019239	7/24/2015	17710	RIGHT WAY SPRING CO	\$831.33	
00019240	7/24/2015	17900	SCHETKY NW SALES INC	\$1,559.42	
00019241	7/24/2015	17965	SEATTLE AUTOMOTIVE DIST.	\$1,743.33	
00019242	7/24/2015	18068	SHINING EXAMPLE INC	\$303.33	
00019243	7/24/2015	18145	SIX ROBBLEES INC	\$111.51	
00019244	7/24/2015	18160	SKILLINGS CONNOLLY INC	\$8,236.87	
00019245	7/24/2015	18197	SMART TALENT	\$1,713.28	
00019246	7/24/2015	18470	SPORTWORKS NORTHWEST INC	\$40.16	
00019247	7/24/2015	18510	SRG PARTNERSHIP INC	\$967.50	
00019248	7/24/2015	18651	STORMANS (LICENSING)	\$143.25	
00019249	7/24/2015	18711	SUNSET AIR INC	\$374.68	

Accounts Payable Check Disbursement List

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ACCOUNTS PAYABLE WARRANTS

From Date: 07/24/2015

Thru Date: 07/24/2015

Check #	Check Date	Ref #	Name	Amount	Voided
00019250	7/24/2015	21660	THERMO KING NORTHWEST	\$599.80	
00019251	7/24/2015	21830	THURSTON COUNTY SOLID WASTE	\$40.00	
00019252	7/24/2015	21870	THURSTON MASON SENIOR NEWS -THE	\$114.00	
00019253	7/24/2015	21930	TIRES INC	\$62,093.44	
00019254	7/24/2015	21950	TITUS-WILL CHEVROLET	\$2,048.02	
00019255	7/24/2015	21980	TOTAL BATTERY & AUTOMOTIVE SUPPLY	\$63.97	
00019256	7/24/2015	22010	TOYOTA OF OLYMPIA	\$125.90	
00019257	7/24/2015	22325	TTL PARTNERS LLC	\$3,397.00	
00019258	7/24/2015	22420	TUMWATER PRINTING	\$131.53	
00019259	7/24/2015	23740	USSC LLC	\$577.61	
00019260	7/24/2015	24000	W W GRAINGER INC	\$675.90	
00019261	7/24/2015	24030	WA ST AUDITORS OFFICE	\$21,347.60	
00019262	7/24/2015	24040	WA ST CONSOLIDATED TECHNOLOGY SERVI	\$111.62	
00019263	7/24/2015	24640	WA ST DEPT OF TRANSPORTATION	\$20,484.76	
00019264	7/24/2015	24740	WA ST EMPLOYMENT SECURITY DEPARTME	\$12,345.00	
00019265	7/24/2015	24742	WA ST EMPLOYMENT SECURITY	\$31.26	
00019266	7/24/2015	24750	WA ST GET PROGRAM	\$247.00	
00019267	7/24/2015	25957	WHITE ROCK SECURITY GROUP LLC	\$1,593.30	
Total:				\$617,126.25	

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
03345 BELL JOE										
00	05/1-6/15	DI	7/10/2015			159.00	159.00	159.00		159.00
11308 HOFSTETTER SHANNON										
00	7/2/15	DI	7/10/2015			192.30	192.30	192.30		351.30

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
08550 EASY SPEAKERS CLUB										
00	2015JUL	DI	7/24/2014			44.00	44.00	44.00		44.00
10775 GOULD, JESSICA										
00	7/5 - 10/15	DI	7/24/2015			364.00	364.00	364.00		408.00
10873 GREEN, CLAUDIA A										
00	2015 JUL	DI	7/24/2015			619.94	619.94	619.94		1,027.94
11308 HOFSTETTER SHANNON										
00	07/17/15	DI	7/24/2015			192.30	192.30	192.30		1,220.24

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
03345 BELL JOE										
00	05/1-6/15	DI	7/10/2015			159.00	159.00	159.00		159.00
11308 HOFSTETTER SHANNON										
00	7/2/15	DI	7/10/2015			192.30	192.30	192.30		351.30

Intercity Transit
Accounts Payable Cash Requirements

Div #	Reference #	Tr Cd	Due Date	Discount Date	Discount Amount	Invoice Amount	Payment Amount	Vendor Total	Sp Ck	Cash Required
08550 EASY SPEAKERS CLUB										
00	2015JUL	DI	7/24/2014			44.00	44.00	44.00		44.00
10775 GOULD, JESSICA										
00	7/5 - 10/15	DI	7/24/2015			364.00	364.00	364.00		408.00
10873 GREEN, CLAUDIA A										
00	2015 JUL	DI	7/24/2015			619.94	619.94	619.94		1,027.94
11308 HOFSTETTER SHANNON										
00	07/17/15	DI	7/24/2015			192.30	192.30	192.30		1,220.24

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 4-D
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Ann Freeman-Manzanares (705-5838)

SUBJECT: Special Meeting - September 16, 2015

-
- 1) **The Issue:** Whether to schedule a special meeting for Wednesday, September 16, 2015, to conduct a joint meeting of the Intercity Transit Authority and the Citizen Advisory Committee.
-
- 2) **Recommended Action:** Schedule a special meeting for Wednesday, September 16, 2015, to conduct a joint meeting of the Authority and the Citizen Advisory Committee.
-
- 3) **Policy Analysis:** When needed, the Authority can schedule special meetings, as long as members are given advance notice and the public is notified of such a change.
-
- 4) **Background:** Staff is recommending the Authority schedule a special meeting for Wednesday, September 16, 2015, to conduct the annual joint meeting of the Authority and Citizen Advisory Committee. Staff would cancel the regularly scheduled September 21st meeting of the CAC.
-
- 5) **Alternatives:**
- A. Schedule a special meeting for Wednesday, September 16, 2015, to conduct a joint meeting of the Authority and CAC.
 - B. Schedule a joint meeting for a different date.
-
- 6) **Budget Notes:** This meeting does include a meal and it is included in the 2015 budget.
-
- 7) **Goal Reference:** Having an opportunity to talk over issues between groups, sharing ideas and looking at the future of the agency meets all goals of Intercity Transit.
-
- 8) **References:** N/A.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 4-E
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Laura Lowe, 705-5833

SUBJECT: Surplus Property

-
- 1) **The Issue:** Whether or not to declare property surplus.
-
- 2) **Recommended Action:** Declare the property listed on Exhibit "A" as surplus.
-
- 3) **Policy Analysis:** Resolution No. 23-81 states the Authority must declare property surplus to our needs prior to sale.
-
- 4) **Background:** Staff is requesting the Authority declare the attached list of Facilities items surplus. These items are surplus to our needs and will be offered for direct purchase by other public agencies. Items not sold in this manner will be sold competitively through public auction to achieve the highest rate of return. The value is estimated at \$275.00
-
- 5) **Alternatives:**
- A. Declare the items surplus. Staff determined there is no longer a need to retain these items.
 - B. Declare a portion of the items surplus.
 - C. Defer action. Storage availability on-site and the cost of off-site storage is an issue.
 - D. Retain all items. Storage availability on-site and the cost of off-site storage is an issue.
-
- 6) **Budget Notes:** All funds generated by the sale of surplus property are deposited in the Intercity Transit cash account.
-
- 7) **Goal Reference:** Not specifically identified in the goals.
-
- 8) **References:** Surplus Property - Exhibit "A" - August 2015.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 5-A
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Dennis Bloom, Planning Manager (5832)

SUBJECT: Public Hearing: Draft Annual Report & Transit Development Plan

1) **The Issue:** Conduct a public hearing on the Draft 2014 Annual Report and 2015-2020 Transit Development Plan (TDP).

2) **Recommended Action:** Receive and consider public comments regarding the annual update of the Transit Development Plan.

3) **Policy Analysis:** The State requires a local transit's governing body conduct a public hearing each year on the Transit Development Plan. Authority policy also provides an opportunity for public comment prior to approval of this plan.

4) **Background:** The state, under RCW Section 35.58.2795, requires each public transit system provide an annual status report by September and provide a resource update of three specific elements:

- a) Description of the system from the previous year (2014 Annual Report);
- b) Description of planned changes, if any, to services and facilities (2015 - 2020);
- c) Operating and Capital financing elements for the previous year (2014), budgeted for current year (2015) and planned for next five years (2016 - 2020).

Staff presented an overview of the Draft TDP at the Transit Authority's meeting on July 15, 2015. A presentation to the Citizen's Advisory Committee was also made on July 20. A public review process was initiated July 22 to encourage public comment and/or to participate in tonight's hearing.

This year's update is again an administrative process as part of the WSDOT requirement that transit systems comply with a September deadline. It is anticipated staff will request Authority approval of the TDP at their August 19, 2015, meeting. Upon final approval, staff will forward the document to WSDOT, local jurisdictions and other appropriate organizations and businesses.

5) **Alternatives:** N/A.

6) **Budget Notes:** This is currently covered under the 2015 Budget. The TDP simply reports on past and projected agency elements based on the current budget year. The development of next year's budget will be accomplished later in 2015, when discussions on the annual update of the agency's Strategic Plan takes place.

7) **Goal Reference:** Conducting a public hearing for the draft TDP reflects all current goals established for the agency.

8) **References:**

- Updated draft to reflect suggested edits/additions made by ITA.
- Any public comment about the TDP received by Intercity Transit prior to the public hearing deadline will be distributed to the Authority as part of the public record.

2015 Timeline for TDP Process:

- ✓ July 15, ITA: Present Draft TDP
- ✓ July 20, CAC: Present Draft TDP
- ✓ July 22, Public: Draft available to the public
- August 5, ITA: Conduct Public Hearing
- August 19, ITA: Request to Adopt TDP

DRAFT

Intercity Transit

2014

Annual Report

&

2015 – 2020

Transit Development Plan

Prepared by the

Intercity Transit Executive Department - Planning Division

Intercity Transit Authority:

Nathaniel Jones - Chair - City of Olympia
Ryan Warner - Vice Chair - Citizen Representative
Joe Baker - City of Yelm
Ed Bricker - Labor Representative
Bud Blake - Thurston County
Jeff Gadman - City of Lacey
Don Melnick - Citizen Representative
Karen Messmer - Citizen Representative
Debbie Sullivan - City of Tumwater

Ann Freeman-Manzanares - General Manager:

Intercity Transit
526 Pattison SE
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Olympia, WA 98507
360-786-8585

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If you have any questions concerning this policy or practice please, contact: Intercity Transit, 526 Pattison SE, PO Box 659, Olympia, WA 98507 or by calling the agency's Title VI Officer at: 360.705.5885 or bholman@intercitytransit.com

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Introduction to Intercity Transit's 2015 - 2020 Transit Development Plan

This year's Transit Development Plan (TDP) continues a practice adopted by Intercity Transit in 2005. Prior to 2005 the "TDP process" was an opportunity to engage our governing body – the Intercity Transit Authority – our employees, customers and the general public to help define the direction of the transit system for the next six years.

At the time the TDP was combined with the update of the agency's "Strategic Plan," which provided an in-depth process for considering and developing future service designs, capital facilities, equipment, agency policies and other key business strategies. It also served as the basis for developing the coming year's annual budget. The time frame for this process covered several months and was completed each year in June and submitted to the WSDOT as required by Washington State law, RCW 36.57A.

With changes in WSDOT reporting requirements for the TDP in 2004 the current Intercity Transit process, established in 2005, now provides the basic reporting components and sections required under Washington State law. Intercity Transit however, continues to involve the public, agency staff, our Citizen Advisory Committee (CAC) and Transit Authority in annually reviewing and updating our "Strategic Plan," which is a separate process and document. The 'Plan' utilizes components of the TDP, but provides the more in-depth analysis and discussions for developing next year's annual budget (2015) and provides guidance for the future direction of the agency.

This year's "Draft 2014 Annual Report and 2015 – 2020 Transit Development Plan" will be presented at the Intercity Transit Authority meeting on July 15, 2015. Distribution of the draft document will then be made available the following week on Intercity Transit's web site, at local public libraries, Intercity Transit's Customer Service Center at the downtown Olympia Transit Center or by contacting Intercity Transit's administrative staff. Local media news will be notified about the document and a notice and invitation to the public to comment on the TDP either electronically, by mail, fax, telephone, or in person at the hearing will be provided through the distribution of an on-board Rider Alert newsletter (July, 23rd) with details on our web site and other social media outlets. This year it is anticipated the public hearing will be held at the Transit Authority meeting, 526 Pattison St SE, Olympia, WA, on August 05, 2015, starting at 5:30 pm.

Section 1: Organization

This document represents Intercity Transit's annual update of a 5-year Transit Development Plan (TDP), as required under Washington State RCW Section 35.58.2795 and the federal *Moving Ahead for Progress in the 21st Century* (MAP-21). This report provides summary information for 2014 as well as projected changes for 2015 - 2020.

Intercity Transit, the business name for the Thurston County Public Transportation Benefit Area (PTBA), was established in September 1980 as authorized by Washington State law, RCW 36.57A. A brief history of the agency follows.

Agency History

September 1980: Voters from Olympia, Lacey, Tumwater, and the surrounding urban area, approved collection of a sales tax of up to 3/10ths of 1% for the PTBA. On January 1, 1981, the PTBA Authority formally assumed control of local transit services previously operated through an intergovernmental agreement between the cities of Lacey, Olympia, and Tumwater.

May 1992: Further expansion of the Intercity Transit service area occurred. Thurston County voters outside the urban area approved the 3/10ths of 1% sales tax to support the expansion of the PTBA to include all of Thurston County. This included the south county cities and towns and rural areas of unincorporated Thurston County.

1995 - 1999: Local sales tax revenue slowed dramatically and resulted in the gradual reduction of service as a way of balancing service costs with revenues. In March 1999, a proposed 2/10ths of 1% increase in the sales tax for preserving service and a modest expansion failed, forcing an 8% reduction in service. Then in November '99, statewide Initiative 695 passed, which cut Motor Vehicle Excise Tax (MVET) revenue for transit. The courts found it unconstitutional, but the State Legislature subsequently eliminated it for public transit use.

2000 - 2002: The loss of MVET funding resulted in a decrease of 40% in revenue and required a 42% service reduction in February 2000. In early 2002, a Public Transportation Improvement Conference was convened of the jurisdictions in Thurston County resulting in agreement that reduced the service boundary to the urbanized areas of Olympia, Lacey, Tumwater and Yelm. The new boundary, established September 2002, became effective January 2003. In September '02, voters within the new boundary approved an increase of 3/10ths to 6/10ths of 1% in local sales tax. The new rate went into effect in 2003.

2003 - 2005: Incremental service increases in 3 phases began. This reversed a trend that saw over a 50% reduction in fixed-route service since 1995. Both Phase 1 (February '03) and Phase 2 (September '04) included 15% increases in service hours. A new corporate logo, bus graphics, and uniforms were also introduced in '04. During 2005 the focus was on rebuilding the fleet, updating operational software and systems, improving facilities, accessibility and shelters at bus stops and completing market research and ridership studies.

2006 - 2007: Implemented a Phase 3 increase of over 15% in service hours. A circulator route, "Dash," was begun between the Capitol Campus and downtown Olympia. Completed a fixed route Short and Long Range Service Plan; 26 expansion vanpools acquired; installation of a communications system with advanced digital radio, AVL tracking, stop announcements and auto-passenger counters were completed in '07. In '07 a new multi-year service plan and a foundation for technological investments got underway. A small increase in service hours was implemented and upgrading of the fleet included 23 new buses (5 expansion), three Dial-A-Lift vans and 44 vanpools (27 expansion). Total system boardings in '07 increased 12% above '06. A

new education program, "Smart Moves," for middle and high school students began; completed state funded Trip Reduction program with state offices in Tumwater; engaged over 1,000 participants in the annual Bicycle Commuter Contest.

2008 - 2009: An 11% increase in service hours focused on local service enhancements and 15 minute service on major corridors. Expansion of the Martin Way Park & Ride Lot (Lacey) began. Installation of on-board security camera for the fleet was completed. System wide ridership hit new record of over 5.1 million boardings in '08 as fuel prices nationwide rose to \$3.50 gal. Received two national awards in '09: APTA's "Outstanding Public Transportation System" for medium sized systems and FTA's "Success in Enhancing Transit Ridership." Martin Way P&R expansion completed (138 to 319 stalls); completed major market research and ridership studies; completed master site plan for expansion of the operations base and updated plan for the Olympia Transit Center (OTC) expansion; received WSDOT grants to construct a 300 stall P&R on the Thurston County Waste and Recovery Center; and a 'Safe Routes to Schools' program for bicycle youth program at several schools. System's base fare increased from \$.75 to \$1.

2010: First of six hybrid (electric-diesel) buses were acquired as replacements. District voters approved an increase of 0.2% in local sales tax in August. New rate for transit became .8% Jan '11. Plans for the OTC continued including provision for accommodating Greyhound/interstate transit service. Pre-construction got under way for the Hawks Prairie Park & Ride in NE Lacey. A pilot program for discounted bus passes began, aimed at assisting local non-profit and human service agencies dealing with cuts in funding while still trying to meet the needs of their clients. State Legislature approved changes in CTR law that significantly increased affected state agency worksites in Thurston County.

2011: Our 30th Anniversary. Implemented a modest 3.1% increase in service focused on improvements for heavily used routes and weekend service. Implemented a website based trip planning feature (Google Maps) and participation in a regional mobile device application for 'next bus' information. Selected by Federal Transit Administration as one of ten transit systems in the nation to receive ISO 14001-certified Environmental and Sustainability Management System training, and implemented objectives for reaching those goals. Continued major capital facility projects for the OTC, Operations Base and the Hawks Prairie P&R Lot. DAL client survey completed. Record ridership on fixed route service, 4.5 million, and 5.3 million for all services (Fixed Route, Dial-A-Lift, Vanpool, Community Vans and Village Vans).

2012: First transit system in the country to be awarded 'Gold Level' APTA Sustainability Commitment status. Continuation of innovative programs including Smart Moves youth outreach and BikePARTners that supports healthy commutes to schools. Bicycle Commuter Contest celebrates 25th Anniversary. Mike Harbour, GM for 17 years, moves on. Ann Freeman-Manzanares, Development Director, appointed Interim GM. Base adult fare increase of 25% approved for fixed route service and a 10% increase for vanpool fares. Demonstration Discounted Pass Program, begun in 2010, approved for future years. New federal legislation under "MAP-21" eliminates discretionary funding for buses and bus facilities.

2013: IITA selects Ann Freeman-Manzanares as new General Manager. Local base fare increased from \$1 to \$1.25. New 332 stall Hawks Prairie Park & Ride Lot officially opens in NE Lacey and receives American Public Works Assoc. "Project of the Year" for Washington State. Agency earns ISO 14001 Certification for Sustainability and Environmental practices, one of only nine transit systems in the country that have earned it to date. Implemented two WSDOT grant funded demonstration Express routes for service between Tumwater/Lakewood and limited Sound Transit peak service between Olympia/Seattle; includes partnering and opening a 30 stall park & ride at a State Dept. of Health lot in Tumwater.

2014: Saw a modest 1% annual increase in fixed route ridership, but our 3rd highest ridership year. The 'Walk N Roll' youth outreach program along with Bike PARTners continued to grow and is now in every school district we serve. Technology enhancement included relocating computer servers to a state agency facility in Olympia, which significantly reduced safety issues and remodeling costs on-site. Received Thurston County Chamber of Commerce 'Green Business of the Year Award.'

Governing Board

The Intercity Transit Authority governs the organization. The board increased to nine members with a state mandated addition of a labor representative in 2010. The other members consist of five elected officials representing the jurisdictions of Thurston County, Lacey, Olympia, Tumwater, and Yelm, plus three citizen representatives appointed by the Transit Authority. Citizen representatives serve three-year terms and elected officials are appointed by their respective jurisdiction. Intercity Transit is the only system in Washington State with citizen members serving on its governing board.

Table of Organization

At the end of March 2014, Intercity Transit's budget included 317.75 full-time equivalent staff positions (see table below for FTE's and Appendix A for organization chart).

Department	Jan 1 2012	Jan 1 2013	Jan 1 2014	March 2015
Executive	4.5	4.5	3.0	3.0
Human Resources - Assistants & Analysts	4.5	4.5	6.0	6.0
Finance & Administration	10.75	11.0	11.0	11.0
<i>Accounting, Inventory, Clerical,</i>	5.75*	6.0	6.0	6.0
<i>*Information Systems to Maintenance mid '08 back to Finance late-'10</i>	5.0*	5.0	5.0	5.0
Operations:	215.75	221.0	229.0	232.0
<i>Operators</i>	169.0	179.0	185.0	188.0
<i>Customer Service</i>	8.0	8.0	8.0	8.0
<i>Vanpool</i>	5.0	5.0	5.0	5.0
<i>Dial-A-Lift</i>	11.0	11.0	11.0	11.0
<i>Supervisors and Administrative</i>	15.0	15.0	18.0	18.0
<i>*Village Vans to Operations in '10</i>	1.75	2.0	2.0	2.0
Maintenance: (moved under Operations early 2014)	47.0	48.0	47.0	47.0
<i>Coach/Auto Technicians</i>	21.0	22.0	22.0	22.0
<i>Facilities maintenance</i>	7.0	7.0	7.0	7.0
<i>Other Maintenance</i>	19.0	19.0	18.0	18.0
<i>Information Systems to Finance late '10</i>	--	---	---	---
Development – (moved under Executive mid-2013)	18.5	18.25	17.75	18.75
<i>Administration/Grants/Sustainability</i>	4.0	3.0	2.0	2.0
<i>Planning</i>	4.0	4.0	4.0	4.0
<i>Procurement/Inventory</i>	6.0	6.0	6.0	7.0
<i>Marketing & Communications</i>	4.5	5.25	5.75	5.75
Total Employees	301.00	307.25	313.75	317.75

Section 2: Physical Plant

Intercity Transit dispatches all services from its administrative/operations base facility at 526 Pattison Street SE, Olympia. See Appendices for the completed forms for the State's information about Intercity Transit's rolling stock, owned equipment, and facility inventories.

Section 3: Service Characteristics - 2014

During 2014, Intercity Transit provided a variety of transportation services benefiting the citizens of Thurston County (See Appendix for service area district maps):

Fixed Route Service Operation

During 2014, 25 fixed routes as well as ADA paratransit (Dial-A-Lift) service were provided. Days of service on weekdays, generally 5:40 a.m. – 11:55 p.m.; Saturdays, generally 8:15 a.m. – 11:55 p.m.; and Sundays between 8:30 a.m. – 9:00 p.m. No service on three national holidays.

Fares: Recovered 12.2% of operating costs for Local service and 13.6% for Express.

Total Boardings: 4,470,324, an increase of 0.82% above 2013.

Services for Persons with Disabilities Operation

“Dial-A-Lift” provides door-to-door service for people with qualified ADA disabilities, which prevents them from using regular bus services. Dial-A-Lift hours of operation reflect all Fixed Route service. No service on three national holidays.

Fares: Recovered about 3.0% of operating costs.

Total Boardings: 154,244, an increase of 2.7% above 2013.

