

Minutes
INTERCITY TRANSIT AUTHORITY
Regular Meeting
January 21, 2026

CALL TO ORDER

Chair Cox called the meeting of the Intercity Transit Authority to order on January 21, 2026, at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

Members Present: Chair and City of Lacey Councilmember Carolyn Cox; Vice Chair and Community Representative Sue Pierce; Thurston County Commissioner Carolina Mejia; Community Representative Wendy Goodwin; Labor Representative, Mark Neville; Community Representative Justin Belk; City of Tumwater Councilmember Kelly Von Holtz; City of Yelm Councilmember Brian Hess; and City of Olympia Councilmember Robert Vanderpool.

Staff Present: Emily Bergkamp; Pat Messmer; Jana Brown; Jeff Peterson; Jonathon Yee; Michael Maverick; Noelle Gordon; Peter Stackpole; Ramon Beltran; Jesse Eckstrom; Izi LeMay; Lynne Cunningham; Brenden Houx; Jane Denicola; Jonathan Martin; Alejandro Soto; Van Zabochnik; Megan Nyblom; Amanda Collins; Nicole Jones.

Others Present: Jeff Myers, Legal Counsel; Rabia Sheik and Margaret Janis, Community Advisory Committee.

STAFF INTRODUCTIONS

A. Kerri Wilson introduced Ali Fuller, Walk N Roll Rep & BCC Coordinator.

PUBLIC COMMENT - None.

APPROVAL OF AGENDA

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

APPROVAL OF CONSENT AGENDA

A. **Minutes** - December 3, 2025, and December 17, 2025, Regular Meeting.

B. **Payroll December: \$3,998,447.75**

- Warrant Numbers: 44305-44324; and 44446-44447 in the amount of \$28,188.73
- ACH Payments: \$3,970,259.02

C. **Accounts Payable December: \$9,747,095.05**

- Disbursed Warrants, Numbers: 44260-44304; 44325-44445; and Voided Warrant Numbers 44016 & 44028 totaling \$9,736,796.82
- ACH Payments: \$10,298.23

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- D. Surplus Property-Vanpool Vans and Non-Revenue Vehicles.** Staff is requesting the Authority declare the Vanpool vans and non-revenue support vehicles listed in Exhibit A as surplus. Intercity Transit received replacements for these vehicles which have exceeded their useful life, have been fully depreciated, and are surplus to our needs. In accordance with Intercity Transit's process, once declared surplus, the non-revenue support vehicles will be offered for direct purchase to other public agencies, while the vanpool vans will be granted through the Intercity Transit Surplus Van Grant Program. Surplus vehicles not sold via direct purchase will be sold at public auction to achieve the highest rate of return. The total estimated fair market value of the vehicles listed in Exhibit A is \$44,300.00. (*Noelle Gordon*)

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

NEW BUSINESS

- A. Digital Call Center Phone Software Implementation.** Jeff Peterson, Senior Procurement and Project Management Coordinator, presented a contract for the purchase of project implementation services for the new replacement digital call center software solution.

Intercity Transit Authority approved a call center solution on January 7, 2026, that is part of our Microsoft 365 Unified Communications Project intended to modernize communications and reduce complexity. This includes transitioning from the current Mitel Connect phone system. The transition is needed as the current solution is approaching its end of life, software updates are no longer being received, and the system has experienced several multi-day outages due to the legacy integration with our telecom provider over the past 18 months. However, the Teams Phone System will not fully satisfy the requirements of our call center environment which requires advanced features such as queue management, detailed reporting, and multi-channel support. To address this gap in customer service efficiency and to support our cybersecurity posture, the project team conducted extensive research and evaluated four call center solutions through demonstrations, scoring surveys, and stakeholder feedback.

The initial approval did not include professional services to implement the new call center software solution. A statement of work was proposed that includes implementation and training for the new call center software.

Intercity Transit is eligible to procure the RingCentral solution, and related professional services, through Sourcewell Cooperative contract 120122-RNG, which offers competitive pricing, and favorable terms, and conditions. After thorough

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evaluation, staff concluded that RingCentral's professional services statement of work to implement their software is appropriate.

It was M/S/A by Goodwin and Von Holtz to authorize the General Manager, pursuant to Sourcewell Cooperative contract 120122-RNG, to acquire professional services in the amount of \$17,700, excluding taxes, to implement a cloud-based communications solution from RingCentral.

- B. Purchase of Hybrid 40' Replacement Buses.** Brenden Houx, Senior Procurement and Project Management Coordinator, presented a contract to purchase eighteen (18) hybrid 40-foot replacement buses for fixed-route service.

To continue to provide our community with safe and reliable transit services, Intercity Transit plans to replace eighteen (18) coaches which have met or exceeded their Federal Transit Administration (FTA) useful life expectancy. The FTA establishes a minimum replacement cycle for heavy-duty buses of 12 years or 500,000 miles, whichever occurs first. Intercity Transit typically plans replacement of buses based on this minimum life to maintain a safe and efficient transit fleet.

In November 2025, Intercity Transit received \$17,551,815 in federal grant funding to replace buses that have reached the end of their useful life with modern hybrid coaches. These funds were awarded through FTA's Low or No Emission Program, which provides financial assistance to state and local governmental authorities for the purchase or lease of zero-emission and low-emission buses, as well as the acquisition, construction, and leasing of supporting facilities. Using this grant, Intercity Transit will purchase a total of eighteen (18) buses via purchase order, with the first order containing eight (8) 40-foot hybrid buses from Gillig under the Washington State Department of Enterprise Services (DES) Contract 06719. The second order will consist of ten (10) 40-foot Hybrid buses from Gillig utilizing the same contract and process.

