

**Minutes**  
**INTERCITY TRANSIT AUTHORITY**  
**Regular Meeting**  
**November 5, 2025**

**CALL TO ORDER**

Vice Chair Pierce called the meeting of the Intercity Transit Authority to order on November 5, 2025, at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

**Members Present:** Vice Chair and Community Representative Sue Pierce; Thurston County Commissioner Carolina Mejia; Community Representative Wendy Goodwin; Labor Representative Mark Neuville; Community Representative Justin Belk; City of Tumwater Councilmember Kelly Von Holtz; and City of Olympia Councilmember Robert Vanderpool.

**Members Excused:** Chair and City of Lacey Councilmember Carolyn Cox; City of Yelm Councilmember Brian Hess.

**Staff Present:** Emily Bergkamp; Pat Messmer; Nicole Jones; Jane Denicola; Matt Kenney; Brian Nagel; Jana Brown; Jonathon Yee; Ramon Beltran; Jessica Gould; Lynne Cunningham; David Chaffee; Dena Withrow; Jason Agüero; Michael Maverick; Peter Stackpole; Rob LaFontaine; David Dudek; Jesse Eckstrom; Brenden Houx; Drew Goffeney; Cameron Crass; Kerri Wilson; SJ Francis; Vincente Dearmore.

**Others Present:** Jeff Myers, Legal Counsel; Doug Riddels, Community Advisory Committee.

**STAFF INTRODUCTIONS**

- A. Kerri Wilson introduced SJ Francis, WNR Program Rep.
- B. David Chaffee introduced Vincente Dearmore, Technician.

**APPROVAL OF AGENDA**

It was M/S/A by Goodwin and Von Holtz to approve the agenda as presented.

**PUBLIC HEARINGS**

- A. **May 2026 Service Change.** Rob Lafontaine, Deputy Director of Planning, provided an update on the major service change proposal, noting the public comment period for the service change summary and draft equity analysis remains open until November 14. He detailed recent outreach efforts, including presentations to the Thurston Regional Planning Council and the Lacey City Council, as well as a heavily attended open house on Monday, November 3 at the Olympia Transit Center. A key focus of the open house was clarifying the concept of route interlines – where a bus continues service under a new route number – which has caused confusion but is

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crucial to the overall design. Lafontaine also addressed the Nightline service (Route 41), confirming it will continue through the end of the Evergreen State College academic year in 2026 under an existing contract, and assured that late-night service remains a part of their long-range plan. Specific concerns regarding the Route 41 replacement were addressed by explaining the proposed routes: the new Route 34 will use an interline connection from Evergreen to downtown, continuing as a 9X with limited stops, while the new Route 32 will primarily serve West Olympia by turning west on Harrison instead of heading east downtown. This change effectively switches the transfer burden, removing a transfer for West Olympia residents staying within that area while introducing a transfer for those going downtown from West Olympia, a trade-off made to better connect students with schools and serve income-challenged families in West Olympia, aligning with the City of Olympia's vision for that area. Finally, Lafontaine summarized other public feedback, including concerns about more complicated trips, requests for service expansion to North Olympia and Black Lake, interest in commuter service, and general excitement over overall service expansion in unserved areas, concluding with the timeline aiming for final adoption of the service plan on December 3, 2025, followed by extensive internal and public readiness efforts through early 2026.

*Vice Chair Pierce opened the public hearing on the May 2026 Service Change at 5:59 p.m.*

**Testimony Provided Remotely:**

**Sabrina Thiruvathukal**, Chair of WASHPIRG Students at Evergreen State College, expressed initial disappointment and concern regarding the proposed service changes, specifically the elimination of Route 41, as she is a non-car-owning student heavily reliant on transit. Her primary worries are that students living on campus (over 600 of them) would be less likely to travel downtown – a key location for social connection – and this reduction in service could lead to an increase in DUIs. However, after attending the open house, her concern lessened upon learning that a direct bus downtown would still exist, albeit with less frequency. Thiruvathukal presented three specific requests for Intercity Transit: (1) to extend the public comment period by a few more months; (2) host another informational meeting directly at Evergreen for students; and (3) promptly release information detailing how the changes will impact the speed of service between the campus and downtown.