2014 Fare Structure for Fixed Route and Dial-A-Lift Service

Local Service			Express Service		
Fixed Route	Per Ride	Daily Pass	Monthly Pass	Olympia/Tacoma Per Ride	Monthly Pass
Regular Adult	\$1.25	\$2.50	\$36.00	\$3.00	\$90.00
Youth (6 -17 yrs) [Under 5 ride free]	\$1.25	\$2.50	\$15.00	\$3.00	\$90.00
Reduced*	\$.50	\$1.00	\$15.00	\$1.25	\$37.50
Dial-A-Lift	\$1.00	\$2.00	\$36.00	NA	NA
Reduced*			\$15.00*		

* Reduced Fare Permit required. Eligibility based on age, disability or possession of a Medicare card.

Vanpool Services Operation

By the end of 2014 there were 214 Intercity Transit commuter vanpools in operation throughout the Puget Sound region. This was a decrease from 220 the year before. Over the year, the vanpools carried an average of 1,500 daily riders.

Intercity Transit staff markets the vanpool program to employers and individuals, facilitates group formation and provides defensive driver training. Vanpool groups lease the vehicles on a monthly mileage basis, operate independently and are generally in service weekdays, from 5 a.m. – 6:30 p.m.

Fares: Recovered 96.2% of the operating costs.

Total Boardings: 743,869, a decrease of 2.4% from 2013.

Ridematching: Free service. Intercity Transit is a member of sWashington State Ridematch network that provides a computerized database of individuals interested in carpooling and vanpooling. Established in 1997, it allows commuters the ability to make contacts throughout the state either through a toll free call, over the internet or with a local transit system.

Village Vans Operation

Service began in 2002 for this grant-funded program. Intercity Transit operates with three vans to help meet work-related transportation challenges for families with low incomes. For the 253 individuals that participated in the program, there were a total of 4,169 boardings in 2014 (34.3% decrease from 2013). Of the client base, 71% of those were qualified under Temporary Assistance for Needy Families and 29% were low-income receiving some type of state or federal assistance. Vans are driven by eligible job seekers referred by a variety of agencies to participate in the Village Vans Customized Job Skills Training Program. Eight drivers found good jobs as did dozens of riders while using the service. This innovative program works with representatives from the Departments of Employment Security, Social and Health Services, South Puget Sound Community College, WorkSource Thurston County, Pacific Mountain Workforce Development Council and other local service agencies to support their client needs.

Commute Trip Reduction Program

In 2005, the Thurston region implemented a program transition with a cooperative effort that includes the Thurston Regional Planning Council overseeing program administration and worksite support and Intercity Transit providing outreach and marketing efforts. The partnership continues for the 2013-15 biennium. It makes a commitment to the goals of the CTR law while providing on-going assistance to both local jurisdictions and affected worksites. With the goal of reducing the number of single occupant vehicle trips, vehicle miles traveled, congestion, greenhouse gases, and providing other options for commuters, the region is now required under Senate Bill 6088 that all state worksites and state colleges – no matter the size – in the urban portions of Lacey, Olympia and Tumwater to participate in CTR. Currently, the regional team supports 197 active worksites of which 191 are affected sites and 6 are voluntary.

Land Use Review and Support Program

Intercity Transit is one of a number of local agencies to review land use permitting requests. Staff works with local government staff (Development and Public Works departments), Planning Commissions, as well as public and private developers to maximize the opportunities for public transportation through effective land use planning and urban design. During 2014 staff received 223 submissions, reviewed 52 and commented on 15 applications requesting transit amenities that typically are for a stop, shelter or improved ADA access to an existing stop.

Agency Performance

Intercity Transit actively pursues efforts to improve the internal operations of the agency through improved communications, increased employee involvement and better understanding of the needs and desires of customers and employees. These efforts are aimed at making Intercity Transit a valued employer and enabling employees to effectively serve their customers.

Intercity Transit reviews financial and ridership performance on a monthly basis, and provides regular updates to the Citizen Advisory Committee and the Intercity Transit Authority. Intercity Transit also distributes a yearly “Interchange” newsletter that provides additional transit details and information to stakeholders and the public.

Section 4: Service Connections

In 2014 Intercity Transit provided connections with five other public transit operators, two rural regional service providers, as well as Greyhound and Amtrak service:

Grays Harbor Transit Service between Aberdeen, WA and Olympia’s Capital Mall, Greyhound terminal and the Olympia Transit Center.

Mason County Transit	Service connections between Shelton and Olympia’s Capital Mall and Olympia Transit Center.
Pierce Transit (PT)	IT’s Express service connects with PT’s local service in Lakewood (Lakewood Station and SR 512 P&R Lot) and Tacoma (connections at the Tacoma Dome Station, Tacoma Mall, and at numerous stops in downtown Tacoma.
Sound Transit (ST)	IT funds a limited service ST Route 592 weekday extension between Olympia and DuPont, where it returns to regular service to Seattle. IT’s Express routes also connect with ST service in Lakewood (Lakewood Station and SR 512 P&R Lot), Tacoma Dome Station, and downtown Tacoma. From these locations riders can transfer to ST buses that travel to Seattle and Sea-Tac Airport or to Sounder passenger rail to Seattle.
AMTRAK	Intercity Transit Routes 64 and 94 provide half hour peak and hourly off-peak service 7 days a week to the Olympia-Lacey Centennial Station location.
Greyhound	Four local Intercity Transit routes provide service within a block of the downtown Olympia Greyhound terminal.
Rural Transportation (South Thurston Co - Olympia)	South Thurston County system funded by a WSDOT grant provides regional connections with Intercity Transit routes in a number of locations within our service district.
Park & Ride Lots (P&R)	Fixed routed service available at four lots: Lacey: Martin Way P&R (Local & Express) Hawks Prairie P&R (Express) Tumwater: DOH Lot (Local & Express) Thurston Co: Amtrak rail station (Local)
Educational Facilities	Fixed route service is available to many public and private schools throughout the service district. Of four school districts that exist within Intercity Transit’s service district, 43 of the 50 public schools are served by transit routes. A number of these routes also have schedules that coincide with the school’s opening and closing hours of operation. Intercity Transit provides service to the Olympia campuses of South Puget Sound Community College and The Evergreen State College. The school’s participate in local Commute Trip Reduction incentives and have transit pass programs for students, faculty and staff. Service is also available to Saint Martin’s University (Lacey), but not onto the campus. The University has a student pass program for undergraduates.

Section 5: Activities in 2014

Fixed route ridership increased slightly (0.89%) from the year before with 4.49 million boardings and a 0.79% increase overall for all services at 5.39 million boardings. Significant agency activity during the year continued with on-going capital facility project reviews and work on environmental sustainable goals. The effort to limit the use of non-renewable resources, reducing

waste and pollution, promoting public stewardship and protecting the natural environment as much as possible has been incorporated into training of all Intercity Transit staff. This year we prepared for our first 'surveillance' audit of the agency's international ISO 14001 Certification.

Capital facilities involved the continuing effort to accommodate needed growth with retrofitting of the Olympia Transit Center and on-going efforts to secure additional funds for fuel tank replacements at our Pattison Street operations base. Highlights of other agency efforts during the year included:

New Fleet Vehicles: Fixed Route – 7 replacement and 3 expansion coaches acquired. Vanpool - 38 replacement and 11 expansion vanpool vehicles were acquired.

Transit Service: Service hours increased slightly (2.2%) with the addition of demonstration grant funding of Express service between Tumwater/Lakewood and contracted peak only Sound Transit trips between Olympia/DuPont and Seattle.

New Shelters and Amenities: Retrofitted 13 additional shelters with interior solar lighting. Accessibility improvements were added to 25 stops. This included 2 that were completed through private developer improvements and 6 through road improvements.

Service Planning: Continued to monitor service and make service adjustments to improve on-time performance and transfer connections. On-going participation with local jurisdictions on road improvement projects as well as regional projects for I-5 (JBLM, various interchanges), SR 101, and the "Smart Corridor" transit priority demonstration project that is now funded for implementation over the next 2 – 3 years.

Ridership: System-wide Total Boardings (Fixed Route, DAL and Vanpool) increased 0.79% from 2013. This general increase in ridership reflects ridership increases on weekends. Fixed Route boardings increased 0.89% whereas Vanpooling was down 2.4%, and Dial-A-Lift increased 2.7%.

Village Van: This unique 'Welfare-to-Work' transportation program had 4,169 boardings (34.3% decrease reflected lack of volunteer drivers) but provided transportation to 253 low-income job seekers and workers during 2014. This program operates in partnership with 16 local social and public service agencies, including the South Puget Sound Community College and WorkSource Thurston County. The program trains individuals to become skilled employees and provides rides to qualified individuals.

Vanpool Program: The 743,869 passenger trips recorded during 2013 was a decrease of 2.4% from the previous year's tally. The decrease reflects an increase in monthly fares and drop from 220 in early 2014 to 214. Groups operate throughout a five countywide region. With certified and trained volunteer drivers in place, these vanpools carried an average of 1,500 daily riders removing over 1,100 vehicles from our congested roadways each weekday.

Innovative Programs: Intercity Transit continued the growth of its "Walk N Roll" youth education program throughout the year reaching an estimated 7,000 students in 20 schools through field trips, school assemblies, and special events, and participation in school-wide programs like "Bike and Walk to School Days." Other sponsored programs include classes where students receive a recycled bike and learn maintenance and traffic skills, and PE classes where students learn how to walk and bike to stay healthy and safe. The intent of this award winning program is to build the next generation of safe and healthy bikers, walkers and transit riders. We continued to maintain and improve internet social media to broaden the agency's relevance and relationships with customers and community members. We also provided on-line trip planning for fixed route service and participation in regional smart phone applications for 'next bus' arrival information. Our *Travel Training* and *Bus Buddy* program also works with individuals to help them either transition from paratransit/DAL service to fixed route or to help with people becoming comfortable with riding a bus.

Section 6: State Proposed Action Strategies 2015 - 2020

The Washington State Department of Transportation (WSDOT) requires transit agencies report how they are accomplishing the state's public transportation objectives as identified in state's Transportation System Policy Goals (RCW 47.04.280). This supersedes WSDOT's "Investment Guidelines" previously requiring listing of accomplishments.

1. PRESERVATION

Preserve and extend prior investments in existing transportation facilities and the services they provide to people and commerce.

2014	2015 - 2020
Continued Effort	Continuing Effort

2014

- Programmed funds continued for facility repairs at the central base as well as maintenance of all transit centers.
- Vehicle replacements included 7 coaches and 3 expansion coaches, and 2 replacement vans for Village Vans.
- Vanpool program had 38 replacements and 11 expansion vans which increased the fleet to 257 vans.
- Continued efforts on fuel tank replacements and expanding vehicle parking at Intercity Transit base of operations.
- Continued master plan for expansion of the Olympia Transit Center for fixed route service and an interstate private carrier (Greyhound).
- Implemented two WSDOT Regional Mobility Grants for service enhancements of Express service along the I-5 corridor between Thurston and Pierce Counties. Includes weekday service added between Tumwater - Lakewood and extension of existing ST 592 (DuPont/Seattle) to Olympia.

2015-2020

- Depending on how much local economic recovery might occur it appears that basic service levels may remain the same over the next 3 - 5 years.
- Update fixed route Short (6 yr) and Long Range (20 yr) Service Plan.
- Intercity Transit will continue to provide performance measurement reports that provide summaries to the public providing attributes, costs and utilization of the existing system services.
- Continue to replace aging fleet vehicles but the loss of federal discretionary grant funding has had a major impact on agency finances.
- Continue work on capital facility projects but expansion/remodeling of Operations Base in Olympia will be toward fuel tank replacement and environmental work while the rest of the project is on hold due to change in federal assistance. Continue effort to expand the downtown Olympia Transit Center as a transportation hub, including accommodating Greyhound service.

2. SAFETY

Target construction projects, enforcement, and education to save lives, reduce injuries, and protect property.

2014	2015 - 2020
Made Progress	Continuing Effort

2014

- Safety is the system's #1 priority. A Safety Committee meets monthly and, if necessary, confers on major events. Reviews monthly safety report, maintains ongoing safety records, and makes recommendations to General Manager on issues involving employee and customer safety.
- Outreach program to local schools for "Bike and Walk to School Days." Other sponsored programs include classes where students receive a recycled bike and learn maintenance and traffic skills and PE classes where students learn how to walk and bike to stay healthy and safe.
- Regular and on-going training of Operations and Maintenance staff as well as other agency support staff, remains a vital component of the organization.
- Participates in local and regional efforts to increase and improve security components within the service district and improve coordination between agencies, especially with local emergency services.
- Added security cameras and upgrades to capture images for service facilities. Cameras dramatically improved the ability to document safety concerns and to provide additional evidence in the case of security and accidents. Camera upgrades also added to park & ride lots.
- Continued participation in the regional coordination of the *Puget Sound Transportation Recovery Plan* for major disruptions to vital transportation facilities and links at both the local and regional level. Began a agency staff committee to review and assemble an *Emergency Preparedness Plan*.

2015 - 2020

- Agency will continue to develop programs for agency staff. In-house safety programs and committees meet on a regular basis to review existing conditions with an eye toward making improvements.
- Continue to work with and make improvements as needed with other public agencies regarding safety on both the local and regional level.
- Inter-local project with City of Tumwater to improve on-street transfer station accessibility, pedestrian safety and bus alignment.
- Provide training to ensure understanding and integration of National Incident Management System, the Emergency Preparedness and Security Plan and the continuity of an Operations Plan. Continue to acquire and implement modifications to facilities and vehicles to increase safety and security for customers and employees.

3. STEWARDSHIP

Continuously improve the quality, effectiveness, and efficiency of the transportation system.

2014	2015 - 2020
Continued Effort	Continuing Effort

2014

- Intercity Transit continues to be involved with working with local

	<p>jurisdictions and employers to promote the use of alternative transportation modes as well as Transportation Demand Management and Commute Trip Reduction efforts.</p> <ul style="list-style-type: none"> • Active in local and regional partnerships that regularly review, plan, coordinate and implement improvements to the local transportation network of roads, technology and services. • Transit staff regularly attend community business association meetings to update and provide leadership in efforts to support and improve local and regional transportation network. • Actively participate in a coordination network of human service organizations to improve mobility for those challenged by income, age and/or disabilities. • Actively participating in on-going efforts of the regional Sustainability Plan (MPO/TRPC lead) that includes housing and transportation choices.
2015 - 2020	<ul style="list-style-type: none"> • Staff will continue to work with and participate in community based efforts to improve transportation efficiency in both the technical and service fields. • Staff will actively participate in continuing partnerships that address transportation issues locally and regionally, including but not limited to updates of local Comprehensive Plans, Joint Base Lewis McChord/I-5 impacts, Inter-change Justification Reports (I-5), and Regional Transportation Plan updates.

4. MOBILITY

Facilitate movement of people and goods to contribute to a strong economy and a better quality of life for citizens.

2014	2015 - 2020
Made Progress	Continuing Effort

2014

<ul style="list-style-type: none"> • Intercity Transit staff continues to participate in local and state planning efforts to develop and improve alternatives to single occupant vehicles. Staff also takes an active role with regional long range transportation planning activities dealing with congestion and environmental impacts. • Intercity Transit and Thurston Regional Planning Council cooperatively participate in local CTR efforts including promotional marketing efforts with employers around Thurston County. We continued to provide significant education and outreach program efforts to public schools (over 7,000 students). And staff coordinates annual county-wide bicycle commuting contest (May of each year). • Staff regularly participates in local jurisdictional land use reviews, development of community design components (land and roads) and comments on transportation/transit integration and ADA accessibility. • Provided service integration with four other public transit providers, one rural regional service provider, as well as interstate bus and passenger rail service. • Continued regional integration of transportation services for fixed route and Dial-A-Lift (paratransit) services and a commuter Vanpool program as well as a Village Van program for qualified low-income recipients. • Continued fare integration partnerships with public agency employers and

	<p>colleges that support employees and students use of transit. This included on-going work with WSDOT on state employee's transit 'STAR Pass' program. The pass is available to all State employees working in Thurston County. Locally, student pass programs with the South Puget Sound Community College, Evergreen State College and St. Martin's University continued. Pass agreements with Thurston County, the Thurston Regional Planning Council and City of Olympia continued.</p> <ul style="list-style-type: none"> • Intercity Transit staff regularly participates in local and regional meetings and with local, regional, state and tribal staff. Over the past year, the agency continued the regional effort, now funded with federal CMAQ funds, to make improvements in local traffic control technologies that will incorporate a 'transit signal priority' system. • Continued the two WSDOT Regional Mobility Grants for service enhancements of Express service along the I-5 corridor between Thurston and Pierce Counties.
2015 - 2020	<ul style="list-style-type: none"> • Intercity Transit staff will continue to work proactively on a range of transportation planning activities on the local and state level. • Additional community based and target marketing efforts will continue. • The agency will continue to work with the other regional transportation providers to improve service connections between providers. • Staff will continue to work with local jurisdictions in partnership to improve public transportation accessibility between residential and commercial areas as well as on-going partnerships for road and safety improvements. • Staff will also continue to work with local jurisdictions, state, and tribal organizations in partnership to improve public transportation in the region for services along state roads and federal interstate. • Agency will continue to integrate improvements in information technology and transportation services. This includes web-based information, fare payment systems, mobile phone applications, on-street displays and other information materials that encourage and promote transportation alternatives.

5. ENVIRONMENTAL QUALITY AND HEALTH

Bring benefits to the environment and our citizens' health by improving the existing transportation infrastructure.

2014	2015 - 2020
Made Progress	Continuing Effort

2014

<ul style="list-style-type: none"> • Intercity Transit continues to utilize biodiesel fuel of a 5 - 20% blend throughout the fleet. All buses run on ultra-low sulfur diesel. The agency meets all on-site water quality standards including recycling antifreeze, engine oil, office paper, cardboard and printer inks. • In-house Sustainability Committee continued to review and analyze existing conditions, made recommendations for improving the agency's sustainability efforts, developed and provided in-house training of agency staff, and implemented an audit and reporting process. • Agency staff continues to monitor and track Sustainability Commitment status for Environmental & Sustainability Policies and ISO 14001 certification

2015 - 2020

- of meeting those standards. Staff continued to coordinated in-house efforts for training, monitoring and improving agency-wide sustainability efforts.
- On-going effort to coordinate and implement sustainability practices into a variety of transportation related programs and projects around our service district and region. This includes on-going participation with *Sustainable Thurston County* and *Thurston Thrives* activities.
 - Intercity Transit will continue to utilize biodiesel and ultra-low sulfur diesel. Higher blends of biodiesel maybe possible depending on cost.
 - Implementing testing of synthetic oil for diesel engines, which anticipates a cost savings in total oil consumption and improved vehicle mileage.
 - Agency core staff will continue work on *Environmental and Sustainability Management Systems* as a certified agency. Continue the audit and reporting process that “analyze, control and reduce the environmental impact of the agencies activities, products and services and to operate with greater efficiency and control.”
 - On-going review and consideration of better fixed route coach replacement technologies that provide cleaner diesel engine and lower costs replacement parts than the current fleet of hybrid buses.
 - Continue growth of the “Smart Moves” youth education program involving students, parents, teachers and community members to help students confidently and safely bicycle, walk, and ride transit. Support healthy choices year-round of biking, walking and transit use, including hosting the annual Thurston County Bicycle Commuter Contest and increasing our outreach efforts at employment sites effected by state and local Commute Trip Reduction requirements.

Section 7: Summary of Proposed Changes 2015 - 2020

In addition to the efforts Intercity Transit will engage in to meet Washington State’s *Transportation System Policy Goals*, the following table provides a summary of proposed changes for service, facilities and equipment over the next six years:

<u>2015</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	Fixed Route: 101 hours (Rt 42 extension)
Facilities	Bus stop improvements Facility improvements	Preliminary OTC/Greyhound
Equipment	DAL: 5 Vanpools: 38	DAL: 2 Vanpools: 11
<u>2016</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	(Express) WSDOT grant funded	Rt 42 extension: 255 hours
Facilities	Bus Stop improvements	No Change
Equipment	DAL: 2 Vanpools: 38	Vanpools: 11

<u>2017</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements (Tumwater Sq Transfer Station)	No Change
Equipment	Vanpools: 38	Vanpools: 11 DAL: 1
<u>2018</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	Buses: 4 DAL: 18 Vanpools: 37	Vanpools: 11
<u>2019</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements	No Change
Equipment	Buses: 4 Vanpools: 30 Village Vans: 1	DAL: 2 Vanpools: 11
<u>2020</u>	<u>Preservation/Maintain</u>	<u>Expansion</u>
Services	No Change	No Change
Facilities	Bus Stop Improvements Facility Improvements	No Change
Equipment	Buses: 17 DAL: 10 Vanpools: 55	Vanpools: 11

Section 8: Capital Improvement Program 2014 - 2020

VEHICLE PROJECTIONS	2014	2015	2016	2017	2018	2019	2020
Total Revenue Vehicles at Y/E	366	379	390	402	413	426	437
Fixed Route Coaches							
Beg. Yr. # of Vehicles in Fleet	68	71	71	71	71	71	71
Replacement Vehicles	7	0	0	0	4	4	17
Expansion Vehicles	3						
From Contingency Fleet							
End of Yr. Fleet Size	71	71	71	71	71	71	71
Total Actual Coach Purchases	10	0	0	0	4	4	17
Major Vehicle Components							
2014	2015	2016	2017	2018	2019	2020	
Replacement Batteries				6	0	7	0
Dial-A-Lift Vans							
2014	2015	2016	2017	2018	2019	2020	
Beg. Yr. # of Vehicles in Fleet	35	35	37	37	38	38	40
Replacement Vehicles		5	2	1	18	2	10
Expansion Vehicles		2					
End of Yr. Fleet Size	35	37	37	38	38	40	40
Total Actual DAL Van Purchases	0	7	2	1	18	2	10
Vanpools							
2014	2015	2016	2017	2018	2019	2020	
Beg. Yr. # of Vehicles in Fleet	246	257	268	279	290	301	312
Replacement Vehicles	38	38	38	38	37	30	55
Expansion Vehicles	11	11	11	11	11	11	11
End of Yr. Fleet Size	257	268	279	290	301	312	323
Total Actual Vanpool Purchases	49	49	49	49	48	41	66
Village Vans							
2014	2015	2016	2017	2018	2019	2020	
Beg. Yr. # of Vehicles in Fleet	3	3	3	3	3	3	3
Replacement Vehicles	2				0	1	0
Expansion Vehicles							
End of Yr. Fleet Size	3	3	3	3	3	3	3
Total Actual V/V Van Purchases	2	0	0	0	0	1	0
Total Vehicles Purchased by Year	2014	2015	2016	2017	2018	2019	2020
	61	56	51	50	70	48	93

Vehicle Expenses							
	2014	2015	2016	2017	2018	2019	2020
Coaches							
Coach Unit Cost	723,310	721,000	742,630	764,909	787,856	811,492	835,837
Vehicle Cost Inflation Rate	3.3%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Total Units Purchased	10	0	0	0	4	4	17
Total Expense	7,233,100	0	0	0	3,151,425	3,245,967	14,209,222
Major Vehicle Components							
Battery Unit Cost/Mid Life Rehab				300,000	300,000	300,000	300,000
Total Units Purchased		0	0	6	0	7	0
Total Expense	0	0	0	1,800,000	0	2,100,000	0
Dial-A-Lift Vans							
DAL Van Unit Cost	\$ 140,655	\$ 145,642	\$ 150,673	\$ 155,947	\$ 161,405	\$ 167,054	\$ 172,901
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	7	2	1	18	2	10
Total Expense	0	1,019,495	301,346	155,947	2,905,287	334,108	1,729,009
Vanpools							
Vanpool Van Unit Cost	\$ 27,674	\$ 27,592	\$ 29,645	\$ 30,683	\$ 31,756	\$ 32,868	\$ 34,018
Total Units Purchased	49	49	49	49	48	41	66
Total Expense	1,356,026	1,352,008	1,452,605	1,503,446	1,524,310	1,347,586	2,245,209
Village Vans							
Village Vans	\$ 27,642	\$ 28,610	\$ 29,611	\$ 30,647	\$ 31,720	\$ 32,830	\$ 33,979
Total Units Purchased	2	0	0	0	0	1	0
Total Expense	55,285	0	0	0	0	32,830	0

Total Expenses	2014	2015	2016	2017	2018	2019	2020
Expenses							
Coaches	7,233,500	0	0	0	3,151,425	3,245,967	14,209,222
Major Vehicle Components	0	0	0	1,800,000	0	2,100,000	0
Dial-A-Lift Vans	0	1,019,495	301,346	155,947	2,905,287	334,108	1,729,009
Vanpools	1,356,018	1,352,000	1,452,605	1,503,446	1,524,310	1,347,586	2,245,209
Village Vans	55,285	0	0	0	0	32,830	0
Total Expenses for Vehicles	8,644,803	2,371,495	1,753,951	3,459,393	7,581,022	7,060,491	18,183,440

Staff Vehicles												
Total Staff Vehicles at Y/E	14	14	15	15	15	15	15	15	15	15	15	15
VM Service Trucks												
Beg. Yr. # of Vehicles in Fleet	2	2	2	2	2	2	2	2	2	2	2	2
Replacement Vehicles					1							
Expansion Vehicles												
End of Yr. Fleet Size	2	2	2	2	2	2	2	2	2	2	2	2
Total Actual VM Service Truck Purchases	0	0	0	0	1	1	1	0	0	0	0	0
Ops Service Trucks - 5 Year Cycle												
Beg. Yr. # of Vehicles in Fleet	3	3	3	3	3	3	3	3	3	3	3	3
Replacement Vehicles					2							
Expansion Vehicles												
End of Yr. Fleet Size	3	3	3	3	3	3	3	3	3	3	3	3
Total Actual Ops Service Van Purchases	0	0	0	0	2	2	1	0	0	0	0	0
General Staff Vans												
Beg. Yr. # of Vehicles in Fleet	1	1	1	1	1	1	1	1	1	1	1	1
Replacement Vehicles												
Expansion Vehicles												
End of Yr. Fleet Size	1	1	1	1	1	1	1	1	1	1	1	1
Total Actual Staff Van Purchases	0	0	0	0	0	0	0	0	0	0	0	0
General Staff Car												
Beg. Yr. # of Vehicles in Fleet	2	2	2	2	2	2	2	2	2	2	2	2
Replacement Vehicles												
Expansion Vehicles												
End of Yr. Fleet Size	2	2	2	2	2	2	2	2	2	2	2	2
Total Actual Staff Car Purchases	0	0	0	0	0	0	0	0	0	0	0	0
General Staff Car - Electric												
Beg. Yr. # of Vehicles in Fleet	1	2	2	2	2	2	2	2	2	2	2	2
Replacement Vehicles												
Expansion Vehicles	1											
End of Yr. Fleet Size	2	2	2	2	2	2	2	2	2	2	2	2
Total Actual Staff Car Purchases	1	0	0	0	0	0	0	0	0	0	0	0
General Staff Station Wagon												
Beg. Yr. # of Vehicles in Fleet	1	1	1	1	1	1	1	1	1	1	1	1
Replacement Vehicles												
Expansion Vehicles												
End of Yr. Fleet Size	1	1	1	1	1	1	1	1	1	1	1	1
Total Actual Staff Station Wagon Purchases	1	0	0	0	0	0	0	0	0	0	0	0

	2014	2015	2016	2017	2018	2019	2020
General Staff Car							
General Staff Car Unit Cost	31,100	32,200	33,300	34,500	35,700	36,900	38,200
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	0	0	0	0	0
Total Expense	0	0	0	0	0	0	0
General Staff Car - Electric							
General Staff Car Unit Cost	42,800	44,300	45,800	47,400	49,100	50,800	52,600
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	1	0	0	0	0	0	0
Total Expense	42,800	0	0	0	0	0	0
General Staff Station Wagon							
General Staff Station Wagon Unit Cost	25,400	26,300	27,200	28,200	29,200	30,200	31,300
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	1	0	0	0	0	0	0
Total Expense	25,400	0	0	0	0	0	0
Facility Truck							
Facility Truck Unit Cost	69,000	71,415	73,910	76,492	79,165	81,930	84,793
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	0	1	0	3	1	0
Total Expense	0	0	73,910	0	237,494	81,930	0

Facility Trailers	2014	2015	2016	2017	2018	2019	2020
Facility Trailer Unit Cost	10,000	15,000	10,800	11,200	11,600	12,000	12,400
Vehicle Cost Inflation Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
Total Units Purchased	0	1	0	0	0	0	0
Total Expense	0	15,000	0	0	0	0	0
Total Expenses/Revenues							
Expenses	2014	2015	2016	2017	2018	2019	2020
VM Service Trucks	0	0	0	65,200	67,500	0	0
Ops Service Vans	0	0	0	80,400	41,600	0	0
General Staff Vans	0	0	0	0	0	0	0
General Staff Car	0	0	0	0	0	0	0
General Staff Car - Electric	42,800	0	0	0	0	0	0
General Staff Station Wagon	25,400	0	0	0	0	0	0
Facility Truck	0	0	73,910	0	237,494	81,930	0
Facility maintenance Trailers	0	15,000	0	0	0	0	0
Total Expenses for Staff Vehicles	68,200	15,000	73,910	145,600	346,594	81,930	0

OTHER CAPITAL AND FACILITIES-AMENDED										
	2014	2015	2016	2017	2018	2019	2020			
MIS & Communication Equipment										
FleetNet Replacement	400,000	500,000								
Data Deduplication System (Single Sys/5 Yr)			60,000							
Laptops - Tough Book Type (7/4YR)			10,000							10,000
Personal Computers	30,000	60,000	60,000	60,000	60,000	60,000	60,000			60,000
Phone System Replacement	50,000		150,000							
Plotter (1/5 Yr)			15,000							
Projector Equipment OTC conference room			5,000							5,500
Projectors-Normal replacements			5,500							12,000
ID Printer - OTC		6,000								15,000
Voice Recorder		15,000								
Security Cameras (Lenel) for Buildings			130,000							
Servers - High Performance (8 @ 5 yr)			70,000							
Servers - Standard (10 @ 5 yr cycle)	30,000	30,000	30,000	30,000	30,000	30,000	30,000			30,000
Storage Area Network (SAN) (1/5YR)		90,000	12,000		12,000					90,000
Tremble Unit										
Network Hardware										
Ethernet Switches (14/7 YR)	10,000	10,000	10,000	150,000	10,000	10,000	10,000			10,000
Fiber Optics/High Speed Links	60,000									
Firewalls (7 Yr)	36,000									
Network Wiring (10 year cycle)										
OTC new building network equipment			60,000							
Wireless access point replacement				5,000						
Software										
ACS Orbital/Radio System Replacement	9,000					2,000,000	2,000,000			
Analytical Software Used by Development										
Adobe Software Upgrades			10,000							
Antivirus Software Upgrades						6,000				55,000
Backup Software		55,000								
FleetNet Additional Modials	15,000					15,000				
FleetWatch										
Microsoft Server Software Upgrades/Repl.				130,000						
Office Upgrades (130/5yrs)	20000	15,000	120,000							
POS system updates - VP in 2014 and OTC in 2018						60,000				
Router/switch Replacement										
SharePoint Maintenance/Upgrades			60,000							
TMS Replacement										
VMWare Software (8 Units/5 Yrs)			25,000			100,000				
Windows OS replacement (PC Operating Systems)			35,000							
Total	\$800,152	\$781,000	\$737,500	\$375,000	\$293,000	\$2,100,000	\$2,287,500			

Facilities	2014	2015	2016	2017	2018	2019	2020
Amtrak Floor Tile Replacement				30,000			
Amtrak Airconditioner							
Air Compressors (2)							
Catwalk Around Heat Recovery Units							
GROUT & Seal Pattison Bus Lot							18,000
Seal Coat Pattison Parking Lot							
Reverse Osmosis							
Lighting Upgrade - Main Fac							
Interior Paint Amtrak							
Replace Gasoline Pump							
Glass Block and Soffit Replacement - Both Pattison Facilities				400,000			
Replace Roof - Pattison, Both Facilities				412,000	210,000		
Replace OTC Roof							
Pattison Carpet Replacement			50,000				
Pattison Mezzanine Replacement						14,000	
Amtrak Seal Coat/Repairs			36,000				
Amtrak Barrel Tile Roof Replacement							
Amtrak Carpet			8,000				
OTC Tile Replacement							
OTC HVAC Replacement		50,000		9,000			
OTC Interior Painting							
Martin Way P&R Seal Coat (7 yrs)			30,000				
Exterior Painting All Facilities (7 yrs)			325,000				
Interior Painting Pattison (10 yrs)			250,000		9,000		
Pattison HVAC Engineering							
Pattison HVAC #9-9a Replacement					12,000		
OTC HVAC # 16- 16a Replacement					12,000		32,000
Hawks Prairie Seal Coat							
Pattison HVAC #1 thru #8a Replacement							125,000
OTC HVAC #15 Replacement							15,000
OTC Carpet Replacement							
Pattison Server HVAC #17-18 Replacement							
LTC Interior Painting (10 yrs)			5,000				
LTC Roof Replacement							
Pattison Concrete Slab Replacement							
Pattison Rubber Flooring Replacement						30,000	
Pattison ECO Lift (5 Bays) Replacement							
Pattison Chassis Wash Lift Replacement							
Pattison Auto Bay Lift Replacements						200,000	
Pattison Tire Bay Mezz w/stairs			200,000				
Pattison Jib Crane (Tailer / battery packs)			200,000				
Pattison Additional Fall Protection in bays				75,000			
Pattison Fill Pits/road 2 Eco Lifts				450,000			
Pattison Bus Air Shears / Blowers					100,000		
Pattison Office Window Replacement			100,000				
Pattison Lube Room Renovation	600,000						
Pattison UST Tank Replacement	3,400,000						
Pattison Facility Rehabilitation Projects			3,500,000			27,463,203	
Pattison Landscaping (drought tolerant)			30,000				
LTC Landscaping (drought tolerant)			25,000				
Amtrak Landscaping (drought tolerant)			25,000				
Pattison Electrical Upgrades						1,500,000	
Pattison Trash Compactor							
Pattison Maint Office Renovation			400,000				
Pattison Fencing/security/gate openers				150,000			
Amtrak Gate Opener				25,000			
Pattison Fire/Security Alarm Replacement							
Amtrak Fire/Security Alarm Replacement			100,000				
OTC Fire/Security Alarm Replacement							
OTC New Office Bldg Interior Painting							
OTC New Office Bldg Exterior Painting							
Total	\$4,000,000	\$50,000	\$5,284,000	\$1,551,000	\$343,000	\$29,207,203	\$190,000

	2014	2015	2016	2017	2018	2019	2020
Intelligent Transportation Systems Projects							
Expansion							
Signal Priority Project				150,000			
Replacement							
Advanced Communications Systems			1,050,000				
Fare boxes/Smartcards		-	1,050,000	150,000			
Total							
Shop Equipment							
Replace Two Bus Washers	2014	2015	2016	2017	2018	2019	2020
Hotly Parts Washer			15,000				
Tire Machine			20,000				
Spin Balancer						25,000	
Bead Blaster			10,000				
Articulated Boom Lift				55,000			
Total	\$0	\$0	\$45,000	\$55,000	\$0	\$25,000	\$0
FACILITIES & LAND							
Bus Stop Improvements Facilities	2014	2015	2016	2017	2018	2019	2020
Bus Stop Improvements - Planning	150,000		100,000	100,000	100,000	100,000	100,000
Additional Grant Work OTC	197,900						
Pattison Street Phase I	8,729,382						
Pattison Street Phase II							
Pattison Street Phase III							
Pattison Street Preliminary Engineering/Construction							
Total	\$9,077,282	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
TRANSIT CENTERS & PARK and RIDES							
Turnwater Park and Ride	2014	2015	2016	2017	2018	2019	2020
Yelm Park and Ride							
Total	-	-	-	-	-	-	-
TOTAL OTHER CAPITAL COSTS	\$13,877,434	\$831,000	\$7,216,500	\$2,231,000	\$736,000	\$31,432,203	\$2,577,500

Section 9: Operating Revenues 2014 - 2020

WSDOT Report - 2014	General Fund	Working Capital	Total
Beginning Balance January 1, 2014	\$16,316,631	\$8,097,840	\$24,414,471
Revenues			
Sales Tax	30,455,804		30,455,804
Motor Vehicle Excise Tax			-
Farebox	5,046,616		5,046,616
Sales Tax Equalization			
Federal Operating Grants	3,948,818		3,948,818
State Operating Grants	1,759,477		1,759,477
Other	3,736,113		3,736,113
Contribution To Accounts	(1,339,251)	1,339,251	-
Total Available	\$59,924,208	\$9,437,091	\$69,361,299
Operating Expenses			
Vanpool/Rideshare P&M	2,057,523		2,057,523
Vanpool/Rideshare System Expansion	102,876		102,876
Fixed Route P&M	21,672,985		21,672,985
Fixed Route System Expansion			-
Commuter Bus P&M	2,175,224		
Commuter Bus System Expansion			
Paratransit ADA P&M	7,555,315		7,555,315
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	56,153		56,153
Annual Depreciation	5,737,335		5,737,335
Contribution To Accounts			-
Total Expenses	\$39,357,411	-	\$39,357,411
Add Back Depreciation	5,737,335		5,737,335
Net Cash Available	\$26,304,132		\$26,304,132
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	5,154,527		5,154,527
State Capital Grants	1,245,583		1,245,583
Total Capital Revenue	\$6,400,110	-	\$6,400,110
Capital Expenses			
System P&M			
Equipment & Furnishings			-
Replace Coaches -	4,927,359		4,927,359
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	49,656		49,656
Replace Vanpool Vans -	1,044,969		1,044,969
Replace Staff Vehicles			-
Facilities	532,389		
System Expansion			-
Coach -	2,111,725		2,111,725
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	261,242		261,242
Facilities	19,358		19,358
Total Capital Expenses	\$8,946,698		\$8,946,698
Ending Balance December 31, 2014	\$23,757,544	\$9,437,091	\$33,194,635

WSDOT Report - 2015	General Fund	Working Capital	Total
Beginning Balance January 1, 2015	\$23,757,544	\$9,437,091	\$33,194,635
Revenues			
Sales Tax	31,209,000		31,209,000
Motor Vehicle Excise Tax			-
Farebox	4,906,530		4,906,530
Sales Tax Equalization			
Federal Operating Grants	4,641,589		4,641,589
State Operating Grants	530,922		530,922
Other	1,081,208		1,081,208
Contribution To Accounts	(140,327)	140,327	-
Total Available	\$65,986,466	\$9,577,418	\$75,563,884
Operating Expenses			
Vanpool/Rideshare P&M	2,519,386		2,519,386
Vanpool/Rideshare System Expansion	119,971		119,971
Fixed Route P&M	25,154,356		25,154,356
Fixed Route System Expansion			-
Commuter Bus P&M	2,536,675		
Commuter Bus System Expansion			
Paratransit ADA P&M	8,810,761		8,810,761
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	65,484		65,484
Annual Depreciation	5,909,455		5,909,455
Contribution To Accounts			-
Total Expenses	\$45,116,088	-	\$45,116,088
Add Back Depreciation	5,909,455		5,909,455
Net Cash Available	\$26,779,833		\$26,779,833
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	5,687,815		5,687,815
State Capital Grants	288,336		288,336
Total Capital Revenue	\$5,976,151	-	\$5,976,151
Capital Expenses			
System P&M			
Equipment & Furnishings	792,780		792,780
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	727,889		727,889
Replace Vanpool Vans -	1,045,000		1,045,000
Replace Staff Vehicles	88,500		88,500
Facilities	4,465,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van	291,156		291,156
Vanpool Van	302,500		302,500
Facilities	8,194,782		8,194,782
Total Capital Expenses	15,907,607		\$15,907,607
Ending Balance December 31, 2015	\$16,848,377	\$9,577,418	\$26,425,795

WSDOT Report - 2016	General Fund	Working Capital	Total
Beginning Balance January 1, 2016	\$16,848,377	\$9,577,418	\$26,425,795
Revenues			
Sales Tax	32,145,270		32,145,270
Motor Vehicle Excise Tax			-
Farebox	5,206,939		5,206,939
Sales Tax Equalization			
Federal Operating Grants	4,309,156		4,309,156
State Operating Grants	385,922		385,922
Other	955,234		955,234
Contribution To Accounts	-	-	-
Total Available	\$59,850,898	\$9,577,418	\$69,428,316
Operating Expenses			
Vanpool/Rideshare P&M	2,727,093		2,727,093
Vanpool/Rideshare System Expansion	123,959		123,959
Fixed Route P&M	23,666,320		23,666,320
Fixed Route System Expansion			-
Commuter Bus P&M	2,620,997		2,620,997
Commuter Bus System Expansion			
Paratransit ADA P&M	9,103,642		9,103,642
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	67,661		67,661
Annual Depreciation	6,086,739		6,086,739
Contribution To Accounts			-
Total Expenses	\$44,396,411	-	\$44,396,411
Add Back Depreciation	6,086,739		6,086,739
Net Cash Available	\$21,541,226		\$21,541,226
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	729,749		729,749
State Capital Grants	310,877		310,877
Total Capital Revenue	\$1,040,626	-	\$1,040,626
Capital Expenses			
System P&M			
Equipment & Furnishings	1,932,500		1,932,500
Replace Coaches -			-
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	301,346		301,346
Replace Vanpool Vans -	1,126,510		1,126,510
Replace Staff Vehicles	73,910		73,910
Facilities	5,284,000		5,284,000
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	326,095		326,095
Facilities			-
Total Capital Expenses	\$9,044,361		\$9,044,361
Ending Balance December 31, 2016	\$13,537,491	\$9,577,418	\$23,114,909

WSDOT Report - 2017	General Fund	Working Capital	Total
Beginning Balance January 1, 2017	\$13,537,491	\$9,577,418	\$23,114,909
Revenues			
Sales Tax	33,109,628		33,109,628
Motor Vehicle Excise Tax			-
Farebox	5,397,859		5,397,859
Sales Tax Equalization			
Federal Operating Grants	4,340,750		4,340,750
State Operating Grants	385,922		385,922
Other	901,501		901,501
Contribution To Accounts	(398,122)	398,122	-
Total Available	\$57,275,029	\$9,975,540	\$67,250,569
Operating Expenses			
Vanpool/Rideshare P&M	2,931,252		2,931,252
Vanpool/Rideshare System Expansion	127,446		127,446
Fixed Route P&M	24,719,439		24,719,439
Fixed Route System Expansion			-
Commuter Bus P&M	2,694,727		2,694,727
Commuter Bus System Expansion			
Paratransit ADA P&M	9,359,731		9,359,731
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	69,564		69,564
Annual Depreciation	6,269,341		6,269,341
Contribution To Accounts			-
Total Expenses	\$46,171,500	-	\$46,171,500
Add Back Depreciation	6,269,341		6,269,341
Net Cash Available	\$17,372,870		\$17,372,870
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	744,344		744,344
State Capital Grants	320,007		320,007
Total Capital Revenue	\$1,064,351	-	\$1,064,351
Capital Expenses			
System P&M			
Equipment & Furnishings	2,081,000		2,081,000
Replace Coaches -	1,800,000		1,800,000
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	155,947		155,947
Replace Vanpool Vans -	1,165,938		1,165,938
Replace Staff Vehicles	145,600		145,600
Facilities			
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	337,508		337,508
Facilities	150,000		150,000
Total Capital Expenses	\$5,835,993		\$5,835,993
Ending Balance December 31, 2016	\$12,601,228	\$9,975,540	\$22,576,768

WSDOT Report - 2018	General Fund	Working Capital	Total
Beginning Balance January 1, 2018	\$12,601,228	\$9,975,540	\$22,576,768
Revenues			
Sales Tax	34,102,917		34,102,917
Motor Vehicle Excise Tax			-
Farebox	5,592,755		5,592,755
Sales Tax Equalization			
Federal Operating Grants	4,378,438		4,378,438
State Operating Grants	385,922		385,922
Other	903,660		903,660
Contribution To Accounts	(400,238)	400,238	-
Total Available	\$57,564,682	\$10,375,778	\$67,940,460
Operating Expenses			
Vanpool/Rideshare P&M	3,137,320		3,137,320
Vanpool/Rideshare System Expansion	130,722		130,722
Fixed Route P&M	25,799,407		25,799,407
Fixed Route System Expansion			-
Commuter Bus P&M	2,763,993		
Commuter Bus System Expansion			
Paratransit ADA P&M	9,600,318		9,600,318
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	71,353		71,353
Annual Depreciation	6,457,421		6,457,421
Contribution To Accounts			-
Total Expenses	\$47,960,533	-	\$47,960,533
Add Back Depreciation	6,457,421		6,457,421
Net Cash Available	\$16,061,570		\$16,061,570
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	2,477,692		2,477,692
State Capital Grants	329,457		329,457
Total Capital Revenue	\$2,807,149	-	\$2,807,149
Capital Expenses			
System P&M			
Equipment & Furnishings	636,000		636,000
Replace Coaches -	3,151,422		3,151,422
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	2,905,287		2,905,287
Replace Vanpool Vans -	1,174,992		1,174,992
Replace Staff Vehicles	346,594		346,594
Facilities	100,000		100,000
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	349,322		349,322
Facilities			-
Total Capital Expenses	\$8,663,617		\$8,663,617
Ending Balance December 31, 2016	\$10,205,102	\$10,375,778	\$20,580,880