**Alice Rosewater**, a working-class Olympian living at the Evergreen Garden Apartments with an annual income under \$30,000, expressed serious concern about the proposed system redesign due to its impact on her daily bus commute. Currently, she easily catches Route 41 outside her complex to go downtown; under the proposal, she would have to walk 15 minutes across the Evergreen State College campus in bad weather just to catch the new Route 34, which then interlines to become the 9X downtown, making the trip significantly more difficult and

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complicated. Rosewater suggested a solution ensuring the new Route 34 also stops by the Evergreen dorm loop to maintain direct downtown access for residents of Evergreen Gardens. Furthermore, she criticized the earlier presentation for not accurately illustrating the current interlining involving Routes 41 and 48, arguing that a true comparison of changes is impossible without showing existing interline connections. Fearing that rushing such a massive redesign will cause people to stop using the bus, she strongly urged the ITA to delay the start of preparations (currently set for around the New Year) to extend the public comment and input period beyond the planned timeline, allowing planners more time to address potential issues and prevent negative unintended consequences.

**Noraa Danielle** is a resident of the Evergreen Garden Apartments in Olympia and a worker/owner at the Olympia Food Co. located near the intersection of Lansdale and Pacific, voiced significant concern over service changes affecting her commute and business access. She noted the current Route 66, which serves her grocery store, will be eliminated, forcing customers to walk more than two blocks to reach the replacement service, which she states only serves West Olympia once an hour. She fears this increased walking distance, especially while carrying groceries in Olympia's weather, will be a huge detriment to the business and the local community. Additionally, Danielle relies on the existing interlining between Route 41 and 48 in the morning, where the Route 48 turns into the 66, providing her with a single-bus commute to her job near the East side. She is worried that this reliable connection will be completely lost, causing her already long West Olympia-to-East side commute to become even longer with the proposed changes.

**Henry Sikora** is a student currently living in the dorms at The Evergreen State College, voiced serious concerns regarding the potential changes to bus service, focusing on the vital role of Route 41. He emphasized that for many students living on campus, Route 41 and Route 48 are the only current bus options. Sikora noted Route 41 is critical because it provides access to destinations the Route 48 either does not reach or would take an excessive amount of time to get to, thus potentially making it an all-day trip. If Route 41 were to be removed or significantly altered, it would significantly impact the educational lives of students who rely on it. Sikora raised a personal concern about his ability to attend the Olympia Unitarian Universalist congregation; he worries that without the 41, this church, and potentially other important places along the route, would become car-only destinations, preventing his and potentially others' attendance. His primary motivation for speaking is to highlight the importance of Route 41 for the large number of Evergreen students who depend on it.

### **Testimony Provided In-Person:**

**Zero Marzano** is an Evergreen student and resident of Olympia who expressed significant concerns regarding the recent changes to the bus routes serving the college, specifically Route 41. While acknowledging the route will not be eliminated

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entirely, he highlights a major issue with the lack of direct involvement and insufficient notification provided to Evergreen students about these crucial decisions. Many students learned about the changes only through word of mouth or physical campus postings, indicating a serious lack of transparency in the communication process. He emphasizes that although there are numerous buses serving Evergreen, the lack of a finalized or consistent schedule is troubling. This unreliability directly impacts many Evergreen students who depend on the bus system as their primary means of transportation to essential off-campus locations such as jobs, downtown areas, and grocery stores, underscoring the universal need for reliable transportation.

**Indigo Blue** is a first-year Evergreen State College student who recently moved to Olympia without a car or local connections and shared their anxiety and disappointment regarding the proposed bus route changes. As someone who has always relied on public transportation, Indigo was initially excited by the prospect of free, efficient, and reliable transit in Olympia. However, the proposed changes caused significant worry, though some concerns have been eased by attending the current meeting. Indigo's primary focus is expressing disappointment over the lack of transparency and clear communication. They stated they, and other students, did not hear about the changes until the previous week, and were informed by an Evergreen staff member that the college itself was not consulted on the changes. Indigo heavily relies on the current Route 41 to access essential community resources, groceries, and clothing in Olympia. Due to the severe lack of timely communication, Indigo specifically requests the public comment period be extended to allow for proper student and community input.

**Jack Lattemann** is an Olympia resident and provided criticism of the proposed service redesign and the public process used by Intercity Transit (IT), speaking from his 28 years of experience as a planner in Pacific Northwest public transit. Lattemann emphasized he and his wife rely heavily on Route 13's 15-minute service to South Tumwater, a factor that influenced their 2013 decision to purchase their home near Capitol Boulevard. His primary concern is the lack of adequate public notification and transparency, stating he only learned about the redesign last Friday via the IT website, calling the three-day notice for the single workshop "really inadequate" and deeming the entire process the most opaque he has encountered. Lattemann and a former colleague developed an alternative network design that maintains the necessary geographic coverage and connections but would yield seven 15-minute service routes instead of just one, viewing the current proposal as an inefficient use of resources. He argues the proposed reorganization breaks existing connections and increases complexity for riders. Therefore, he requests a six-month delay in implementation and additional workshops held not just in Olympia, but also in Lacey, Tumwater, and Yelm to properly gather and incorporate valuable public feedback before any changes are finalized.