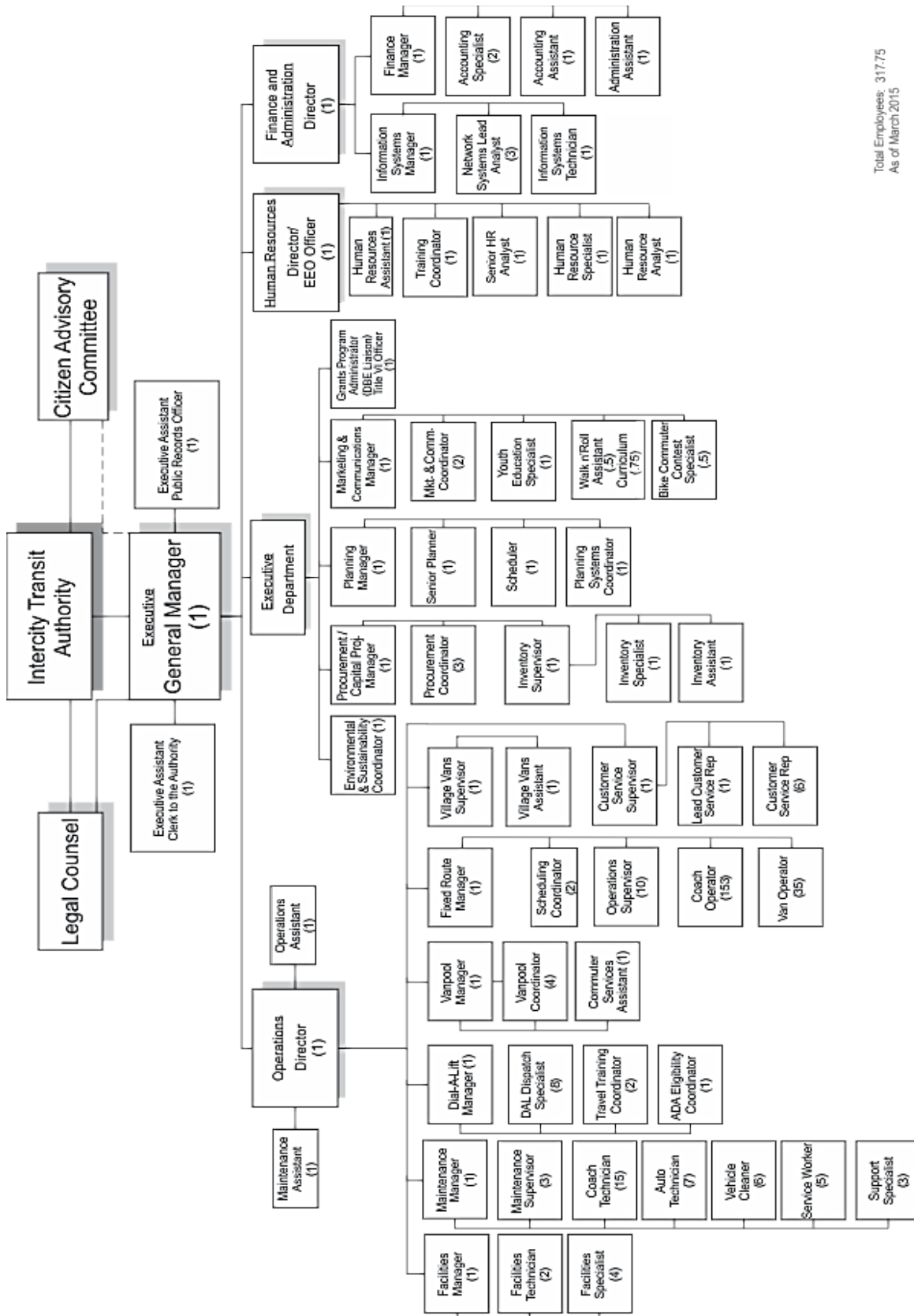
WSDOT Report - 2019	General Fund	Working Capital	Total
Beginning Balance January 1, 2018	\$10,205,102	\$10,375,778	\$20,580,880
Revenues			
Sales Tax	35,126,004		35,126,004
Motor Vehicle Excise Tax			-
Farebox	5,791,768		5,791,768
Sales Tax Equalization			
Federal Operating Grants	4,417,257		4,417,257
State Operating Grants	385,922		385,922
Other	877,118		877,118
Contribution To Accounts	(414,438)	414,438	-
Total Available	\$56,388,733	\$10,790,216	\$67,178,949
Operating Expenses			
Vanpool/Rideshare P&M	3,347,751		3,347,751
Vanpool/Rideshare System Expansion	133,910		133,910
Fixed Route P&M	26,940,225		26,940,225
Fixed Route System Expansion			-
Commuter Bus P&M	2,831,408		2,831,408
Commuter Bus System Expansion			
Paratransit ADA P&M	9,834,475		9,834,475
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	73,093		73,093
Annual Depreciation	6,651,144		6,651,144
Contribution To Accounts			-
Total Expenses	\$49,812,007	-	\$49,812,007
Add Back Depreciation	6,651,144		6,651,144
Net Cash Available	\$13,227,870		\$13,227,870
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	22,760,237		22,760,237
State Capital Grants	339,239		339,239
Total Capital Revenue	\$23,099,476	-	\$23,099,476
Capital Expenses			
System P&M			
Equipment & Furnishings	2,239,000		2,239,000
Replace Coaches -	5,345,967		5,345,967
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	366,938		366,938
Replace Vanpool Vans -	986,041		986,041
Replace Staff Vehicles	81,930		81,930
Facilities	1,730,000		1,730,000
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	361,548		361,548
Facilities	27,463,203		27,463,203
Total Capital Expenses	\$38,574,627		\$38,574,627
Ending Balance December 31, 2016	(\$2,247,281)	\$10,790,216	\$8,542,935

WSDOT Report - 2020	General Fund	Working Capital	Total
Beginning Balance January 1, 2018	(\$2,247,281)	\$10,790,216	\$8,542,935
Revenues			
Sales Tax	36,179,785		36,179,785
Motor Vehicle Excise Tax			-
Farebox	5,995,042		5,995,042
Sales Tax Equalization			
Federal Operating Grants	4,457,239		4,457,239
State Operating Grants	385,922		385,922
Other	650,201		650,201
Contribution To Accounts	(351,612)	351,612	-
Total Available	\$45,069,296	\$11,141,828	\$56,211,124
Operating Expenses			
Vanpool/Rideshare P&M	3,682,803		3,682,803
Vanpool/Rideshare System Expansion	141,646		141,646
Fixed Route P&M	27,267,938		27,267,938
Fixed Route System Expansion			-
Commuter Bus P&M	2,994,984		2,994,984
Commuter Bus System Expansion			
Paratransit ADA P&M	10,402,628		10,402,628
Paratransit ADA System Expansion	-		-
Rideshare/CTR P&M	-		-
Amtrak Station P&M	77,316		77,316
Annual Depreciation	6,850,678		6,850,678
Contribution To Accounts			-
Total Expenses	\$51,417,992	-	\$51,417,992
Add Back Depreciation	6,850,678		6,850,678
Net Cash Available	\$501,982		\$501,982
Capital			
Capital Revenue			
Federal Capital Grant - Sec 5307			
Federal Capital Grant - Sec 5309	5,008,558		5,008,558
State Capital Grants	349,361		349,361
Total Capital Revenue	\$5,357,919	-	\$5,357,919
Capital Expenses			
System P&M			
Equipment & Furnishings	2,477,500		2,477,500
Replace Coaches -	14,209,222		14,209,222
Replace Shuttle Vans/Small Coaches			-
Replace DAL Vans -	1,729,009		1,729,009
Replace Vanpool Vans -	1,871,008		1,871,008
Replace Staff Vehicles			-
Facilities	100,000		
System Expansion			-
Coach -			-
Shuttle Van - Small Coach			-
DAL Van			-
Vanpool Van	374,202		374,202
Facilities			-
Total Capital Expenses	\$20,760,940		\$20,760,940
Ending Balance December 31, 2016	(\$14,901,039)	\$11,141,828	(\$3,759,211)

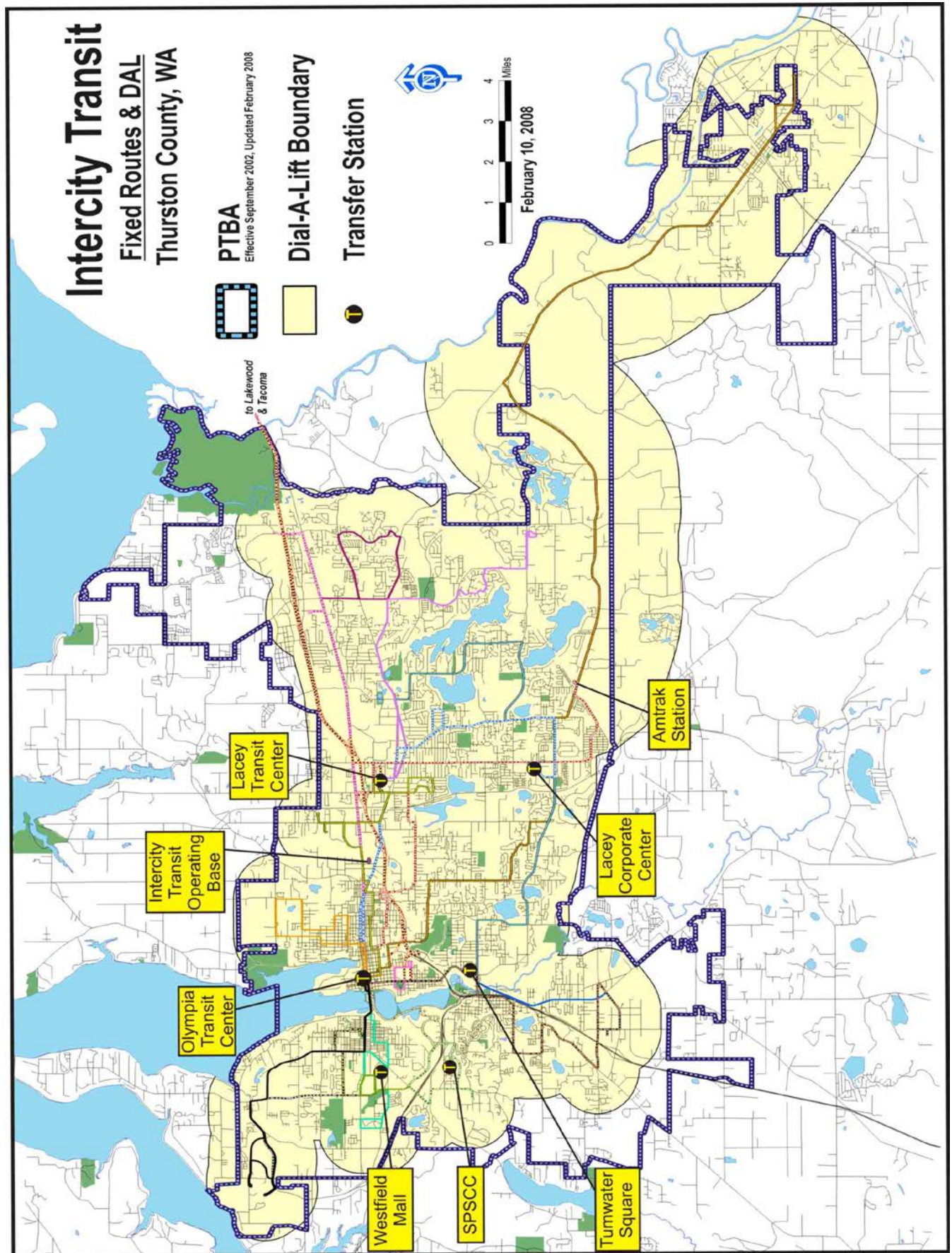
Appendix

Appendix A:	Organizational Chart
Appendix B:	System Map and Service Boundary Map
Appendix C:	Public Management System (WSDOT forms)
Appendix D:	Operating Data

Appendix A



Total Employees: 317.75
As of March 2015



Intercity Transit Mission:

To provide and promote transportation choices that support an accessible, sustainable, livable, healthy and prosperous community.

Vision: To be a leading transit system in the country, recognized for our well-trained, highly motivated, customer-focused, community-minded employees committed to enhancing the quality of life for all citizens of Thurston County.

Bus Service in 2014

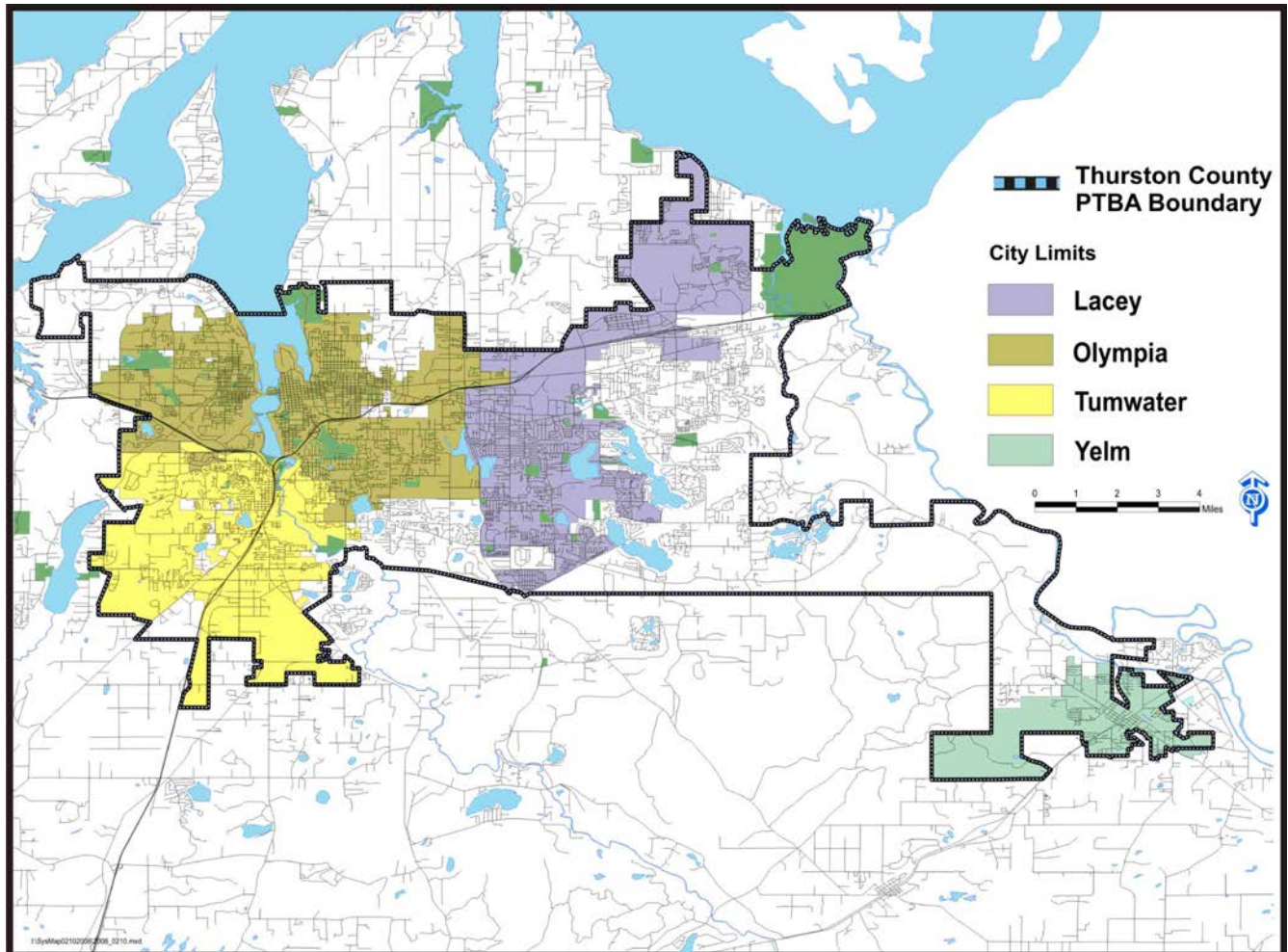
Fixed route service available weekdays on 25 routes, 18 routes operating Saturdays, 15 routes on Sundays. Dial-A-Lift (ADA/paratransit) service available during fixed route service hours. Bus fleet is ADA accessible and all fixed route coaches have two-position bike racks:

- Twenty local routes serving the greater Olympia/Lacey/Tumwater/Yelm area. Connections to Grays Harbor Transit and Mason Transit service (in Olympia) and regional connections to Amtrak and Greyhound service are also available.
- Five inter-county routes provide Express service between Thurston and Pierce Counties with connections to Pierce Transit local service and Sound Transit Express and commuter service in Lakewood and Tacoma. Grant funded contract with Sound Transit for extension of existing route for limited peak trips between Olympia and DuPont with service to Seattle.

Intercity Transit Service Boundary

Approved April 2002, Implemented September 2002,

Updated with City Annexations: 2005 - 2014



Public Management System

I hereby certify that all information reported in this inventory reflects true, accurate and complete information for the agency/organization listed.

Public Transportation Management System
Owned Rolling Stock Inventory
Agency/Organization: Intercity Transit
Date: 1/13/2015

Signature and Title

Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
2008/Eldorado/Aerotech	11	1FD4E45P68DA396644	130	186,320	40	6	1	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P88DA396645	131	207,561	40	6	1	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45PX8DA396646	132	222,682	40	6	1	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P18DA396647	133	227,059	40	6	1	\$133,000	yes	12	BD	no
2008/Eldorado/Aerotech	11	1FD4E45P38DA396648	134	184,668	40	6	1	\$133,000	yes	12	BD	no
2009/Eldorado/Aerotech	11	1FD4E45P99DA72356	140	140,821	50	5	2	\$133,000	yes	12	BD	no
2009/Eldorado/Aerotech	11	1FDE45P09DA72357	141	138,096	50	5	2	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL5B1121747	150	79,997	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1121783	151	88,205	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL3B1122279	152	75,530	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL3B1121892	153	99,871	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL7B1122351	154	98,861	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL4B1122307	155	90,770	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL1B1122085	156	75,107	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1124264	157	96,255	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1124202	158	105,057	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL2B1154169	159	93,458	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1154234	160	91,960	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1155269	161	74,958	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL4B1155128	162	76,242	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL9B1156128	163	75,902	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL0B1155076	164	92,493	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL8B1155617	165	85,431	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL2B1155872	166	98,655	70	3	4	\$133,000	yes	12	BD	no
2011/Eldorado/Aerotech	11	1GB6G5BL5B1154781	167	84,624	70	3	4	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL4C1180905	170	42,947	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BLXC1181606	171	58,897	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL7C1182857	172	48,656	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL0C1182196	173	57,072	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL9C1182567	174	58,732	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL0C1182585	175	36,859	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL3C1181642	176	35,168	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL6C1181358	177	40,205	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL6C1181926	178	40,210	80	2	5	\$133,000	yes	12	BD	no
2012/Eldorado/Aerotech	11	1GB6G5BL9C1180477	179	39,588	80	2	5	\$133,000	yes	12	BD	no
2010/Gillig Hybrid	10	15GGD3013A1177058	400	232,418	60	4	11	\$630,700	yes	38	DE	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
37	2010/Gillig Hybrid	10	15GGD3013A1177059	401	226,345	60	4	11	\$630,700	yes	38	DE	no
38	2010/Gillig Hybrid	10	15GGD3013A177060	402	264,403	60	4	11	\$630,700	yes	38	DE	no
39	2010/Gillig Hybrid	10	15GGD3011A177061	403	251,832	60	4	11	\$630,700	yes	38	DE	no
40	2010/Gillig Hybrid	10	15GGD3013A1177062	404	245,166	60	4	11	\$630,700	yes	38	DE	no
41	2010/Gillig Hybrid	10	15GGD3015A1177063	405	269,572	60	4	11	\$630,700	yes	38	DE	no
42	2012 Gillig Hybrid	10	15GGD3014C1180619	410	150,066	80	2	13	\$630,700	yes	38	DE	no
43	2012 Gillig Hybrid	10	15GGD3010C1180620	411	118,381	80	2	13	\$630,700	yes	38	DE	no
44	2012 Gillig Hybrid	10	15GGD3012C1180621	412	136,174	80	2	13	\$630,700	yes	38	DE	no
45	2012 Gillig Hybrid	10	15GGD3014C1180622	413	128,711	80	2	13	\$630,700	yes	38	DE	no
46	2012 Gillig Hybrid	10	15GGD3016C1180623	414	155,793	80	2	13	\$630,700	yes	38	DE	no
47	2012 Gillig Hybrid	10	15GGD3018C1180624	415	132,355	80	2	13	\$630,700	yes	38	DE	no
48	2012 Gillig Hybrid	10	15GGD301XC1180625	416	148,862	80	2	13	\$630,700	yes	38	DE	no
49	2012 Gillig Hybrid	10	15GGD3015E1184391	420	34,880	100	0	15	\$630,700	yes	38	DE	no
50	2014 Gillig Hybrid	10	15GGD3017E1184392	421	32,514	100	0	15	\$630,700	yes	38	DE	no
51	2014 Gillig Hybrid	10	15GGD3019E1184393	422	29,195	100	0	15	\$630,700	yes	38	DE	no
52	2014 Gillig Hybrid	10	15GGD3010E1184394	423	34,854	100	0	15	\$630,700	yes	38	DE	no
53	2014 Gillig Hybrid	10	15GGD3012E1184395	424	35,327	100	0	15	\$630,700	yes	38	DE	no
54	2014 Gillig Hybrid	10	15GGD3014E1184396	425	20,105	100	0	15	\$630,700	yes	38	DE	no
55	2014 Gillig Hybrid	10	15GGD3016E1184397	426	31,379	100	0	15	\$630,700	yes	38	DE	no
56	2014 Gillig Hybrid	10	15GGD3018E1184398	427	29,779	100	0	15	\$630,700	yes	38	DE	no
57	2014 Gillig Hybrid	10	15GGD301XE1184399	428	34,504	100	0	15	\$630,700	yes	38	DE	no
58	2014 Gillig Hybrid	10	15GGD3012E1184400	429	24,524	100	0	15	\$630,700	yes	38	DE	no
59	1998/Gillig/Lowfloor	1	15GGD1811W1070172	903	697,371	0	16	0	\$323,000	yes	38	BD	no
60	1998/Gillig/Lowfloor	1	15GGD1813W1070173	904	749,072	0	16	0	\$323,000	yes	38	BD	no
61	1998/Gillig/Lowfloor	1	15GGD1815W1070174	905	773,206	0	16	0	\$323,000	yes	38	BD	no
62	1998/Gillig/Lowfloor	1	15GGD1817W1070175	906	722,194	0	16	0	\$323,000	yes	38	BD	no
63	1998/Gillig/Lowfloor	1	15GGD1819W1070176	907	743,100	0	16	0	\$323,000	yes	38	BD	no
64	1998/Gillig/Lowfloor	1	15GGD1810W1070177	908	733,365	0	16	0	\$323,000	yes	38	BD	no
65	1998/Gillig/Lowfloor	1	15GGD1814W1070179	910	738,350	0	16	0	\$323,000	yes	38	BD	no
66	1998/Gillig/Lowfloor	1	15GGD1810W1070180	911	820,920	0	16	0	\$323,000	yes	38	BD	no
67	1998/Gillig/Lowfloor	1	15GGD1812W1070181	912	685,372	0	16	0	\$323,000	yes	38	BD	no
68	2004/Gillig/Lowfloor	2	15GGB201241070833	920	503,477	10	10	5	\$323,000	yes	31	BD	no
69	2004/Gillig/Lowfloor	2	15GGB201441070834	921	502,194	10	10	5	\$323,000	yes	31	BD	no
70	2004/Gillig/Lowfloor	2	15GGB201641070835	922	476,463	10	10	5	\$323,000	yes	31	BD	no
71	2004/Gillig/Lowfloor	2	15GGB201841070836	923	480,337	10	10	5	\$323,000	yes	31	BD	no
72	2004/Gillig/Lowfloor	2	15GGB201X41070837	924	415,309	10	10	5	\$323,000	yes	31	BD	no
73	2004/Gillig/Lowfloor	2	15GGB201141070838	925	936,706	10	10	5	\$323,000	yes	31	BD	no
74	2004/Gillig/Lowfloor	2	15GGB201341070839	926	522,225	10	10	5	\$323,000	yes	31	BD	no
75	2004/Gillig/Lowfloor	2	15GGB201131070840	927	507,059	10	10	5	\$323,000	yes	31	BD	no
76	2005/Gillig/Lowfloor	2	15GGB291151075106	930	521,540	10	9	6	\$323,000	yes	32	BD	no
77	2005/Gillig/Lowfloor	2	15GGB291351075107	931	521,752	10	9	6	\$323,000	yes	32	BD	no
78	2005/Gillig/Lowfloor	2	15GGB291551075108	932	543,500	10	9	6	\$323,000	yes	32	BD	no
79	2005/Gillig/Lowfloor	2	15GGV291751075109	933	480,103	10	9	6	\$323,000	yes	32	BD	no

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82	2005/Gillig/Lowfloor	2	15GGB291951075256	934	488,669	10	9	6	\$323,000	yes	32	BD	no
83	2005/Gillig/Lowfloor	2	1555B291951075257	935	563,702	10	9	6	\$323,000	yes	32	BD	no
84	2005/Gillig/Lowfloor	2	15GGB291951075258	936	469,002	10	9	6	\$323,000	yes	32	BD	no
85	2005/Gillig/Lowfloor	2	15GGB291951075259	937	443,412	10	9	6	\$323,000	yes	32	BD	no
86	2005/Gillig/Lowfloor	2	15GGB291651076509	940	444,693	10	9	6	\$323,000	yes	32	BD	no
87	2005/Gillig/Lowfloor	2	15GGB291251076510	941	395,094	10	9	6	\$323,000	yes	32	BD	no
88	2005/Gillig/Lowfloor	2	15GGB291451076511	942	405,257	10	9	6	\$323,000	yes	32	BD	no
89	2005/Gillig/Lowfloor	2	15ggb291651076512	943	379,391	10	9	6	\$323,000	yes	32	BD	no
90	2005/Gillig/Lowfloor	2	15GGB291851076513	944	431,824	10	9	6	\$323,000	yes	32	BD	no
91	2005/Gillig/Lowfloor	3	15GGE291451091095	950	143,085	10	9	6	\$300,000	yes	22	BD	no
92	2005/Gillig/Lowfloor	3	15GGE291651091096	951	166,855	10	9	6	\$300,000	yes	22	BD	no
93	2005/Gillig/Lowfloor	3	15GGE291851091097	952	170,816	10	9	6	\$300,000	yes	22	BD	no
94	2005/Gillig/Lowfloor	3	15GGE291X51091098	953	137,106	10	9	6	\$300,000	yes	22	BD	no
95	2007 Gillig Lowfloor	2	15GGD21871077683	960	370,571	30	7	8	\$323,000	yes	32	BD	no
96	2007 Gillig Lowfloor	2	15GGB271X71077684	961	359,057	30	7	8	\$323,000	yes	32	BD	no
97	2007 Gillig Lowfloor	2	15GGB271171077685	962	365,261	30	7	8	\$323,000	yes	32	BD	no
98	2007 Gillig Lowfloor	2	15GGB271371077686	963	363,580	30	7	8	\$323,000	yes	32	BD	no
99	2007 Gillig Lowfloor	2	15GGB271571077687	964	369,478	30	7	8	\$323,000	yes	32	BD	no
100	2007 Gillig Lowfloor	3	15GGE271471091376	970	179,226	40	6	9	\$300,000	yes	22	BD	no
101	2007 Gillig Lowfloor	3	15GGE271671091377	971	213,894	30	7	8	\$300,000	yes	22	BD	no
102	2007 Gillig Lowfloor	3	15GGE271871091378	972	305,653	30	7	8	\$300,000	yes	22	BD	no
103	2007 Gillig Lowfloor	3	15GGE271X71091379	973	171,245	30	7	8	\$300,000	yes	22	BD	no
104	2007 Gillig Lowfloor	3	15GGE271671091380	974	214,709	30	7	8	\$300,000	yes	22	BD	no
105	2007 Gillig Lowfloor	3	15GGE271871091381	975	178,909	30	7	8	\$300,000	yes	22	BD	no
106	2007 Gillig Lowfloor	3	15GGE271X71091382	976	227,102	30	7	8	\$300,000	yes	22	BD	no
107	2007 Gillig Lowfloor	3	15GGE271171091383	977	245,196	30	7	8	\$300,000	yes	22	BD	no
108	2007 Gillig Lowfloor	2	15GGB271571078385	980	324,925	30	7	8	\$323,000	yes	32	BD	no
109	2007 Gillig Lowfloor	2	15GGB27177078386	981	328,116	30	7	8	\$323,000	yes	32	BD	no
110	2007 Gillig Lowfloor	2	15GGB27191078387	982	344,631	30	7	8	\$323,000	yes	32	BD	no
111	2007 Gillig Lowfloor	2	15GGB271071078388	983	298,776	30	7	8	\$323,000	yes	32	BD	no
112	2007 Gillig Lowfloor	2	15GGB27121078389	984	323,728	30	7	8	\$323,000	yes	32	BD	no
113	2007 Gillig Lowfloor	2	15GGD271671078390	990	419,165	30	7	8	\$323,000	yes	32	BD	no
114	2007 Gillig Lowfloor	2	15GGD271871078391	991	392,355	30	7	8	\$323,000	yes	32	BD	no
115	2007 Gillig Lowfloor	2	15GGD271X71078392	992	392,635	30	7	8	\$323,000	yes	32	BD	no
116	2007 Gillig Lowfloor	2	15GGD271171078393	993	363,589	30	7	8	\$323,000	yes	32	BD	no
117	2007 Gillig Lowfloor	2	15GGD271371078394	994	461,857	30	7	8	\$323,000	yes	32	BD	no
118	2006 Dodge Caravan	13	1D8GP24RX6B637751	1530	98,767	10	8	0	\$22,000	no	7	GA	yes
119	2006 Dodge Caravan	13	1D8GP12R16B637752	1531	104,783	20	7	0	\$22,000	no	7	GA	yes
120	2006 Ford/ Clubwagon	13	1FBNE31L46DA24647	1540	101,268	20	7	0	\$24,320	no	12	GA	yes
121	2006 Ford/ Clubwagon	13	1FBNE31L66DA24651	1542	102,527	20	7	0	\$24,320	no	12	GA	yes
122	2006 Ford/ Clubwagon	13	1FBNE31176DA24643	1547	127,884	20	7	0	\$24,320	no	12	GA	yes
123	2006 Ford/ Clubwagon	13	1FBNE31L96DA24658	1553	94,411	20	7	0	\$24,320	no	12	GA	yes
124	2006 Ford/ Clubwagon	13	1FBNE31L26DA24663	1556	91,567	20	7	0	\$24,320	no	12	GA	yes
125	2006 Ford/ Clubwagon	13	1FBNE31L56DA24639	1557	89,030	20	7	0	\$24,320	no	12	GA	yes
126	2006 Ford/ Clubwagon	13	1FBNE31L16DA24654	1560	100,215	20	7	0	\$24,320	no	12	GA	yes

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127	2006 Ford/ Clubwagon	13	1FBNE31L36DA24655	1568	79,572	20	7	0	\$24,320	no	12	GA	yes
128	2004 Ford E350	14	1FTSE34L54HB35935	1576	37,123	0	10	0	\$48,000	yes	9	GA	no
129	2004/Ford Clubwagon	13	1FBNE31L34HB38595	1775	82,494	0	10	0	\$24,320	no	12	GA	no
130	2005/Ford Clubwagon	13	1FBNE31L85HB38559	1784	73,563	0	9	0	\$24,320	no	12	GA	yes
131	2005/Ford Clubwagon	13	1FBNE31L85HB38562	1786	99,614	0	9	0	\$24,320	no	12	GA	yes
132	2005/Ford Clubwagon	13	1FBNE31L15HB38564	1789	71,415	0	9	0	\$24,320	no	12	GA	no
133	2005/Ford Clubwagon	13	1FBNE31L55HB38566	1791	62,471	0	9	0	\$24,320	no	12	GA	no
134	2008 Chevrolet Uplander	13	1GNDV23W78D205888	1804	142,051	40	6	1	\$24,320	no	12	GA	no
135	2008 Chevrolet Express	13	1GAHG39KX81221687	1805	122,572	40	6	1	\$24,320	no	12	GA	no
136	2012 EV1 ADA	14	523MF1A65CM101163	1807	35,881	80	2	5	\$48,000	yes	4	GA	no
137	2014 Chevy Express	14	1GNWGRFA7E1212784	1806	3,481	100	0	6	\$22,000	yes	4	GA	no
138	2014 Chevy Express	14	1GAWGRFA0E1212854	1808	3,227	100	0	6	\$22,000	yes	4	GA	no
139	2007 Chevy Express	13	1GAHG35U071188737	1820	112,455	30	7	0	\$24,320	no	12	GA	no
140	2007 Chevy Express	13	1GAHG35U171188987	1821	108,016	30	7	0	\$24,320	no	12	GA	no
141	2007 Chevy Express	13	1GAHG35U671189259	1823	102,360	30	7	0	\$24,320	no	12	GA	no
142	2007 Chevy Express	13	1GAHG35U971189143	1825	77,989	30	7	0	\$24,320	no	12	GA	no
143	2007 Chevy Express	13	AGAHG35U971189790	1826	112,647	30	7	0	\$24,320	no	12	GA	no
144	2007 Chevy Express	13	1GAHG35U371189560	1827	102,191	30	7	0	\$24,320	no	12	GA	no
145	2007 Chevy Express	13	1GAHG35U671189603	1830	90,484	30	7	0	\$24,320	no	12	GA	no
146	2007 Chevy Express	14	1GAHG35U971189112	1831	99,051	30	7	0	\$24,320	no	12	GA	no
147	2007 Chevy Express	13	1GAHG35U71189443	1837	102,015	30	7	0	\$24,320	no	12	GA	yes
148	2007 Chevy Express	13	1GAHG35U71190534	1839	104,677	30	7	0	\$24,320	no	12	GA	yes
149	2007 Chevy Express	13	1GAHG35U071190276	1842	89,488	30	7	0	\$24,320	no	12	GA	yes
150	2007 Chevy Express	13	1GAHG35U671191139	1844	96,538	30	7	0	\$24,320	no	12	GA	yes
151	2007 Chevy Express	13	1GAHG35U471190152	1845	94,091	30	7	0	\$24,320	no	12	GA	yes
152	2007 Chevy Express	13	1GAHG35U271190523	1846	89,696	30	7	0	\$24,320	no	12	GA	yes
153	2007 Chevy Express	13	1GAHG35U971191118	1847	69,822	30	7	0	\$24,320	no	12	GA	yes
154	2007 Chevy Express	13	1GAHG35U371188716	1851	123,597	30	7	0	\$24,320	no	12	GA	yes
155	2007 Chevy Express	13	1GAHG35U071189757	1854	93,786	30	7	0	\$24,320	no	12	GA	yes
156	2007 Chevy Express	13	1GAHG35U71189447	1855	99,786	30	7	0	\$24,320	no	12	GA	yes
157	2007 Chevy Express	13	1GAHG35U071190388	1856	116,887	30	7	0	\$24,320	no	12	GA	yes
158	2007 Chevy Express	13	1GAHG35U471191317	1857	82,073	30	7	0	\$24,320	no	12	GA	yes
159	2007 Chevy Express	13	1GAHG35U171190576	1860	101,106	30	7	0	\$24,320	no	12	GA	yes
160	2007 Chevy Express	13	1GAHG35U171189816	1861	107,192	30	7	0	\$24,320	no	12	GA	yes
161	2007 Chevy Express	13	1GAHG35U471239477	1862	91,496	30	7	0	\$24,320	no	12	GA	no
162	2007 Chevy Express	13	1GAHG39U671188977	1870	119,531	30	7	0	\$26,910	no	15	GA	no
163	2008 Chevy Uplander	13	1GNDV23W38D197613	1901	75,210	40	6	0	\$22,000	no	7	GA	no
164	2008 Chevy Uplander	13	1GNDV23WX8D196426	1903	122,057	40	6	0	\$22,000	no	7	GA	yes
165	2008 Chevy Uplander	13	1GNDV23W48D196485	1904	91,219	40	6	0	\$22,000	no	7	GA	no
166	2008 Chevy Uplander	13	1GNDV23W78D196741	1905	81,014	40	6	0	\$22,000	no	7	GA	no
167	2008 Chevy Uplander	13	1GNDV23W38D197621	1906	74,534	40	6	0	\$22,000	no	7	GA	no
168	2008 Chevy Uplander	14	1GNDV23WX8D196491	1907	97,390	40	6	0	\$22,000	no	7	GA	no
169	2008 Chevy Uplander	13	1GNDV23W78D196237	1908	93,747	40	6	0	\$22,000	no	7	GA	no
170	2008 Chevy Uplander	13	1GNDV23W08D208549	1909	68,332	40	6	0	\$22,000	no	7	GA	no

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171	2008 Chevy Uplander	13	1GNDV23W08D208440	1910	64,028	40	6	0	\$22,000	no	7	GA	no
172	2008 Chevy Uplander	13	1GNDV23W98D207917	1911	83,966	40	6	0	\$22,000	no	7	GA	no
173	2008 Chevy Uplander	13	1GNDV23W8D207828	1912	60,968	40	6	0	\$22,000	no	7	GA	no
174	2008 Chevy Uplander	14	1GNDV23W48D207825	1913	105,845	40	6	0	\$22,000	no	7	GA	no
175	2008 Chevy Uplander	13	1GNDV23W88D206547	1915	100,909	40	6	0	\$22,000	no	7	GA	no
176	2008 Chevy Uplander	13	1GNDV23W38D208612	1916	123,303	40	6	0	\$22,000	no	7	GA	no
177	2008 Chevy Uplander	14	1GNDV23W88D208752	1917	115,610	40	6	0	\$22,000	no	7	GA	no
178	2008 Chevy Express	13	1GAHG35K681217707	1920	49,756	40	6	0	\$24,320	no	12	GA	yes
179	2008 Chevy Express	13	1GAHG35K881217711	1921	91,261	40	6	0	\$24,320	no	12	GA	yes
180	2008 Chevy Express	13	1GAHG35K781219854	1923	86,766	40	6	0	\$24,320	no	12	GA	yes
181	2008 Chevy Express	13	1GAHG35K481220248	1924	106,550	40	6	0	\$24,320	no	12	GA	yes
182	2008 Chevy Express	13	1GAHG35K481218340	1925	69,152	40	6	0	\$24,320	no	12	GA	yes
183	2008 Chevy Express	13	1GAHG35K681219148	1926	66,726	40	6	0	\$24,320	no	12	GA	yes
184	2008 Chevy Express	13	1GAHG35K281219132	1927	70,986	40	6	0	\$24,320	no	12	GA	yes
185	2008 Chevy Express	13	1GAHG35KX81220528	1928	46,423	40	6	0	\$24,320	no	12	GA	yes
186	2008 Chevy Express	13	1GAHG35K181220627	1929	49,738	40	6	0	\$24,320	no	12	GA	yes
187	2008 Chevy Express	13	1GAHG35K481220704	1930	57,012	40	6	0	\$24,320	no	12	GA	yes
188	2008 Chevy Express	13	1GAHG35K581219464	1931	108,564	40	6	0	\$24,320	no	12	GA	yes
189	2008 Chevy Express	13	1GAHG35K281218160	1932	132,161	40	6	0	\$24,320	no	12	GA	yes
190	2008 Chevy Express	13	1GAHG35K181221003	1934	119,450	40	6	0	\$24,320	no	12	GA	yes
191	2008 Chevy Express	13	1GAHG35K281218191	1936	114,223	40	6	0	\$24,320	no	12	GA	yes
192	2008 Chevy Express	13	1GAHG35K681220218	1938	128,344	40	6	0	\$24,320	no	12	GA	no
193	2008 Chevy Express	13	1GAHG35K181219459	1939	76,369	40	6	0	\$24,320	no	12	GA	no
194	2008 Chevy Express	13	1GAHG35KX81220822	1942	103,016	40	6	0	\$24,320	no	12	GA	no
195	2008 Chevy Express	13	1GAHG35K381220015	1943	61,195	40	6	0	\$24,320	no	12	GA	no
196	2008 Chevy Express	13	1GAHG35K581220419	1944	60,767	40	6	0	\$24,320	no	12	GA	no
197	2008 Chevy Express	13	1GAHG35KX81233733	1946	79,713	40	6	0	\$24,320	no	12	GA	no
198	2008 Chevy Express	13	1GAHG39K381218971	1950	110,815	40	6	0	\$26,910	no	15	GA	no
199	2008 Chevy Express	13	1GAHG39K981220126	1951	110,814	40	6	0	\$26,910	no	15	GA	no
200	2008 Chevy Express	13	1GAHG39K581218180	1952	121,926	40	6	0	\$26,910	no	15	GA	no
201	2009 Toyota Sienna	13	5TDZK23C19S278371	2000	76,802	50	5	1	\$22,000	no	7	GA	yes
202	2009 Toyota Sienna	13	5TDZK23C49S278378	2001	126,265	50	5	1	\$22,000	no	7	GA	yes
203	2009 Toyota Sienna	13	5TDZK23C19S278872	2002	62,224	50	5	1	\$22,000	no	7	GA	yes
204	2009 Toyota Sienna	13	5TDZK23C19S279232	2003	63,698	50	5	1	\$22,000	no	7	GA	yes
205	2009 Toyota Sienna	13	5TDZK23C39S279666	2004	101,643	50	5	1	\$22,000	no	7	GA	yes
206	2009 Toyota Sienna	13	5TDZK23C29S279206	2005	80,172	50	5	1	\$22,000	no	7	GA	yes
207	2009 Toyota Sienna	13	5TDZK23CX9S278823	2006	82,310	50	5	1	\$22,000	no	7	GA	yes
208	2009 Toyota Sienna	13	5TDZK23C89S280179	2007	107,429	50	5	1	\$22,000	no	7	GA	yes
209	2009 Toyota Sienna	13	5TDZK23C19S280203	2008	77,071	50	5	1	\$22,000	no	7	GA	yes
210	2009 Toyota Sienna	13	5TDZK23C89S279677	2009	66,266	50	5	1	\$22,000	no	7	GA	yes
211	2009 Toyota Sienna	13	5TDZK23C49S282916	2020	112,162	50	5	1	\$22,000	no	7	GA	no
212	2009 Toyota Sienna	13	5TDZK23C69S283145	2021	59,857	50	5	1	\$22,000	no	7	GA	no
213	2009 Toyota Sienna	13	5TDZK23C19S282307	2022	76,135	50	5	1	\$22,000	no	7	GA	no
214	2009 Toyota Sienna	13	5TDZK23C59S282956	2023	37,350	50	5	1	\$22,000	no	7	GA	no
215	2009 Toyota Sienna	13	5TDZK23C99S282328	2024	45,038	50	5	1	\$22,000	no	7	GA	no

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216	2009 Toyota Sienna	13	5TDZK23C79S282635	2025	75,993	50	5	1	\$22,000	no	7	GA	no
217	2009 Toyota Sienna	13	5TDZK23C49S283161	2026	82,089	50	5	1	\$22,000	no	7	GA	no
218	2009 Toyota Sienna	13	5TDZK23C19S283375	2027	66,605	50	5	1	\$22,000	no	7	GA	no
219	2009 Toyota Sienna	13	5TDZK23C19S283389	2028	124,683	50	5	1	\$22,000	no	7	GA	no
220	2009 Toyota Sienna	13	5TDZK23C09S282640	2029	74,858	50	5	1	\$22,000	no	7	GA	no
221	2009 Toyota Sienna	13	5TDZK23C09S282282	2030	75,727	50	5	1	\$22,000	no	7	GA	no
222	2009 Toyota Sienna	13	5TDZK23C79S284997	2031	78,538	50	5	1	\$22,000	no	7	GA	no
223	2009 Toyota Sienna	13	5TDZK23C09S284727	2032	65,359	50	5	1	\$22,000	no	7	GA	no
224	2009 Toyota Sienna	13	5TDZK23C19S285854	2033	68,521	50	5	1	\$22,000	no	7	GA	yes
225	2009 Toyota Sienna	13	5TDZK23C49S286349	2034	83,792	50	5	1	\$22,000	no	7	GA	yes
226	2009 Toyota Sienna	13	5TDZK23C9S286355	2035	134,402	50	5	1	\$22,000	no	7	GA	yes
227	2009 Toyota Sienna	13	5TDZK23C19S286597	2036	51,584	50	5	1	\$22,000	no	7	GA	yes
228	2009 Chevy Express	13	1GAHG35K691156425	2050	107,338	50	5	1	\$24,320	no	12	GA	no
229	2009 Chevy Express	13	1GAHG35K791155459	2051	100,694	50	5	1	\$24,320	no	12	GA	no
230	2009 Chevy Express	13	1GAHG35K591155282	2052	77,470	50	5	1	\$24,320	no	12	GA	no
231	2009 Chevy Express	13	1GAHG35K391156673	2053	53,087	50	5	1	\$24,320	no	12	GA	no
232	2009 Chevy Express	13	1GAHG35K491156657	2054	95,004	50	5	1	\$24,320	no	12	GA	no
233	2009 Chevy Express	13	1GAHG35KX91156010	2055	91,799	50	5	1	\$24,320	no	12	GA	no
234	2009 Chevy Express	13	1GAHG35K191156705	2056	95,571	50	5	1	\$24,320	no	12	GA	no
235	2009 Chevy Express	13	1GAHG35K791156739	2057	74,422	50	5	1	\$24,320	no	12	GA	no
236	2009 Chevy Express	13	1GAHG35K191154713	2058	112,477	50	5	1	\$24,320	no	12	GA	no
237	2009 Chevy Express	13	1GAHG35K591156478	2059	63,478	50	5	1	\$24,320	no	12	GA	no
238	2009 Chevy Express	13	1GAHG35K691156442	2060	49,284	50	5	1	\$24,320	no	12	GA	no
239	2009 Chevy Express	13	1GAHG35K191156607	2061	49,221	50	5	1	\$24,320	no	12	GA	no
240	2009 Chevy Express	13	1GAHG35K291155823	2062	82,051	50	5	1	\$24,320	no	12	GA	no
241	2009 Chevy Express	13	1GAHG35K891166308	2063	56,451	50	5	1	\$24,320	no	12	GA	yes
242	2009 Chevy Express	13	1GAHG35K791166557	2064	102,059	50	5	1	\$24,320	no	12	GA	yes
243	2009 Chevy Express	13	1GAHG39KX91155224	2080	72,072	50	5	1	\$26,910	no	15	GA	no
244	2009 Chevy Express	13	1GAHG39KX91155675	2081	108,226	50	5	1	\$26,910	no	15	GA	no
245	2009 Chevy Express	13	1GAHG39K091156088	2082	112,041	50	5	1	\$26,910	no	15	GA	no
246	2010 Dodge Caravan	13	2D4RN5D15AR356401	2100	61,018	60	4	2	\$22,000	no	7	GA	no
247	2010 Dodge Caravan	13	2D4RN5D17AR356402	2102	50,276	60	4	2	\$22,000	no	7	GA	no
248	2010 Dodge Caravan	13	2D4RN5D10AR356404	2102	84,052	60	4	2	\$22,000	no	7	GA	no
249	2010 Dodge Caravan	13	2D4RN5D13AR356400	2103	96,062	60	4	2	\$22,000	no	7	GA	no
250	2010 Dodge Caravan	13	2D4RN5D19AR356403	2104	34,969	60	4	2	\$22,000	no	7	GA	no
251	2011 Dodge Caravan	13	2D4RN4DG7BR715120	2110	72,667	70	3	3	\$22,000	no	7	GA	yes
252	2011 Dodge Caravan	13	2D4RN4DG1BR715114	2111	98,945	70	3	3	\$22,000	no	7	GA	yes
253	2011 Dodge Caravan	13	2D4RN4DG3BR715115	2112	74,784	70	3	3	\$22,000	no	7	GA	yes
254	2011 Dodge Caravan	13	2D4RN4DG0BR715119	2113	37,575	70	3	3	\$22,000	no	7	GA	yes
255	2011 Dodge Caravan	13	2D4RN4DG8BR715112	2114	32,475	70	3	3	\$22,000	no	7	GA	yes
256	2011 Dodge Caravan	13	2D4RN4DG0BR715122	2115	48,758	70	3	3	\$22,000	no	7	GA	yes
257	2011 Dodge Caravan	13	2D4RN4DH7BR715117	2116	44,034	70	3	3	\$22,000	no	7	GA	yes
258	2011 Dodge Caravan	13	2D4RN4DG9BR715121	2117	24,970	70	3	3	\$22,000	no	7	GA	yes
259	2011 Dodge Caravan	13	2D4RN4DG9BR715118	2118	66,009	70	3	3	\$22,000	no	7	GA	yes
260	2011 Dodge Caravan	13	2D4RN4DG2BR732486	2119	25,079	70	3	3	\$22,000	no	7	GA	yes