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**Tom Reynolds**, a long-time bus rider residing in West Olympia, expressed deep disappointment with the design process used by Intercity Transit (IT), noting it did not adequately encourage public involvement. He highlighted his choice to purchase a home in West Olympia was influenced by the availability of good bus service, particularly to downtown. Reynolds drew a stark contrast between IT's process and a King County Metro redesign in 2017, where riders were brought in at the *beginning* of the process, attended multiple design meetings over months, and provided input on specific route changes as the system maps were being developed. Reynolds only learned about IT's complete system redesign last week, feeling "totally left out." While he respects the planners, he noted a fundamental disconnect, stating his world of catching the bus on time prioritizes three key factors for a successful transit system: service frequency (especially 15-minutes), minimal transfers, and low system complexity. He believes the new redesign overlooks these crucial rider-focused goals and that planners seem uninterested in achieving 15-minute frequency for most buses. For Reynolds personally, the changes mean he will lose the combined 15-minute service he currently enjoys from both Route 41 and Route 45 near Division and Bowman, forcing him to rely solely on Route 45 or travel further to the mall for comparable service.

**Stephen Bernath** has been a resident of Northeast County for over 37 years who primarily drives or cycles, offered support for a specific part of the proposed transit redesign while raising considerations for area students. Bernath noted his community on Lily Road, past 26th, had bus service 30 years ago (the original Route 62), but service was subsequently removed. In the intervening years, the area has undergone extensive development, resulting in "lots of development and no bus service" for the newer residents. He specifically appreciates and supports the proposed Route 74, which would run out Sleater-Kinney and return via Lily Road, as it would address this long-standing lack of service. Bernath acknowledged his understanding of the overall redesign strategy, which aims for a main East-West corridor supported by North-South connectors. Finally, he raised two key considerations regarding youth transportation: whether Intercity Transit consulted with North Thurston Public Schools regarding over 1,100 homeless students who may need alternative ways to get to school and providing non-driving alternatives for Running Start students who commute from high schools to South Puget Sound Community College.

*With no one providing further testimony, Vice Chair Pierce closed the public hearing on the May 2026 Service Change at 6:28 p.m.*

Commissioner Mejia asked when the ITA would discuss the service redesign. LaFontaine clarified the current timeline aimed for final adoption on December 3 following a Community Advisory Committee (CAC) meeting on November 17. Staff confirmed the December 3 date is not set in stone, as the ITA always retains the ability

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to choose an alternative to adoption, such as further study or delayed action, by selecting from several alternatives presented by staff.

Echoing the concerns of the public speakers, Commissioner Mejia questioned the plan for further outreach, particularly with Evergreen State College students, given the severe lack of communication reported. Councilmember Von Holtz, a former marketing director at Evergreen, also stressed the critical need for student outreach. LaFontaine confirmed he set up a conversation with Evergreen's primary point of contact for the following day to address the concerns.

Recognizing the need for more in-depth discussion due to outstanding questions and the concerns raised, Commissioner Mejia requested time on an upcoming ITA agenda. The ITA agreed to setting aside dedicated discussion time on the November 19 agenda to review all questions and comments before the proposed December 3 adoption.

A question was raised about the current contract with The Evergreen State College. LaFontaine clarified the contract is an annual agreement and that Intercity Transit is committed to continuing to serve the college's late-night transit needs, stating there is no intention of stopping mid-contract. The contract is typically renewed in the summer.

**B. 2026 Draft Budget.** Jana Brown, the CFO of Intercity Transit, said the draft budget was presented at the October ITA meeting and has been publicly available for review and comment since the previous month. Brown stated that, as of this hearing, she has not received any comments or messages from the public regarding the budget. She confirmed staff is currently finalizing the numbers, and the budget is scheduled to be presented to the ITA for final approval during the December 3, 2025, meeting.