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261	2011 Dodge Caravan	13	2D4RN4DGXBR715113	2120	41,165	70	3	3	\$22,000	no	7	GA	yes
262	2011 Dodge Caravan	13	2D4RN4DG5BR715116	2121	35,471	70	3	3	\$22,000	no	7	GA	yes
263	2011 Dodge Caravan	13	2D4RN4DGTBR732497	2122	38,190	70	3	3	\$22,000	no	7	GA	yes
264	2011 Dodge Caravan	13	2D4RN4DG4BR732487	2123	99,638	70	3	3	\$22,000	no	7	GA	yes
265	2011 Dodge Caravan	13	2D4RN4DG6BR732491	2124	29,937	70	3	3	\$22,000	no	7	GA	yes
266	2011 Dodge Caravan	13	2D4RN4DG3BR732495	2125	46,257	70	3	3	\$22,000	no	7	GA	yes
267	2011 Dodge Caravan	13	2D4RN4DGXBR732493	2126	72,230	70	3	3	\$22,000	no	7	GA	yes
268	2011 Dodge Caravan	13	2D4RN4DG5BR732496	2127	60,703	70	3	3	\$22,000	no	7	GA	yes
269	2011 Dodge Caravan	13	2D4RN4DG0BR788801	2128	46,565	70	3	3	\$22,000	no	7	GA	yes
270	2011 Dodge Caravan	13	2D4RN4DG2BR788802	2129	37,265	70	3	3	\$22,000	no	7	GA	yes
271	2011 Dodge Caravan	13	2D4RN4DGXBR788787	2130	41,506	70	3	3	\$22,000	no	7	GA	yes
272	2011 Dodge Caravan	13	2D4RN4DG1BR788788	2131	53,692	70	3	3	\$22,000	no	7	GA	yes
273	2011 Dodge Caravan	13	2D4RN4DG3BR788789	2132	31,496	70	3	3	\$24,320	no	12	GA	yes
274	2011 Ford Econoline	13	1FBNE3BL9BDA90474	2140	47,103	70	3	3	\$24,320	no	12	GA	yes
275	2011 Ford Econoline	13	1FBNE3BL0BDA90475	2141	75,637	70	3	3	\$24,320	no	12	GA	yes
276	2011 Ford Econoline	13	1FBNE3BL4BDA90480	2142	52,716	70	3	3	\$24,320	no	12	GA	yes
277	2011 Ford Econoline	13	1FBNE3BL8BDA90485	2143	85,820	70	3	3	\$24,320	no	12	GA	yes
278	2011 Ford Econoline	13	1FBNE3BL6BDA90464	2144	74,134	70	3	3	\$24,320	no	12	GA	yes
279	2011 Ford Econoline	13	1FBNE3BL5BDA90472	2145	85,745	70	3	3	\$24,320	no	12	GA	yes
280	2011 Ford Econoline	13	1FBNE3BL5BDA90469	2146	74,470	70	3	3	\$24,320	no	12	GA	yes
281	2011 Ford Econoline	13	1FBNE3BL8BDA90482	2147	84,158	70	3	3	\$24,320	no	12	GA	yes
282	2011 Ford Econoline	13	1FBNE3BL7BDA90473	2148	25,375	70	3	3	\$24,320	no	12	GA	yes
283	2011 Ford Econoline	13	1FBNE3BL1BDA90487	2149	64,389	70	3	3	\$24,320	no	12	GA	yes
284	2011 Ford Econoline	13	1FBNE3BL3BDA90471	2150	54,895	70	3	3	\$24,320	no	12	GA	yes
285	2011 Ford Econoline	13	1FBNE3BL4BDA90477	2151	84,685	70	3	3	\$24,320	no	12	GA	yes
286	2011 Ford Econoline	13	1FBNE3BLXBD A90466	2152	101,262	70	3	3	\$24,320	no	12	GA	yes
287	2011 Ford Econoline	13	1FBNE3BL6BDA90478	2153	83,852	70	3	3	\$24,320	no	12	GA	yes
288	2011 Ford Econoline	13	1FBNE3BL6BDA90481	2154	68,016	70	3	3	\$24,320	no	12	GA	yes
289	2011 Ford Econoline	13	1FBNE3BL1BDA90484	2155	84,597	70	3	3	\$24,320	no	12	GA	yes
290	2011 Ford Econoline	13	1FBNE3BL1BDA90470	2156	84,356	70	3	3	\$24,320	no	12	GA	yes
291	2011 Ford Econoline	13	1FBNE3BL8BDA90479	2157	84,356	70	3	3	\$24,320	no	12	GA	yes
292	2011 Ford Econoline	13	1FBNE3BLXBD A90483	2158	96,823	70	3	3	\$24,320	no	12	GA	yes
293	2011 Ford Econoline	13	1FBNE3BL3BDA90468	2159	63,843	70	3	3	\$24,320	no	12	GA	yes
294	2011 Ford Econoline	13	1FBNE3BL2BDA90476	2160	64,668	70	3	3	\$24,320	no	12	GA	yes
295	2011 Ford Econoline	13	1FBSS3BL6BDA90492	2170	52,847	70	3	3	\$26,910	no	15	GA	yes
296	2011 Ford Econoline	13	1FBSS3BLXBD A90494	2171	53,870	70	3	3	\$26,910	no	15	GA	yes
297	2011 Ford Econoline	13	1FBSS3BL8BDA90493	2172	38,786	70	3	3	\$26,910	no	15	GA	yes
298	2012 Dodge Caravan	13	2C4RDGBG7CR281433	2200	32,105	80	2	4	\$22,000	no	7	GA	yes
299	2012 Dodge Caravan	13	2C4RDGBG9CR281442	2201	36,182	80	2	4	\$22,000	no	7	GA	yes
300	2012 Dodge Caravan	13	2C4RDGBG9CR281434	2202	35,430	80	2	4	\$22,000	no	7	GA	yes
301	2012 Dodge Caravan	13	2C4RDGBG1CR281430	2203	23,925	80	2	4	\$22,000	no	7	GA	yes
302	2012 Dodge Caravan	13	2C4RDGBG3CR281428	2204	33,034	80	2	4	\$22,000	no	7	GA	yes
303	2012 Dodge Caravan	13	2C4RDGBG6CR281441	2205	29,624	80	2	4	\$22,000	no	7	GA	yes
304	2012 Dodge Caravan	13	2C4RDGBG4CR281440	2206	45,252	80	2	4	\$22,000	no	7	GA	yes
305	2012 Dodge Caravan	13	2C4RDGBG6CR281438	2207	37,688	80	2	4	\$22,000	no	7	GA	yes

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306	2012 Dodge Caravan	13	2C4RDGBG3CR281431	2208	14,410	80	2	4	\$22,000	no	7	GA	yes
307	2012 Dodge Caravan	13	2C4RDGBG2CR281436	2209	19,138	80	2	4	\$22,000	no	7	GA	yes
308	2012 Dodge Caravan	13	2C4RDGBG2CR281426	2210	51,902	80	2	4	\$22,000	no	7	GA	yes
309	2012 Dodge Caravan	13	2C4RDGBG2CR281443	2211	44,000	80	2	4	\$22,000	no	7	GA	yes
310	2012 Dodge Caravan	13	2C4RDGBG2CR281429	2212	30,875	80	2	4	\$22,000	no	7	GA	yes
311	2012 Dodge Caravan	13	2C4RDGBG2CR281439	2213	18,796	80	2	4	\$22,000	no	7	GA	no
312	2012 Dodge Caravan	13	2C4RDGBG2CR281432	2214	45,722	80	2	4	\$22,000	no	7	GA	yes
313	2012 Dodge Caravan	13	2C4RDGBG2CR281437	2215	20,580	80	2	4	\$22,000	no	7	GA	no
314	2012 Dodge Caravan	13	2C4RDGBG2CR281435	2216	42,514	80	2	4	\$22,000	no	7	GA	yes
315	2012 Dodge Caravan	13	2C4RDGBG1CR281427	2217	43,139	80	2	4	\$22,000	no	7	GA	yes
316	2012 Chevy Express	13	1GAZGYFA6C1146340	2220	43,360	80	2	4	\$24,320	no	12	GA	yes
317	2012 Chevy Express	13	1GAZGYFA7C1144945	2221	37,288	80	2	4	\$24,320	no	12	GA	yes
318	2012 Chevy Express	13	1GAZGYFA3C1146532	2222	57,176	80	2	4	\$24,320	no	12	GA	yes
319	2012 Chevy Express	13	1GAZGYFA7C1144735	2223	81,985	80	2	4	\$24,320	no	12	GA	yes
320	2012 Chevy Express	13	1GAZGYFA3C1146028	2224	82,772	80	2	4	\$24,320	no	12	GA	yes
321	2012 Chevy Express	13	1GAZGYFA1C1145220	2225	56,231	80	2	4	\$24,320	no	12	GA	yes
322	2012 Chevy Express	13	1GAZGYFAXC1146530	2226	56,585	80	2	4	\$24,320	no	12	GA	yes
323	2012 Chevy Express	13	1GAZGYFA9C1146681	2227	65,048	80	2	4	\$24,320	no	12	GA	yes
324	2012 Chevy Express	13	1GAZGYFA4C1146264	2228	77,601	80	2	4	\$24,320	no	12	GA	yes
325	2012 Chevy Express	13	1GAZGYFA3C1145056	2229	46,770	80	2	4	\$24,320	no	12	GA	yes
326	2012 Chevy Express	13	1GAZGYFA0C1145239	2230	74,546	80	2	4	\$24,320	no	12	GA	yes
327	2012 Chevy Express	13	1GAZGF1G4C1147166	2240	66,878	80	2	4	\$26,910	no	15	GA	yes
328	2013 Dodge Caravan	13	2C4RDGBG9DR694407	2300	22,149	90	1	5	\$22,000	no	7	GA	no
329	2013 Dodge Caravan	13	2C4RDGBG2DR694402	2301	17,225	90	1	5	\$22,000	no	7	GA	no
330	2013 Dodge Caravan	13	2C4RDGBG4DR694413	2302	27,651	90	1	5	\$22,000	no	7	GA	no
331	2013 Dodge Caravan	13	2C4RDGBG8DR694401	2303	32,992	90	1	5	\$22,000	no	7	GA	no
332	2013 Dodge Caravan	13	2C4RDGBG2DR694409	2304	35,757	90	1	5	\$22,000	no	7	GA	no
333	2013 Dodge Caravan	13	2C4RDGBG0DR694408	2305	14,619	90	1	5	\$22,000	no	7	GA	no
334	2013 Dodge Caravan	13	2C4RDGBG2DR694412	2306	11,740	90	1	5	\$22,000	no	7	GA	no
335	2013 Dodge Caravan	13	2C4RDGBG6DR694400	2307	37,376	90	1	5	\$22,000	no	7	GA	no
336	2013 Dodge Caravan	13	2C4RDGBG1DR694403	2308	29,187	90	1	5	\$22,000	no	7	GA	no
337	2013 Dodge Caravan	13	2C4RDGBG7DR694406	2309	36,508	90	1	5	\$22,000	no	7	GA	no
338	2013 Dodge Caravan	13	2C4RDGBG9DR694405	2310	33,369	90	1	5	\$22,000	no	7	GA	no
339	2013 Dodge Caravan	13	2C4RDGBG0DR694411	2311	10,558	90	1	5	\$22,000	no	7	GA	no
340	2013 Dodge Caravan	13	2C4RDGBG3DR694404	2312	25,355	90	1	5	\$22,000	no	7	GA	no
341	2013 Dodge Caravan	13	2C4RDGBG9DR694410	2313	25,707	90	1	5	\$22,000	no	7	GA	no
342	2013 Ford Econoline	13	1FBNE3BL5DDA71732	2320	19,149	90	1	5	\$24,320	no	12	GA	yes
343	2013 Ford Econoline	13	1FBNE3BL3DDA71731	2321	31,678	90	1	5	\$24,320	no	12	GA	yes
344	2013 Ford Econoline	13	1FBNE3BL1DDA71730	2322	36,599	90	1	5	\$24,320	no	12	GA	yes
345	2013 Ford Econoline	13	1FBNE3BL8DDA71725	2323	32,067	90	1	5	\$24,320	no	12	GA	yes
346	2013 Ford Econoline	13	1FBNE3BLXDDA71726	2324	35,674	90	1	5	\$24,320	no	12	GA	yes
347	2013 Ford Econoline	13	1FBNE3BL5DDA71729	2325	46,773	90	1	5	\$24,320	no	12	GA	yes
348	2013 Ford Econoline	13	1FBNE3BL7DDA71733	2326	16,104	90	1	5	\$24,320	no	12	GA	yes
349	2013 Ford Econoline	13	1FBNE3BL1DDA71727	2327	21,940	90	1	5	\$24,320	no	12	GA	yes
350	2013 Ford Econoline	13	1FBNE3BL3DDA71728	2328	21,444	90	1	5	\$24,320	no	12	GA	yes

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351	2013 Ford Econoline	13	1FBNE3BL1DDA87653	2329	38,445	90	1	5	\$24,320	no	12	GA	no
352	2013 Ford Econoline	13	1FBNE3BL7DDA87656	2330	33,974	90	1	5	\$24,320	no	12	GA	no
353	2013 Ford Econoline	13	1FBNE3BL9DDA87657	2331	38,240	90	1	5	\$24,320	no	12	GA	no
354	2013 Ford Econoline	13	1FBNE3BL2DDA87659	2332	22,854	90	1	5	\$24,320	no	12	GA	no
355	2013 Ford Econoline	13	1FBNE3BL8DDA87648	2333	23,881	90	1	5	\$24,320	no	12	GA	no
356	2013 Ford Econoline	13	1FBNE3BL6DDA87647	2334	24,648	90	1	5	\$24,320	no	12	GA	no
357	2013 Ford Econoline	13	1FBNE3BLXDDA87649	2335	23,920	90	1	5	\$24,320	no	12	GA	no
358	2013 Ford Econoline	13	1FBNE3BL5DDA87655	2336	27,821	90	1	5	\$24,320	no	12	GA	no
359	2013 Ford Econoline	13	1FBNE3BL0DDA87658	2337	28,448	90	1	5	\$24,320	no	12	GA	no
360	2013 Ford Econoline	13	1FBNE3BLXDDA87652	2338	40,006	90	1	5	\$24,320	no	12	GA	no
361	2013 Ford Econoline	13	1FBNE3BL3DDA87654	2339	37,229	90	1	5	\$24,320	no	12	GA	no
364	2013 Ford Econoline	13	1FBNE3BL8DDA87651	2340	33,911	90	1	5	\$24,320	no	12	GA	no
347	2013 Ford Econoline	13	1FBNE3BL6DDA87650	2341	18,965	90	1	5	\$24,320	no	12	GA	no
348	2013 Ford Econoline	13	1FBNE3BL0DDA87644	2342	24,898	90	1	5	\$24,320	no	12	GA	no
349	2013 Ford Econoline	13	1FBNE3BL2DDA87645	2343	19,417	90	1	5	\$24,320	no	12	GA	no
350	2013 Ford Econoline	13	1FBNE3BL4DDA87646	2344	22,103	90	1	5	\$24,320	no	12	GA	no
351	2013 Ford Econoline	13	1BNE3BLE3DDA83667	2345	3,455	90	1	5	\$24,320	no	12	GA	no
352	2013 Ford Econoline	13	1FBNE3BL9DDA87643	2346	23,868	90	1	5	\$24,320	no	12	GA	no
353	2013 Ford Econoline	13	1FBNE3BL0DDA83660	2347	17,214	90	1	5	\$24,320	no	12	GA	no
354	2013 Ford Econoline	13	1FBNE3BL1DDA83666	2348	23,260	90	1	5	\$24,320	no	12	GA	no
355	2013 Ford Econoline	13	1FBNE3BL3DDA83670	2349	9,567	90	1	5	\$24,320	no	12	GA	no
356	2013 Ford Econoline	13	1FBNE3BL8DDA83664	2350	18,620	90	1	5	\$24,320	no	12	GA	no
357	2013 Ford Econoline	13	1FBNE3BL5DDA83668	2351	12,522	90	1	5	\$24,320	no	12	GA	no
358	2013 Ford Econoline	13	1FBNE3BL2DDA83661	2352	44,482	90	1	5	\$24,320	no	12	GA	no
359	2013 Ford Econoline	13	1FBNE3BL5DDA83671	2353	11,134	90	1	5	\$24,320	no	12	GA	no
360	2013 Ford Econoline	13	1FBNE3BL6DDA83663	2354	19,104	90	1	5	\$24,320	no	12	GA	no
361	2013 Ford Econoline	13	1FBNE3BL4DDA83662	2355	15,697	90	1	5	\$24,320	no	12	GA	no
362	2013 Ford Econoline	13	1FBNE3BLXDDA83665	2356	52,157	90	1	5	\$24,320	no	12	GA	no
363	2013 Ford Econoline	13	1FBNE3BL7DDA83669	2357	11,891	90	1	5	\$24,320	no	12	GA	no
364	2103 Chevy Express	13	1GAZG1FA3D1156177	2360	24,247	90	1	5	\$26,910	no	15	GA	yes
365	2103 Chevy Express	13	1GAZG1FA9D1156877	2361	30,997	90	1	5	\$26,910	no	15	GA	yes
366	2103 Chevy Express	13	1GAZG1FA3D1184271	2362	28,282	90	1	5	\$26,910	no	15	GA	no
367	2014 Dodge Caravan	13	2C4RDGCG9ER360245	2400	10,257	100	0	6	\$22,000	no	7	GA	yes
368	2014 Dodge Caravan	13	2C4RDGCG9ER360244	2401	4,139	100	0	6	\$22,000	no	7	GA	yes
369	2014 Dodge Caravan	13	2C4RDGCG9ER360250	2402	3,321	100	0	6	\$22,000	no	7	GA	yes
370	2014 Dodge Caravan	13	2C4RDGCG9ER360242	2403	4,172	100	0	6	\$22,000	no	7	GA	yes
371	2014 Dodge Caravan	13	2C4RDGCG9ER360246	2404	2,379	100	0	6	\$22,000	no	7	GA	yes
372	2014 Dodge Caravan	13	2C4RDGCG9ER360243	2405	1,317	100	0	6	\$22,000	no	7	GA	yes
373	2014 Dodge Caravan	13	2C4RDGCG9ER360241	2406	1,880	100	0	6	\$22,000	no	7	GA	yes
374	2014 Dodge Caravan	13	2C4RDGCG9ER360251	2407	113	100	0	6	\$22,000	no	7	GA	yes
375	2014 Dodge Caravan	13	2C4RDGCG9ER360249	2408	1,562	100	0	6	\$22,000	no	7	GA	yes
376	2014 Dodge Caravan	13	2C4RDGCG9ER360247	2409	0	100	0	6	\$22,000	no	7	GA	yes
377	2014 Dodge Caravan	13	2C4RDGCG9ER360248	2410	0	100	0	6	\$22,000	no	7	GA	yes
378	2014 Chevy Express	13	1GAWGRFA0E1208321	2420	1,106	100	0	6	\$24,320	no	12	GA	no
379	2014 Chevy Express	13	1GAWGRFA6E1208842	2421	933	100	0	6	\$24,320	no	12	GA	no
380	2014 Chevy Express	13	1GAWGRFA8E1208230	2422	1,879	100	0	6	\$24,320	no	12	GA	no