*Vice Chair Pierce opened the public hearing on 2026 Draft Budget at 6:38 p.m.*

*With no one providing comment, Vice Chair Pierce closed the public hearing on the 2026 Budget at 6:39 p.m.*

**PUBLIC COMMENT - None.**

### **NEW BUSINESS**

**A. Temporary Waiver Vanpool Fares for Federal Workers.** Vanpool Manager, Lynne Cunningham, presented a proposed Resolution to temporarily waive vanpool fares for federal workers impacted by the government shutdown, which, at the time of the meeting, had reached 36 days, the longest in U.S. history. The shutdown was affecting over 79,000 federal workers in Washington State, with large concentrations in King, Pierce (especially JBLM), and Kitsap counties.

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Cunningham said federal workers comprise a significant segment of Intercity Transit's vanpool customers, accounting for 47 out of 154 total vanpools. Key points included:

- **Financial Hardship:** Federal workers, including essential personnel who are required to work but are in unpaid status, face financial difficulty. JBLM personnel specifically notified IT that their federal payment cards (used for vanpool benefits/subsidies) would be shut off.
- **Operational Continuity:** The waiver's objective is to maintain ridership and preserve vanpool groups (operational stability), preventing the need for costly and cumbersome re-enrollment efforts later.
- **Community Support:** The action promotes equity and accessibility for vulnerable riders and demonstrates community goodwill and responsiveness, aligning with IT's mission.
- **Financial Impact:** The estimated forgone revenue from the 47 federal vanpools is approximately \$11,000 per month. However, staff noted that without the waiver, the revenue may drop anyway due to riders being furloughed.

Cunningham said the proposed plan involves waiving fares for eligible federal employees, communicating the waiver prominently, and monitoring ridership and costs. The average federal vanpool fare is \$50 per month, with some groups paying up to \$175 per month.

Mitigation risks include a prolonged shutdown (mitigated by setting a review date and board oversight), non-federal riders expecting similar relief (mitigated by clearly defining eligibility to federal agency employees only), and administrative burden (mitigated by using streamlined employer attestation).

Riddels asked who is financially responsible for the federal employee vanpool fare - the employee or the federal government, and what is the maximum monthly subsidy? And is there any mechanism or opportunity for the government to get reimbursed, or for the transit funds to be recovered/reclaimed, once the current service disruption is over?

Cunningham said the federal vanpool fare is paid by the federal government via a transit benefit card provided to eligible employees, rather than being paid directly by the employees themselves. This card is the usual mechanism for employees to make their online fare payments, and the subsidy can be up to \$315 per month, though the fares in the specific context are not that expensive. However, due to the current situation employees are being told their transit cards will be shut off, and some have already been unable to make payments. Regarding the question of reclaiming or recovering these funds once the issue is resolved, the idea of denying the federal government the satisfaction of having the funds returned – the Cunningham expressed strong doubt. Based on past experiences where customers attempted to recover their subsidized fare

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payments after a service issue, the general experience has been that the federal government does not reimburse or pay back those funds.

The ITA asked staff to provide an update at the ITA meeting on November 19, 2025, on the number of federal workers utilizing the waiver.

**It was M/S/A by Mejia and Von Holtz to approve Resolution 05-2025 authorizing the General Manager to waive vanpool fares for eligible federal employees during any period of a federal government shutdown.**

- B. Draft Strategic Plan and Request Public Hearing.** Bergkamp introduced changes to the 2026-2031 Draft Strategic Plan and presented a detailed overview. The strategic plan serves as a visioning document outlining the agency's strategy, goals, resource allocation, and guiding principles for the next five to six years, including the Capital Improvement Program (CIP) and service levels.

### **Plan Organization and Key Changes**

- **Refined History and Background:** Section one has been revised to be less wordy. It now aligns the agency's history more closely with the Transit Development Plan (TDP), emphasizing how the focus of previous strategic plans has evolved (e.g., from considering service cuts to re-envisioning the transit system).
- **Guiding Principles:** The plan reviews the agency's mission, vision, goals, end policies, and design principles. Recent changes emphasize inclusivity and making equity-driven decisions, exemplified by the equity analysis now conducted for major service changes. The Community Advisory Committee (CAC) provided no immediate feedback on these principles.
- **Design Principles:** These focus on providing and enhancing mobility within the four-city public transportation benefit areas and urban growth areas, responsive to population density, land use, and public comment, prioritizing service in the densest areas and to community members with the greatest financial need.

### **Funding and Operational Context.**

- **Funding Uncertainty:** The plan addresses the impacts of funding fluctuations, including state budget shortfalls and uncertain federal grant funding.
  - The state budget shortfall impacted the funding of two agency projects this biennium, although Bergkamp acknowledged this decision was understandable given that other small transits might have had to cut street service.
  - The federal shutdown currently is not affecting existing transit grants but is expected to delay future grant processes, such as a pending grant to replace 16 hybrid diesel buses.