	Year/Make/Model	Vehicle Code	Vehicle Identification Number	Agency Vehicle Number	Current Odometer	Condition (points)	Age Years	Remaining Useful Life (years)	Replacement Cost	ADA Access (yes/no)	Seating Capacity	Fuel Type	WSDOT Title (yes/no)
381	2014 Chevy Express	13	1GAWGRFA3E1208409	2423	389	100	0	6	\$24,320	no	12	GA	no
382	2014 Chevy Express	13	1GAWGRFA6E1208825	2424	2,667	100	0	6	\$24,320	no	12	GA	no
383	2014 Chevy Express	13	1GAWGRFA4E1208385	2425	2,114	100	0	6	\$24,320	no	12	GA	no
384	2014 Chevy Express	13	1GAWGRFA9E1209094	2426	485	100	0	6	\$24,320	no	12	GA	no
385	2014 Chevy Express	13	1GAWGRFA7E1209322	2427	1,033	100	0	6	\$24,320	no	12	GA	no
386	2014 Chevy Express	13	1GAWGRFA6E1208601	2428	90	100	0	6	\$24,320	no	12	GA	no
387	2014 Chevy Express	13	1GAWGRFA7E1208834	2429	76	100	0	6	\$24,320	no	12	GA	no
388	2014 Chevy Express	13	1GAWGRFA2E1208353	2430	1,351	100	0	6	\$24,320	no	12	GA	no
389	2014 Chevy Express	13	1GAWGRFA8E1209667	2431	75	100	0	6	\$24,320	no	12	GA	no
390	2014 Chevy Express	13	1GAWGRFA6E1207884	2432	769	100	0	6	\$24,320	no	12	GA	no
391	2014 Chevy Express	13	1GAWGRFA2E1210376	2433	78	100	0	6	\$24,320	no	12	GA	no
392	2014 Chevy Express	13	1GAWGRFA7E1207838	2434	89	100	0	6	\$24,320	no	12	GA	no
393	2014 Chevy Express	13	1GAWGRFA9E1209791	2435	348	100	0	6	\$24,320	no	12	GA	no
394	2014 Chevy Express	13	1GAWGRFA8E1210401	2436	81	100	0	6	\$24,320	no	12	GA	no
395	2014 Chevy Express	13	1GAWGRFA8E1210253	2437	760	100	0	6	\$24,320	no	12	GA	no
396	2014 Chevy Express	13	1GAWGRFA5E1209299	2438	79	100	0	6	\$24,320	no	12	GA	no
397	2014 Chevy Express	13	1GAWGRFA1E1209610	2439	428	100	0	6	\$24,320	no	12	GA	no
398	2014 Chevy Express	13	1GAWGRFA7E1210194	2440	406	100	0	6	\$24,320	no	12	GA	no
399	2014 Chevy Express	13	1GAWGRFA4E1208175	2441	414	100	0	6	\$24,320	no	12	GA	no
400	2014 Chevy Express	13	1GAWGRFA8E1209183	2442	869	100	0	6	\$24,320	no	12	GA	no
401	2014 Chevy Express	13	1GAWGRFA7E1207747	2443	82	100	0	6	\$24,320	no	12	GA	no
402	2014 Chevy Express	13	1GAWGRFA4E1210119	2444	82	100	0	6	\$24,320	no	12	GA	no
403	2014 Chevy Express	13	1GAWGRFA5E1209755	2445	77	100	0	6	\$24,320	no	12	GA	no
404	2014 Chevy Express	13	1GAWGRFA4E1209892	2446	645	100	0	6	\$24,320	no	12	GA	no
405	2014 Chevy Express	13	1GAWGRFA2E1210393	2447	74	100	0	6	\$24,320	no	12	GA	no
406	2014 Chevy Express	13	1GAWGRFA5E1209738	2448	75	100	0	6	\$24,320	no	12	GA	no
407	2014 Chevy Express	13	1GAWGRFA5E1208105	2449	493	100	0	6	\$24,320	no	12	GA	no
408	2014 Chevy Express	13	1GAWGRFA7E1210433	2450	75	100	0	6	\$24,320	no	12	GA	no
409	2014 Chevy Express	13	1GAWGRFA2E1208014	2451	75	100	0	6	\$24,320	no	12	GA	no
410	2014 Chevy Express	13	1GAWGRFA0E1208397	2452	81	100	0	6	\$24,320	no	12	GA	no
411	2014 Chevy Express	13	1GAZG1FA2E1207783	2460	989	100	0	6	\$26,910	no	15	GA	no
412	2014 Chevy Express	13	1GAZG1FA7E1208938	2461	1,369	100	0	6	\$26,910	no	15	GA	no
413	2014 Chevy Express	13	1GAZG1FA7E1209772	2462	1,031	100	0	6	\$26,910	no	15	GA	no
414	2014 Chevy Express	13	1GAZG1FA0E1209967	2463	80	100	0	6	\$26,910	no	15	GA	no
415	2014 Chevy Express	13	1GAZG1FA5E1210077	2464	1,996	100	0	6	\$26,910	no	15	GA	no
416	2014 Chevy Express	13	1GAZG1FA3E1210496	2465	0	100	0	6	\$26,910	no	15	GA	no

**Public Transportation Management System
Owned Equipment Inventory**

Agency/Organization: Intercity Transit
Date: January 13, 2015

	Equipment Code and Description	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(If more than two lines, please attach a separate comment page)</i>
1.	Telephone System	67	7	3	\$200,000	Software patches and parts replacements as needed
3.	CAD/AVL	85	7	3	\$6,000,000	Regular software patches
4.	Paratransit Dispatch Software	85	7	3	\$450,000	
5.	Mobile Digital Surveillance System	91	4	5	\$850,000	Camera installation should be included in new bus replacements
6.	Fuel Management System	100	0	10	\$300,000	Installation by late 2012
7.	Bus Wash Systems	87	3	12	\$400,000	
8.	Fixed Route Runcutting & Scheduling Software	70	8	2	\$100,000	Frequent software patches as needed to integrate with AVL system
9.	Inventory & Accounting Software	92	7	3	\$750,000	last major upgrade 7 years ago. freq minor upgrades
10.	Digital Voice Recording System	40	7	3	\$100,000	Feature of on-bus announcement system with CAD/AVL system

**Public Transportation Management System
Owned Facility Inventory**

Agency/Organization: Intercity Transit

Date: January 13, 2015

	Facility Code	Facility Name	Condition (points)	Age (years)	Remaining Useful Life (years)	Replacement Cost (\$)	Comments <i>(if more than two lines, please attach a separate comment page)</i>
1.	23	Administration Building	55	30	19	\$3,500,000	
2.	11	Maintenance Building	52	30	19	\$10,500,000	
3.	6	Olympia Transit Center	66	21	28	\$7,000,000	
4.	6	Lacey Transit Center	72	19	30	\$1,500,000	
5.	24	Amtrak Depot	70	22	16	\$2,000,000	
6.	9	Martin Way Park and Ride	88	31	34	\$1,000,000	Owned by WSDOT. Lot/capacity redesigned & doubled in 2009
7.	9	Hawks Prairie Park and Ride	97	2	38	\$1,500,000	

Appendix D
Operating Data

2014 Summary of Fixed Route Services

Route	Headways					Revenue Service Hours			Revenue Service Miles		
	Weekday			Sat	Sun	Wkdy	Sat	Sun	Wkdy	Sat	Sun
	Peak	Mid	Night								
12-W. Tumwater	30	60	60	60	60	6507	740	653	90,576	9,281	9,186
13-E. Tumwater	15	15	60	60	60	13,366	651	633	149,889	7,071	7,386
21-N. Bethel	30	60		60	60	2,593	303	321	33,201	3,528	4,115
41-TESC	15	30	30	30	30	10,221	1,580	1,281	130,385	18,245	16,333
42-Family Court	25	25				1,530			16,065		
43-SPSCC/Tumwater	30	30		60		6,847	543		86,190	6,465	
44-SPSCC/Cap. Mall	30	30	30	30	60	8,135	1,395	655	102,026	15,999	8,2573
45-Conger/Cap. Mall	30	60		60		3,783	598		37,970	4,816	
47-Capital Mall/CMC	30	30		60	60	6,932	602	637	67,575	5,464	6,371
48-Capital Mall/TESC	30	30	30	30		7,820	1,395		105,137	17,017	
49-Capital Mall					30			623			6,474
60-Lilly/Panorama	30	60		60	60	7,183	888	903	72,777	8,459	9,461
62A-Martin/Meridian	30	30	60	30	60	11,042	1,629	993	134,589	18,390	13,593
62B-Martin/Meadows	30	30	60	30	60	11,921	1,867	985	151,011	21,856	13,883
64-College/Amtrak	30	60		60	60	10,710	1,289	1,257	121,916	13,345	14,286
66-Ruddell	30	30	60	30	30	11,985	2,081	1,957	152,261	24,278	24,819
67-Tri-Lakes	60	60		60		3,421	559		52,020	7,862	
68-Carpenter/Yelm Hwy	30	60		60	60	10,136	1,235	1,306	159,477	17,324	20,172
94-Yelm	30/ 60	30/ 60		60/ 75	135	11,309	1,250	708	210,758	23,328	14,679
101-Dash	12/ 15	12/ 15		10		6,290	348	0	51,239	2,041	0
411-Nightline			60	60	60	130	123	99	1,785	1,450	1,350
*ST592-Oly/DuPont (Sea)	6 AM/ 6 PM					1,862			93,330		
603-Olympia/Tacoma	30	90				6,311			174,967		
605-Olympia/Tacoma	30	90				6,333			137,796		
*609-Tumwater/Lkwd	30	90				6,133			157,629		
612-Lacey/Tacoma	1 AM/ 1 PM					672			14,796		
620-Oly/Tacoma Mall				60/ 90	60/ 90		1,140	1,205		28,314	29,948
System Totals						173,169	20,217	14,217	2,505,361	254,532	200,326
2014 Totals						207,603			2,960,219		

* WSDOT "Regional Mobility Grant:" funded through June 2017 (approved by State Legislative process)

2014 Route Service Summary

Route	Total Boardings	Revenue Hours	Board / Hour	Rating	Comments
Trunk Routes					
13-E. Tumwater	364,722	14,651	24.9	Marginal	
41-TESC	525,622	13,082	40.2	Exceeds	
44-SPSCC/Cap. Mall	275,946	10,185	27.1	Satisfactory	
48-Capital Mall/TESC	359,374	9,215	39.0	Satisfactory	Runs weekday & Saturday.
49-Capital Mall	25,472	623	40.9	Exceeds	Runs Sunday only.
62A-Martin/Meridian	400,212	13,664	29.3	Satisfactory	
62B-Martin/Meadows	375,850	14,773	25.4	Satisfactory	
66-Ruddell	335,196	16,023	20.9	Marginal	
Secondary Routes					
12-W. Tumwater	128,226	7,900	16.2	Satisfactory	
21-N. Bethel	80,135	3,217	24.9	Satisfactory	
43-Barnes Blvd	191,846	7,390	26.0	Exceeds	
45-Conger/Cap. Mall	49,118	4,381	11.2	Marginal	
47-Capital Mall/CMC	212,428	8,171	26.0	Exceeds	
60-Lilly/Panorama	139,004	8,974	15.5	Satisfactory	
64-College/Amtrak	218,118	13,256	16.5	Satisfactory	
67-Tri Lake	43,152	3,980	10.8	Marginal	
68-Carpenter/Boulevard	230,635	12,678	18.2	Satisfactory	
94-Yelm	207,446	13,267	15.6	Satisfactory	
Specialized & Shuttle Routes					
42-Family Court	6,641	1,530	4.3	Unsatisfactory	Limited service. Runs only weekdays during AM/Noon/PM peak.
101-Dash	76,491	6,637.9	11.5	Marginal	
411-Nightline	12,269	352	34.9	Exceeds	Operates Fri/Sat/Sun late night during academic year (under contract).
Express Routes					
Per Trip					
603-Olympia/Tacoma	63,015	6,311	14.5	Marginal	Runs Weekdays only.
605-Olympia/Tacoma	88,909	6,333	19.4	Satisfactory	Runs Weekdays only.
609-Tumwater/Lkwd	26,606	6,133	5.0	Unsatisfactory	Runs Weekdays only. Grant-funded.
612-Lacey/Tacoma	9,083	672	17.8	Satisfactory	Runs Weekdays only.
620-Oly/Tacoma Mall	24,808	2,345	12.9	Marginal	Runs Sat/Sun only.
ST 592-Oly/DuPont (Sea)	22,758	1,862	7.4	Unsatisfactory	Runs Weekdays only. Operated by ST
EXPRESS TOTALS	235,179	24,298	11.9	Marginal	
Fixed Route Totals	4,493,082	207,603	21.6	Change from 2013: Boardings increased 0.8%, Hours up 2.2%, Boardings per Hour down 1.8%.	

Other Intercity Transit Services					
Dial-A-Lift Service	154,357	--	--	2.8 % increase from 2013	
Vanpools	743,869	--	--	2.4 % decrease from 2013	

System Total	5,393,979				0.79% increase from 2013's 5,351,548 Boardings.
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Performance Standard

Standard	Trunk	Primary	Secondary	Rural	Commuter	Express
Riders per Hour					Riders per Trip	
Exceeds standard	>40	>30	>25	>20	25 or more	25 or more
Satisfactory	25-40	20-30	15-25	12-20	15.0 to 24.9	15.0 to 24.9
Marginal	20-24	15-19	10-14	9-11	10.0 to 14.9	10.0 to 14.9
Unsatisfactory	<20	<15	<10	<9	Less than 10	Less than 10

2014 Vehicle Assignment Analysis

Route	High Load*	Interlined Routes	Vehicle Assigned**	Comments
Trunk Routes				
13-E. Tumwater	76	12,41,45,64,66	Large Bus	Runs Mon-Sun.
41-TESC	78	13	Large Bus	Runs Mon-Sun.
44-SPSCC/Cap. Mall	73	62A, 62B	Large Bus	Runs Mon-Sun.
48-Capital Mall/TESC	79	66, 94	Large Bus	Runs Mon-Sat.
49-Capital Mall	84	66	Large Bus	Runs Sunday.
62A-Martin/Meridian	77	43, 44, 62B	Large Bus	Runs Mon-Sun.
62B-Martin/Meadows	79	43, 44, 62A	Large Bus	Runs Mon-Sun.
66-Ruddell Road	61	13, 48, 49	Large Bus	Runs Mon-Sun.
Secondary Routes				
12-W. Tumwater	61	13, 45, 64	Medium Bus	Runs Mon-Sun.
21-N. Bethel	51	47, 60	Small Bus	Runs Mon-Sun.
43-SPSCC/Barnes	54	62A, 62B	Large Bus	Runs Mon-Sat.
45-Conger/Cap. Mall	53	12, 13	Medium Bus	Runs Mon-Sat.
47-Capital Mall/CMC	65	21, 68	Medium Bus	Runs Mon-Sun.
60-Lilly/Panorama	49	21, 47	Small Bus	Runs Mon-Sun.
64-College/Amtrak	51	12, 13	Medium Bus	Runs Mon-Sun.
67-Tri Lake	35	None	Small Bus	Runs Mon-Sat.
68-Carpenter/Boulevard	69	47	Medium Bus	Runs Mon-Sun.
94-Yelm	54	48	Large Bus	Runs Mon-Sun.
Specialized & Shuttle Routes				
42-Family Court	13	None	Small Bus	Runs weekdays during commute hours and noon period.
101-Dash	41	None	Small Bus	Weekdays: Runs all year. Saturdays: Runs Apr-Sep.
411-Nightline	71	None	Large Bus	Runs Fri/Sat/Sun late night during TESC class quarters, by contract.
Express Routes				
603-Olympia/Tacoma	70	605	Large Bus	Runs weekdays only.
605-Olympia/Tacoma	78	603, 612	Large Bus	Runs weekdays only.
609-Tumwater/Lkwd	29	None	Large Bus	Runs weekdays only.
612-Lacey/Tacoma	43	605	Large Bus	Runs weekdays only.
620-Oly/Tacoma Mall	49	None	Large Bus	Runs weekends only.

* High Load: Based on APC data provides highest passenger load by route during 2014 (not average trip load).

** Recommended Vehicle Assignment:

Large Bus: Low Floor 40' - Seating Capacity: 38

Medium Bus: Low Floor 35' - Seating Capacity: 32

Small Bus: Low Floor 30' - Seating Capacity Av: 23

Minutes
INTERCITY TRANSIT
CITIZEN ADVISORY COMMITTEE
July 20, 2015

CALL TO ORDER

Chair VanderDoes called the July 20, 2015, meeting of the Citizen Advisory Committee (CAC) to order at 5:30 p.m. at the administrative offices of Intercity Transit.

Members Present: Chair Victor VanderDoes; Vice-Chair Jan Burt, Kahlil Sibree; Billie Clark; Lin Zenki, Sue Pierce; Ursula Euler; Quinn Johnson; Carl See; Julie Hustoft; and Leah Bradley.

Absent: Charles Richardson; Denise Clark; Mitchell Chong; and Michael Van Gelder.

Staff Present: Ann Freeman-Manzanares; Ben Foreman; Dennis Bloom; Carolyn Newsome; and Nancy Trail.

APPROVAL OF AGENDA

It was M/S/A by JOHNSON and SIBREE to approve the agenda.

INTRODUCTIONS

VanderDoes introduced Authority member, Jeff Gadman.

Ann Freeman-Manzanares introduced Aariah Perez, a potential youth representative.

MEETING ATTENDANCE

- A. August 5, 2015, Regular Meeting - Sue Pierce
- B. August 19, 2015, Work Session - Lin Zenki

APPROVAL OF MINUTES

It was M/S/A by HUSTOFT and BURT to approve the minutes of the June 15, 2015 meeting.

CONSUMER ISSUES CHECK-IN - Issues for discussion later in the meeting include:

- *Zenki* - Interaction with employee.

NEW BUSINESS

- A. **OLYMPIA'S DOWNTOWN STRATEGY** - (*Amy Buckler*) Buckler introduced herself and indicated she is a senior planner with the City of Olympia. She stated she came to inform CAC members about Olympia's Downtown Strategy and encourage members to participate in the public process. The City recently adopted their Comprehensive Plan update and it establishes the vision and goals for downtown. They see downtown as a social, cultural and economic center. They would like it to be more attractive, sustainable, compact and with a

Intercity Transit Citizen Advisory Committee

July 20, 2015

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mix of uses. They would like it to be bicycle and pedestrian friendly and protected from sea level rise.

Buckler indicated the City is planning for downtown to have about 5,000 new residences in the next 20 years. The goals for downtown are not only important locally, but regionally as well. Creating a more compact downtown helps rural growth management goals to protect rural lands from development. This allows everyone to take advantage of sharing infrastructure instead of sprawling it out for miles. A large part of this is transit and it is important to downtown.

Buckler stated now that the City has adopted a vision and goals, they must determine how to implement those goals. The City has to go through a process of setting priorities. They will determine what actions to take that are going to have the greatest impact. The public process will start in the fall and will take about a year to move to City Council adoption. The City is in the process of hiring a team of experts to help them with the process. The public workshop process will be all inclusive and we encourage participation.

Buckler indicated one of the things the city Council directed is they don't want to repeat the past. They have implemented a lot of plans over the years. She reviewed many of the public and private investments in the downtown area over the years. The vision and goals are to connect places and spaces between the public investments to create the experience downtown that people want to see.

Buckler relayed the strategies to include: reduce development uncertainties; encourage private investment; enhance public spaces, and preserve unique qualities. Getting more jobs downtown is also very important. People can ride the bus downtown and that helps with parking limitations. Buckler indicated they will do their best to work on a parking strategy. They need people riding transit for these downtown dreams to come true.

Buckler indicates several ideas came out of the Greening Capitol Way process. Taking out a lane and adding pull outs for buses with lush landscaping that can handle stormwater, and include alley connections. Some of these ideas may apply to other street.

Buckler stated the most common topic when she speaks about downtown is perceived safety. The first thing she says is they aren't looking to marginalize any population and everybody is welcome. There are issues with perceived safety and it is the elephant in the room. In the last 3 years they have reinstated the walking patrol. They established the downtown ambassadors program, downtown welcome center, alcohol impact area, and dedicated staff to work on the area.

Buckler answered questions.

Zenki - asked how well is the new downtown center is working and for what age.

Buckler - responded it is working well, but isn't sure on the ages but will find out.

Zenki - remarked younger folk seem to be the most targeted as the fear trigger and they have gotten a lot of the bad publicity.

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Sibree – asked where the numbers come from in reference to the 5,000 downtown residents the City anticipates in the next 20 years, and how transit will serve them on limited funds.

Buckler – stated the numbers come from the City’s Comprehensive Plan which indicates the city will absorb 25% of the population allocation. The parking strategy will be part of the process. As we move forward we know that the demand for transit will continue to increase. The plan depends upon offering individuals multiple mobility choices. One of the things we’ve learned is we have over 10,000 parking spaces in downtown. Only about 2,000 of them are public. People don’t feel like there is enough parking.

Sibree – asked where these people going to be employed and where are the jobs coming from.

Buckler – responded that a lot of them are state workers and some will be retiring. The target market is people with no children and retirees. Part of the housing strategy is to balance subsidized and market rate. Part of the process will involve revising the light industrial code as it is somewhat outdated.

Freeman-Manzanares – indicated Intercity Transit staff has been involved in this process.

Euler – inquired about the planning process and if includes other communities.

Buckler – indicated everyone was asked to participate in the process. Getting people to come downtown is the issue.

See – asked if there is any current perception about the DASH, and if we could think about it differently and should we consider that as a reason to find more support as part of the strategy for moving people. Secondly he asked Buckler to speak about how the Comprehensive Plan and action plan will work together.

Buckler – responded the Comprehensive Plan is the high level plan and the action plan provides how the Comprehensive Plan will be implemented. When the downtown strategy is done all of the items will show up in the action plan.

Hustoft – stated she lives downtown and one of the things she deals with is the safety issue. She likes the walking patrols and wants to know if they going to expand.

Buckler – indicated she didn’t know if they were going to increase the walking patrol. This process will identify if it is a priority.

Hustoft – asked if there had been any thoughts of a park area down by capitol lake where teens could congregate. A lot of the homeless are in their teens or early twenties.

Buckler – responded that many of them hang out at the Artesian Commons. The city formed a committee and they just went through the public parks update and there

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were no new ideas that came from that process. There are so many questions. Changes may come from the next parks update process once the strategies from this process are implemented.

Pierce – asked how the workshops will be advertised.

Buckler – indicated they will advertise broadly. She hopes to have things out a couple months in advance. You can get the information off our website by searching “DTS”.

Bloom – stated sometimes we cross-promote these activities on each others websites.

VanderDoes introduced *Gadman* as he arrived.

VanderDoes – asked *Buckler* to expand on the bicycle corridors.

Buckler- indicated the City Council allocated roughly \$100k to have bike/pedestrian advisory committee analyze possible spaces for bike corridors on low volume/low stress streets in an effort to create more bicycle pathways. The first pilot project will be on 7th Avenue and will include some retrofits and safety improvements to cross Plum Street. The BPAC intends to focus on additional areas as well. This type of development is meant to provide a lower stress option.

VanderDoes – asked about the target market for the 123 4th building downtown.

Buckler – responded she doesn’t have specific information on the target market but believes 65 out of the 130 units are already leased out.

Gadman – stated he went to Austin, TX last year for a National League of Cities conference and got to take a bicycle tour in Austin. Their infrastructure is incredible. They have streets dedicated to bicycle/pedestrian access only. The City picked 2 main corridors to use. They said there was a lot of resistance at first because people had lost their traditional route but they quickly adapted. When they chose the corridor they got the planners out looking at how people were traveling instead of using the least used areas. It has been very successful.

Sibree – asked if the foot patrols included police on bikes.

Buckler – responded they do ride their bikes sometimes. You can cover a lot more ground on the bikes. They also want to go into the businesses and develop relationships.