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- Legal Challenges: Intercity Transit is involved in the King County versus Turner lawsuit due to new conditions placed on previously awarded grants, adding to the uncertainty regarding state and federal funding.
- **System Redesign (Phase 3).** The plan incorporates the upcoming Phase 3 of the system redesign, currently scheduled for May 2026. This phase includes:
  - Service to new areas.
  - A high-frequency corridor service (like Bus Rapid Transit or BRT).
  - Recognition of the project's impact on business operations, specifically the major staff undertaking of replacing the Enterprise Resource Planning (ERP) system.
- **Policy Positions.** The draft plan includes specific policy questions and staff recommendations, such as:
  - **Fixed Route Service:** Defining the role of fixed-route service in the core areas (Olympia, Lacey, Tumwater, Yelm) and continuing implementation of the Long-Range plan, acknowledging that COVID-19 impacted forward momentum. The plan will still reference COVID-19 to show commitment to unfulfilled promises from Proposition 1.
  - **Vanpool Program:** A recommendation to continue expansion and promotion of the program to remove barriers and increase ridership.
- **Public Hearing Timeline.** The status is part of a concurrent feedback process involving the budget, system redesign, and the strategic plan.
  - The draft plan has been posted for review and comment.
  - It was presented to the CAC on October 20.

**It was M/S/A Goodwin and Vanderpool to schedule a public hearing for the 2026-2031 Draft Strategic Plan on Wednesday, December 3, 2025, at 5:30 p.m.**

**C. Community Representative Reappointment.** Bergkamp presented whether to reappoint Community Representative Sue Pierce to a third 3-year term to the ITA as her current term expires on December 31, 2025. Bergkamp provided the ITA with the following options:

- Reappoint Pierce for a third three-year term, as she is eligible per the Authority bylaws and has expressed a strong desire to continue serving; or conduct a full recruitment by opening the position to solicit applications from interested community members, utilizing all available outlets for advertising, including the agency's website, social media, and partnering with local jurisdictions and the CAC.

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**It was M/S/A by Mejia and Von Holtz to appoint Sue Pierce to a third 3-year term to expire December 31, 2028.**

### **COMMITTEE REPORTS**

**A. Community Advisory Committee.** Doug Riddels said the CAC met on October 20, 2025. Riddels said LaFontaine presented the proposed service changes, and although the process for the CAC is expedited, LaFontaine indicated he would seek a consensus recommendation from the committee before presenting the changes to the ITA. DAL Manager, Kevin Karkoski provided an update on the Dial-A-Lift service, which included testimonials highlighting the program's profound impact on the community. The committee also conducted a review of the 2026 budget and discussed the Draft Strategic Plan.

Riddels said the CAC held nominations for officers for 2026, resulting in only one nominee for each office: Rachel Wilson was nominated for Chair, and Dara Dotson was nominated for Vice Chair. Following this, the committee engaged in a discussion regarding their meeting structure and process.

Riddels said the General Manager's report included two notable items. First, the proposal to appoint former Board member, Don Melnick to the new position of CAC Ambassador. Second, a discussion on a new grant opportunity for an E-Bike Lending Library program, which would allow staff to test out e-bikes to see if they could imagine using them for future commutes. The report concluded with a positive note from the federal lobbyist, who was optimistic about a soon-to-end government shutdown.

### **GENERAL MANAGER'S REPORT**

- Bergkamp attended a ribbon cutting/open house of the new Thurston County Ballot processing center.
- A multi-disciplinary team met to review the Foul Weather Plan for updates before severe winter weather arrives.
- Bus Buddies chose their newest/oldest Bus Buddy Coordinator moving forward. Janina (Jan) Robbins, who was the first Intercity Catholic Community Services Bus Buddy Coordinator when the program started in 2013, accepted the position as Bus Buddy Coordinator. She has extensive experience using the IT system and knows how to coordinate the Bus Buddy program with ease. Dial 1-844-851-9380 for referrals and/or to request a Bus Buddy.
- Bergkamp shared the following quote from an observer of a recent Dial-A-Lift Driver interaction: *"Leaving an appointment this morning, I found some joy that would have been so easy to pass by. Noticed an Olympia Intercity Transit bus driver assisting a*