Bradley arrived.

- B. FARE REVIEW** - (*Dennis Bloom*) *Bloom* explained Intercity Transit policy dictates a fare review every 3 years. We adjusted the fares in 2012 and it became effective in 2013. The fares increased 25% from \$1.00 to \$1.25. Typically when we do a fare review there are 4 categories

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we look at – consumer price index (CPI); diesel fuel; local sales tax; and cost of service per hour.

Bloom indicated the CPI identifies how things are going here locally. It has not gone up much here during this timeframe, less than 1%. The indicators include a sampling of goods and services over a period of time. This allows comparison of similar sized towns and economies to show what the change is over a period of time. The fluctuation in 2012 was three quarters of a percent to 2.5%. The CPI in 2014 averaged 1.85% and in 2015 dropped to 0.98%.

Bloom discussed diesel fuel and that it always fluctuates. In 2012 the agency budgeted \$3.50/gal., and diesel fuel fluctuated from \$2.08/gal. to \$3.92/gal. You've heard Ben Foreman mention that for every \$1.00 fluctuation in the price of fuel it costs the agency a million dollars. The cost of fuel has been holding steady over the past year. The 2015 budget has diesel fuel at \$3.84/gal. The lower cost of fuel is starting to reflect in slightly lower ridership.

Bloom explained that local sales tax had flattened out and was running lower than the previous 12 months for the 2012 fare review. At that time the agency was \$750,000 below the budgeted amount. That combined with the cost of diesel were the two essential elements that the transit authority indicated were driving the increase. Local sales tax revenues have increased 7.5% above last year, currently running at \$733,000 above our budgeted 2014 estimate.

Bloom discussed the cost of service per hour aspect for the 2012 review saw fixed route increase 6.7% and Dial-A-Lift increase 13.7%. Currently in 2015 commuter service (express) decreased 0.08%; local service increased 4.4% and Dial-A-Lift increased 4.82%.

Bloom stated part of the conversation with the ITA was do they feel we need to change the structure.

Gadman – indicated that the Authority revisits fares every 3 years and right now the economic indicators with fuel prices and sales tax revenue are pretty good, but it gets thwarted by the CPI. The Authority will wait another year to reopen the discussion.

Bloom discussed the historical fare structure and when the changes occurred. He indicated they looked at other transit systems in our area and we are in the ball park for other systems our size.

Bloom answered questions.

Gadman – commented that anytime this discussion comes up, and it comes up more often than every 3 years, the Authority is very sensitive about how it affects the customers.

Euler – asked if there are reserve policies in place and if the agency has considered smaller increases that might net more revenue even if there is a reduction in ridership.

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Freeman-Manzanares – responded the Agency has a 90 day reserve policy. We are just recovering in terms of sales tax as we have been down for 6 years. Staff is currently reviewing reserve policies for other systems. Our planning processes focus on providing consistent, stable services. We are one of the few transit agencies who hasn't had to cut service.

Bloom – indicated the Planning department does an elasticity study based on a national model which indicates you lose .04% of ridership with a fare increase. Upon implementation of the last increase in 2013, we saw a drop in ridership. This has not happened to us before. The increase in 2013 was the first time we saw a drop in vanpool ridership as well.

See – stated he agrees with not raising fares. He inquired about Express fares and how the current \$3.00 rate compares to others. It is still a great deal since gas is roughly \$3.00/gal. Or possibly consider a reduction in youth fares to encourage ridership.

Bloom – responded youth fares receive reduced rates if they buy a monthly pass.

See – suggested not just reduce the monthly pass but the daily fare as well.

Hustoft – inquired about the ballot measure of the remaining one tenth of one percent.

Gadman – indicated it creates an interesting perception or dynamic. A question might be: If we go out for .01% you're asking to raise my taxes but you're not asking riders to pay their "fair" share. The Authority relies heavily on the CAC for information on any proposed fare increase.

- C. VANPOOL UPDATE - (Carolyn Newsome)** Newsome provided an update on vanpool services. She indicated they ran a program some time ago called, "It happened on my commute," with great results. People told great stories about establishing relationships, celebrating the moments in each other's lives, using the commute to catch up on sleep, correspondence or knitting.

Newsome explained that vanpool is a group of 5 to 15 people who commute together in a comfortable passenger van. The fares are based on the number of miles traveled and number of riders. Some employers pay part or all of their employee's fares. We work with Weyerhaeuser, Boeing, Microsoft, etc.

Newsome shared some statistics on the vanpool program: they currently have 207 active vanpool groups; they serve 1,700 commuters and have 836 volunteer drivers. The program removes 1,500 cars from already congested roadways each day. In 2014 the program had ridership of 743,869 passenger trips, a 2.3% decrease from 2013. The commuters traveled 3,629,991 miles which is an increase of 1.6% from the previous year.

Newsome indicated in 2014 the program recovered 96.2% of the direct operating costs from passenger fares. Costs per boarding for fixed route vanpool is a very efficient. In 2014 our cost per boarding was \$2.56, compared to Pierce Transit which is \$5.39, and King County Metro's is \$4.19. The number of vanpool groups continued going up until 2013. We raised

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fares and we lost people and that had never happened before. Low fuel costs present a challenge regarding building ridership. Individuals think it's less expensive to drive their car but rarely is that actually true. They typically just calculate the cost of fuel. They don't calculate the cost of ownerships like maintenance and insurance in addition to have to drive both ways every day without taking advantage of the SOV lanes. Vanpool staff present at transit fairs, smart commute fairs and community events.

Newsome stated I-5 congestion is the 4th worst in the nation. We are working with JBLM on a program called Go Transit starting in September. Currently there are 92 vans operating in the JBLM corridor and 31 go to JBLM. This keeps 700 cars off the congested roadways. Only one of the 31 vans is a soldier only van. The rest of the vehicles are DOD employees. We are hoping to market more of our vans to soldiers. Newsome stated the JBLM service will be a shuttle program and will include 80 bikes for a bikeshare program beginning in September.

Newsome stated vanpool is running an incentive program offering a \$5.00 coffee card for those that recruit a new rider and for the new rider themselves. If they stay in the program we offer a \$25 Amazon card. The winning prize was \$500 cash. Last year the prize was an iPad.

Newsome explained the Community Vans program. Non-profit agencies can use our vans but must be located within our PTBA. They simply make a reservation by phone or email to use the vans. The van must remain within 150 miles of Olympia. It is an easy and inexpensive way to provide transportation to a group. Newsome read a thank you note written about their Community Van experience.

Newsome answered questions.

Perez - asked if the JBLM vans will be available to high school students.

Newsome - responded everyone in the van has to be an adult.

Perez - indicated there are a lot of teens on JBLM that would like to have a van for teen center activities off-site. She inquired about how the program does community outreach.

Newsome - indicated they advertise locally and on our website but not specifically for teens. JBLM is outside of our Public Transportation Benefit Area so they wouldn't qualify for use unless a local non-profit was sponsoring.

Euler - stated it is great that vanpool has such a high recover cost, maybe there is an area to raise fees so the program could recover more than 100%.

Freeman-Manzanares - indicated the last fare increase was the very first time we lost a year's worth of vans and it was a negative experience.

Foreman - stated every year for the last 10 or more we've added at least 10 vans.

Sibree - inquired about an express bus from Olympia to the Seahawks games.

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Bloom – stated that would be considered charter service and we aren't allowed to do that.

Freeman-Manzanares – indicated in order to do something like that it has to be a regular fixed route for us. We have grant funding to run the Olympia to Seattle service during peak commute times. When you're talking about doing special runs to events, its considered "charter service." We are prohibited from providing charter service because there are private firms that offer such service. We get tax payer funds.

Sibree – asked how can Lakewood afford to run the service and we can't?

Freeman-Manzanares – They cannot run charter service either. Pierce defines what their fixed route services will look like based on a number of factors. Right now we are maxed out with the vehicles so providing additional services is not really an option. The only way we could do something like that is to take service away somewhere else. It's a balancing act.

Gadman – stated that we've got more demand for service than we can satisfy. We've got residents inside of our PTBA that can't get service right now.

Bloom – indicated sound Transit offers the service to the stadiums as part of their fixed route. They are building a light rail line to UW.

Bradley – asked if the age for drivers is 21 or 25.

Newsome – responded it is 21 with 5 years driving experience.

VanderDoes – asked if Kokua has been using the community vans and requested Newsome contact them again because they have a new director.

Newsome – indicated she would contact them.

Johnson – asked if the agency checks their driving records.

Newsome – responded yes, and it has to be pretty close to clean. They must also take a defensive driving class with us and we ride in the van with them.

D. DRAFT TRANSIT DEVELOPMENT PLAN (*Steve Swan*) Swan state the Transit Development Plan (TDP) is required by the State of Washington. It details the capital expenditures over the past year and what our plans are for the upcoming 5 years. Along with the TDP we have a Strategic Plan that is more comprehensive. The TDP is financially constrained and therefore assumes we receive the same amount of money over the next 5 years and what we would do if our finances don't change. Finances can be volatile with gas prices, sales tax, etc.

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Swan stated there will be public hearing on August 5th and we hope for adoption by the ITA on August 19th. Swan reviewed some highlights of the document. In 2014 the agency experienced a 1% increase which makes it our third highest ridership ever. At this time we run 25 routes on weekdays, 20 are local, and we have 5 express routes. We run 18 routes on Saturday and 15 routes on Sunday. There is a table that defines the organization and identifies that we have 317.75 employees.

Swan indicated we typically receive about 12.2% of our operating expense from the farebox. The express service recovery rate is a little higher. The amount we get from farebox is a small portion of our operating budget. Paratransit recovery rate is about 3% from the farebox and it costs almost \$40 for each paratransit trip.

Swan explained we also run a Village Vans program to help meet the needs of customers with work related transportation challenges. The Village Vans program had 4,100 boardings this past year. Commute Trip Reduction (CTR) is a state mandate and we play a big role in that. Whenever development occurs the municipalities provide us an opportunity to comment. We provide input on necessary transit related improvements.

Swan indicated we received 10 new fleet vehicles last year. Seven of those were replacement vehicles and 3 were for expansion. That increased our service hours by 2%. We contract with Sound Transit to run an existing service between Dupont and Olympia, and there are 6 trips in the morning and 6 trips in the evening to Seattle.

Swan stated the agency has a lot of innovative programs geared towards community outreach, including the Walk n Roll youth education program. The program is in 20 different schools in the area and reaching 7,000 kids.

Swan indicated because the TDP is financially constrained there isn't a lot of room for transit improvements. The only fixed route changes included are to route 42. New buses are replacement buses. We don't have room in our existing facility to expand. Swan stated there is an organizational chart on page 32 that shows the agency structure and how all the pieces fit together. There is a PTBA map included which shows the DAL boundary in yellow.

Swan answered questions.

Pierce – suggested all members take the time to read through the TDP. It provides good history and details about what the agency has to wrestle with.

Euler – indicated she sees balances declining through 2020 and asked if there was a missing link.

Foreman – responded under MAP 21 the mid-size systems had funding eliminated in terms of non-discretionary grant dollars. Smaller and larger transits had opportunities for funding not available to us. We were working off the premise we were going to get 80/20 funding for capital improvements and bus replacements. Our last buses were \$7.5M. Last year, our financial model showed us in the red in 2020, now it's pushed a bit further back. Higher sales tax returns and lower fuel costs are helping us.

Euler – stated it has always mystified her why the capital is split out from the operating expenses. Maybe the agency should consider raising some fees just for capital, and thinking of it being as critical as salaries, and fuel, etc.

Foreman – indicated in the presentation that Ann will give on the financials we will be showing you a variety of scenarios out to 2035 which includes our operating and capital expenses.

Euler – stated it is easier to raise fees in economic good times. It hits harder in bad times.

Gadman – relayed that you've hit the transit paradox. When it's good times people will flee. We raise fares people will flee.

Sibree – asked why not add fees to the express routes. Tap into that express deal and bring money into the community. This needs to be studied.

Johnson left.

- E. LONG TERM FINANCIAL REVIEW** (*Ann Freeman-Manzanares*) Freeman-Manzanares stated finances do look different than they did last year. We will walk through some basic scenarios. We have a tool we've developed to show different scenarios. Our strategic plan covers a 6 year period and we've found that we fell off the cliff right after the 6 year plan so it was important to have a longer term view. We have major bus purchases included. As you know, when MAP-21 was implemented we lost 80% of our funding for bus replacement.

Financial scenario planning is complex for us in that approximately 70% of our funding is sales tax, which can be very volatile. Fuel pricing is also hard to predict reliable over a period of time. If fuel goes up \$1/gallon it costs the agency a million dollars. If they go down it is \$1 million we wouldn't see otherwise. The first 2 pages is a historical perspective of our revenue. We want to focus looking at incremental changes. The boxes mark milestones beginning in 1993. We started providing county wide service in 1993. In 2000, I-695 passed and we lost out MVET. At that time it was approximately 43% of our revenue. One recover strategy was to reduce our boundaries so we went from County-wide to the urban growth areas.

Freeman-Manzanares detailed when the agency went out for increases in sales tax. She noted that the increase in 2010 happened during a recession and so the changes in revenue were limited. She reviewed the average sales tax from 1984 – 2014 (31 years) is 5.7%. Average sales tax revenue from 1984 – 2003 was 7.8% and from 2004 – 2014 (the last 11 years) has been 2%. We approached the legislature for an additional .03% and it was introduced in the transportation budget, but did not make it in the plan. We are talking with them to see what happened there and there is the possibility of introducing in the next legislative session.

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See – indicated he read about the possibility of a federal bill dropping tomorrow and was curious if it would that affect us favorably?

Freeman-Manzanares stated it was unclear. Senator Moran from Kansas is proposing a bill that would address our issue surrounding the 80/20 match for vehicles. His focus is from a business perspective and his goal is to balance out formula/discretionary funds. We are hopeful, but the numbers are not very good. We will have to wait and see. There is talk about taking an interim step and not having to stop federal allocations so they can have the time to create a longer term financial package.

Freeman-Manzanares reviewed some possible scenarios. The economy is growing faster this year than we anticipated which is good for us. We still have the hybrid vs. diesel vehicle purchase question. We're not seeing the prices going down on the hybrids. Another big difference is the length of time we keep our buses. There is a 12 year replacement cycle established by FTA and we keep them for 15 years. It is possible we could keep them for 17 years. Last year board adopted 15 year replacement cycle. We wanted to leave ourselves the option and not be too optimistic which could get us into financial difficulty. We don't want to not have the money to provide the service we are providing. One of the worst things is putting service out on the street and having to take it away. We lose the public trust and we try not to do that.

Freeman-Manzanares stated when we were doing our long-term financial last year we were looking at 3% sales tax and not even making that. The board directed us to go out in August, 2015. We looked to the legislature for additional local options opting to postpone that timeframe.

Foreman reviewed the model from last year and indicated the agency went negative \$7 million in 2020. That is relatively quick for us.

Freeman-Manzanares and Foreman answered questions.

See – asked what type of ridership/population change the model assumes.

Freeman-Manzanares- responded it assumes the same service; including running grant service, Tumwater to Lakewood and Olympia to Seattle. That will likely go away in 2017.

Foreman- stated it does allow for 2,000 hours per year for DAL growth, along with staffing and vehicles because of the new hours.

Freeman-Manzanares – stated the model can show what happens when you eliminate service to get us in the green again and what happens when you add service.

See – asked if it assumes population growth's impact on ridership and request for service from new development.

Foreman – indicated it allows for about a 3% growth each year and assumes revenues will increase by 3% each year.

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Euler – shared that it is good idea to look at 20 years and the way you have limited toggles because if you have too many it gets too murky. Often times more variables doesn't provide more value.

Foreman – stated this assumes that all the budget dollars are going to be spent every year, which never happens. When you start adding up the budgeted funds not spent there is roughly \$500,000 - \$1,000,000 left. He indicated he is more concerned about having another 2008, and conversely if we have another 2015, we'd be happy.

VanderDoes – asked if there had been any discussion about splitting the difference on the diesel vs. hybrid vehicles.

Freeman-Manzanares – advised they have had some really good conversations with the board about what makes sense. When the agency began purchasing the hybrid vehicles, the concern was reducing our dependence on foreign fuel and having a cleaner environment. We're now learning a lot about what it takes to operate those vehicles. How green those options are and what the hard numbers are associated with that. They are looking at giving us direction for our next purchase.

Gadman – stated the coach business is evolving and they understand their expense on the front of the purchase. The mid cycle cost is about half of the cost of the coach. The companies are competing for a limited amount of business and coming up with innovative pricing, leasing, etc.

Freeman-Manzanares – indicated EPA standards they are the same regardless, the vehicles need to meet them. The differences are fairly minute, the engine is smaller, runs less fuel, and creates fewer particulates. On the financial side the initial cost is more and the mid-life is only \$40,000 for conventional.

VanderDoes – indicated in the next 5 years batteries are going to go further.

Gadman – stated right now we only have 2 routes that couldn't make it on the battery charge available right now. The question is at what point in the 15 year cycle are batteries going to have to be replaced what is the cost going to be.

Pierce – asked when are we projected to order buses?

Foreman – stated in 2018; 2019 and 2020.

CONSUMER ISSUES

- None

REPORTS

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- *Burt* – provided the report from the July 1, 2015, Authority meeting including the Authority met 2 new bus technicians; congratulated Erin Pratt on her promotion to Village Vans supervisor; and Emily Bergkamp received a scholarship from WSTIP.
- *Pierce* – provided the report from the July 15, 2015, Work Session and indicated they went through everything we did tonight.
- *Freeman –Manzanares* - provided the General Managers report including ridership for June of 448,351 a decrease from June last year of 2.6%. We've seen the same decrease all year in weekday ridership and increase in weekend ridership. This is attributable to lower gas prices and lower college enrollment rates. She reported Orange County in California is down 35%. Don't forget Transit Appreciation Day August 12. The State audit exit interview was this week and they reported we are doing fantastic. We have the state transportation conference coming up in Vancouver in August. They have a rodeo we compete in and our operators have set up a practice course at the airport. We are also sending a maintenance team again this year. They took first in state last year. We did participate in the Lakefair parade and a few CAC members rode the bus with us.

NEXT MEETING: August 17, 2015.

ADJOURNMENT

It was M/S/A by GADMAN and HUSTOF to adjourn the meeting at 8:11 pm

Prepared by Nancy Trail, Recording Secretary/
Executive Assistant & Public Records Officer, Intercity Transit
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INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 7-A
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Laura Lowe, 705-5833

SUBJECT: Janitorial Services and Supplies Contract Extension

-
- 1) **The Issue:** Approve a one-year contract extension and a price increase for Janitorial Services and Supplies for the Olympia Transit Center, Lacey Transit Center, Amtrak Centennial Station and Pattison Street Facilities.
-
- 2) **Recommended Action:** Authorize the General Manager to execute a one-year contract extension and price increase with American Custodial, Inc. in an amount not-to-exceed \$122,160.00, including taxes, for Janitorial Services and Supplies for the Olympia Transit Center, Lacey Transit Center, Amtrak Centennial Station and Pattison Street Facilities.
-
- 3) **Policy:** Procurement Policy states the Authority must approve any expenditure over \$25,000.
-
- 4) **Background:** In August 2012, the Intercity Transit Authority awarded a two-year contract to American Custodial, Inc. The contract included the option to extend the contract for three years (to 2017), in one-year increments. This contract extension would be the second one-year extension.

Facilities staff has been pleased with service and supplies provided by American Custodial, Inc. When an issue occurs, the vendor corrects it immediately.

American Custodial has provided documentation regarding both labor and supply increases to substantiate a 1%, or \$1,200 increase, for this next contract year. Staff has reviewed the documentation and has determined the price increase is fair and reasonable. This year's contract extension also includes \$1,500 maximum for additional cleaning services specifically requested by the Facilities Manager. (An example is extra cleaning after a special event.)

-
- 5) **Alternatives:**
- A. Authorize the General Manager to execute a one-year contract extension and price increase with American Custodial, Inc., in the not-to-exceed

amount of \$122,154.00, including taxes, for Janitorial Services and Supplies for the Olympia Transit Center, Lacey Transit Center, Amtrak Centennial Station and Pattison Street Facilities.

- B. Defer action. Deferring action would result in the Olympia Transit Center, Lacey Transit Center, Amtrak Centennial Station and Pattison Street Facilities being without janitorial services and supplies for up to three months while a new contract is established.

6) **Budget Notes:** The 2015 Janitorial Service and Supply budget is \$120,000.00. This contract extension will not affect the 2015 budgeted amount. For 2016, we will need to increase the budget to reflect the monthly price increase and anticipated increases in prevailing wages and supplies.

7) **Goal Reference: Goal #3:** *"Maintain a safe and secure operating system."*

8) **References:** N/A.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 7-B
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Ann Freeman-Manzanares, 705-5838

SUBJECT: Update on Federal Activity

1) **The Issue:** Our federal advocate from Gordon Thomas Honeywell Governmental Affairs will provide the Authority an update on activities affecting public transportation in Washington D.C.

2) **Recommended Action:** This is an informational item.

3) **Policy Analysis:** Intercity Transit employs the firm Gordon Thomas Honeywell to assist staff in keeping up-to-date with federal activities.

4) **Background:** Dale Learn, Vice President at Gordon Thomas Honeywell Governmental Affairs will discuss the current issues facing Congress and the Administration and how they relate to Intercity Transit. He will focus on current and future federal funding issues involving the U. S. Department of Transportation, Federal Transit Administration and other federal agencies. He will also discuss current and future federal policies that have an impact on our ability to partner with the federal government. In addition, he will briefly address how Intercity Transit can be more connected with our federal legislators outside of our annual visit to Washington, D.C.

Intercity Transit has contracted with Gordon Thomas Honeywell since 2008. Dale Learn has been our primary contact with the firm.

5) **Alternatives:** N/A.

6) **Budget Notes:** Intercity Transit's contract with Gordon Thomas Honeywell Governmental Affairs is \$72,000 a year. This amount is included in the 2015 budget.

7) **Goal Reference:** Goal #4, *"Provide responsive transportation options."*

8) **References:** N/A.

INTERCITY TRANSIT AUTHORITY
AGENDA ITEM NO. 7-C
MEETING DATE: August 5, 2015

FOR: Intercity Transit Authority

FROM: Ann Freeman-Manzanares, 705-5838

SUBJECT: Public Transportation in Local and Regional Studies

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- 1) **The Issue:** Provide an overview of local and regional documents, statistics and planning studies in preparation for the August 21, 2015, Authority Planning Session.
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- 2) **Recommended Action:** This item is for discussion only.
-
- 3) **Policy Analysis:** Provide background information in support of the Authority Planning Session.
-
- 4) **Background:** This is an opportunity to review a variety of documents and studies to enhance our shared understanding of the expectations of public transportation in our community.
-
- 5) **Alternatives:** N/A.
-
- 6) **Budget Notes:** There is no budget amount associated with this item.
-
- 7) **Goal Reference:** This item is presented in preparation of the Authority Planning Session. Planning Sessions can address all of the Authority's goals.
-
- 8) **References:** N/A.