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*gentleman arriving for his appointment – smiles, laughter, joking around. You would have thought they were old friends until I heard ‘Nice to meet you, sir.’ ‘I appreciate you, mister.’ Day made, for all three of us. It’s not hard to make a difference in this world if you shine your inner joy outward. I took a few seconds to thank the bus driver for being great at his job and for bringing me some joy today too. Notice joy, extend yourself and really ‘see’ people – it matters. Make this week great, friends – we all matter!”*

### **AUTHORITY ISSUES**

- **Mejia** announced an upcoming "meet the finalists" event at the Port of Olympia for the Thurston Regional Planning Council (TRPC)'s next Executive Director, highlighting TRPC as an important partner. She encouraged everyone to visit the ballot processing center observation room to see the election system in action.
- **Goodwin** shared feedback from the November 4th open house, relaying thanks from a community member to Rob LaFontaine, Spencer Zeman, and Nick Demerice for their outreach on bus stops and system changes, emphasizing the need for grace and direct engagement to address service gaps. She also thanked Pierce, Bergkamp, and Mejia for attending the Olympia Free Clinic Breakfast for All event, expressing hope for increased partnerships.
- **Goodwin** raised a critical safety concern at the Lacey Food Bank, where the number of community members served has risen significantly from 240 to over 300, causing severe traffic congestion, including backups onto Martin Way. This increased congestion, combined with a recent slip, trip, and fall incident due to accessibility issues (bus crossing/sidewalk), has created a dangerous situation, and she requested the ITA look at mediation or options for improved accessibility and routing immediately.
- **Vanderpool** provided two updates from the City of Olympia. First, the city plans to hire an internal four-person crew for sidewalk repair in the first quarter of the year. This internal crew is expected to double the amount of work accomplished annually for the same cost compared to contracting. Second, in response to the Food Bank congestion issue, the City Council is currently looking at using Councilman dollars to help the Food Bank, and they are reaching out to other councils and governing bodies for potential collaboration.
- **Legal Counsel, Jeff Myers**, extended congratulations to Board members who were successful in their recent council re-elections.

### **ADJOURNMENT**

**With no further business to come before the Authority, Vice Chair Pierce adjourned the meeting at 7:35 p.m.**

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**INTERCITY TRANSIT AUTHORITY**

*Carolyn Cox*  
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 Carolyn Cox, Chair

**ATTEST**

*Patricia Messmer*  
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 Pat Messmer  
 Clerk of the Board

**Date Approved: December 17, 2025**

Prepared by Pat Messmer, Clerk of the Board/Executive Assistant, Intercity Transit.

**EXHIBIT A**  
**SURPLUS VEHICLES - OCTOBER 2025**

<b>VANPOOL VANS</b>						
<b>ITEM</b>	<b>VEHICLE #</b>	<b>YEAR</b>	<b>MAKE/MODEL</b>	<b># SEATS</b>	<b>MILEAGE</b>	<b>EST. VALUE</b>
1	2335	2013	Ford Econoline 12 passenger	12	110,236	\$10,000.00
2	2344	2013	Ford Econoline 12 passenger	12	124,654	\$8,750.00
3	2349	2013	Ford Econoline 12 passenger	12	116,349	\$10,000.00
4	2351	2013	Ford Econoline 12 passenger	12	116,753	\$10,000.00
5	2355	2013	Ford Econoline 12 passenger	12	111,634	\$10,000.00
6	2430	2014	Chevrolet Express 12 passenger	12	133,926	\$8,750.00
7	2437	2014	Chevrolet Express 12 passenger	12	122,518	\$10,000.00
8	2444	2014	Chevrolet Express 12 passenger	12	145,469	\$8,750.00
9	2513	2015	Chevrolet Express 12 passenger	12	146,873	\$8,750.00
10	2514	2015	Chevrolet Express 12 passenger	12	110,208	\$10,000.00
<b>SUBTOTAL</b>						<b>\$95,000.00</b>
<b>FACILITIES VEHICLE</b>						
<b>ITEM</b>	<b>VEHICLE #</b>	<b>YEAR</b>	<b>MAKE/MODEL</b>	<b># SEATS</b>	<b>MILEAGE</b>	<b>EST. VALUE</b>
1	1293	2006	Ford F250	6	167,215	\$8,750.00
2	1295	2008	Ford F450	6	135,863	\$12,500.00
<b>SUBTOTAL</b>						<b>\$21,250.00</b>
<b>TOTAL ESTIMATED SURPLUS VEHICLE VALUE</b>						<b>\$116,250.00</b>