Gillig currently has a 24-month lead time on new orders and is scheduling production and delivery dates for 2027 and later. To meet grant requirements and maintain safe fleet operations, it is critical that we secure our position in Gillig's production schedule as soon as possible.

DES competitively bid Contract 06719, awarding the lowest responsive and responsible bidders by vehicle category, and Gillig was selected for this purchase as a chosen vendor of the Heavy-Duty bus category. As a member of the Washington State Purchasing Cooperative, Intercity Transit is eligible to purchase from the DES contract. Staff concurs with DES's assessment regarding Gillig's ability to perform, and that the contract pricing is fair and reasonable. Gillig has extensive experience in the bus industry, and staff are confident that these vehicles will be mechanically sound and will serve our staff and customers well for many years to come.

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It was M/S/A by Goodwin and Mejia to authorize the General Manager, pursuant to Washington State Contract 06719, to purchase eighteen (18) hybrid replacement buses from Gillig, LLC not-to-exceed the amount of \$31,462,594, including sales tax and contingency.

C. Village Vans Update. Izi LeMay, Village Vans Supervisor, provided a status report on the Village Vans Program beginning with a foundational refresher on Village Vans, which was established in 2002 through a collaborative effort between the Thurston Regional Planning Council and over 40 community providers. The program serves a dual purpose: it acts as a workforce development initiative and a work-related transportation service. By recruiting community volunteers to drive the vans, the program helps these individuals gain transferable skills and professional experience in public transport, specifically supporting their path toward employment at Intercity Transit or other local employers.

LeMay said as a transportation provider, Village Vans is designed to supplement – not replace – fixed-route bus services. It specifically targets low-income workers facing transportation barriers, providing rides to work, school, vocational training, and other professional development opportunities. The service is intended to be temporary, with passengers typically eligible for up to one year of service, though case-by-case extensions are possible. The program works closely with other local community resources to ensure a coordinated network of support for its passengers.

LeMay highlighted the program's specific geographic reach, which primarily covers Tumwater, Lacey, and Olympia. The service area was visually described as roughly "chicken-shaped" highlighted in red on the program map. While it largely overlaps with the Public Transit Benefit Area (PTBA) the program is flexible enough to serve certain locations just outside those standard boundaries to ensure commuters reach their destinations.

LeMay continued with a review of current statistics utilizing Power BI graphing software. Following the data review, LeMay highlighted several key improvements and "wins" from the year, including:

- **Community Partnerships:** Strengthening ties with local organizations to broaden the support network.
- **Testimonials:** Sharing first-hand success stories from both the volunteer drivers and the passengers utilizing the service.
- **General Highlights:** A summary of the year's operational successes and milestones in connecting residents to the workforce.

Councilmember Hess raised a recurring question regarding the feasibility of extending Village Van services to the City of Yelm. His inquiry focused specifically on the potential benefits for high school students who need reliable transportation to commute between their high school and South Puget Sound Community College (SPSCC). Hess noted there is likely a broader interest among other community

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members in Yelm who currently lack access to this specific workforce development and transportation resource.

In response to the current limitations of the service area, which is primarily focused on the Tumwater, Lacey, and Olympia urban core, the discussion turned toward what steps would be necessary to incorporate Yelm. Hess requested clarification on the specific requirements or barriers that need to be addressed to bring Village Vans to his constituency. The dialogue emphasized the gap between the current Village Vans service area and the outlying communities that could benefit from the program's unique model of supporting low-income workers and students in vocational transitions.

LeMay acknowledged the importance of the request and proposed a follow-up to explore several strategic ideas. One primary suggestion involved leveraging existing partnerships with comparable services that already operate within rural areas of Thurston County. Specifically, the Coastal Community Action Program's "Driven to Opportunity" initiative. Since Village Vans already maintains a partnership with this program through frequent passenger co-referrals, one viable path forward would be to strengthen the logistical connection between Yelm and these existing transportation services to bridge current service gaps.

LeMay introduced the concept of establishing a satellite Village Vans office to better serve outlying areas. However, this was presented as a preliminary idea that requires further vetting to ensure it aligns with both the specific needs of the Yelm community and the program's available resources. LeMay emphasized the need for "concrete figuring out" to determine if a satellite branch is a reasonable use of funding and personnel compared to other expansion models.

LeMay offered an open invitation for further collaboration. LeMay expressed a strong desire to brainstorm with Hess and any other interested stakeholders to develop a sustainable plan for expansion. The goal is to move from high-level ideas to a structured approach that balances community demand for vocational transportation with the operational realities of Intercity Transit's current fleet and volunteer capacity.

Hess responded to the idea of a physical presence in the area. He said the City of Yelm recently secured approvals for a new municipal building. In a significant gesture of support for the program, he offered to explore the possibility of allocating dedicated office space within this new facility to house a Village Vans satellite branch. This offer aims to lower the barrier to entry for the program by providing the necessary infrastructure to operate locally.

LeMay said the program entered 2025 with a focus on longevity, as the current coordinator approached a four-year milestone. Participation reached a peak of ten volunteers simultaneously, though that number fluctuated as participants

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successfully transitioned into full-time employment. Staffing stability was further bolstered by the addition of Rachel Perman in March, who helped the team maintain operations and significantly increase outreach efforts. On the equipment side, the program surplused three older vans and introduced new vehicles featuring a unique "swoosh" wrap design. These new vans entered revenue service in December, providing a fresh and recognizable look for the fleet.

LeMay said the year was marked by significant pivots in community collaboration. While the Senior Community Service Employment Program dissolved in Thurston County due to funding losses, Goodwill successfully pivoted to launch the Workplace Opportunity Center on Yelm Highway. Village Vans is currently supporting this new hub by providing transportation to its digital literacy and career development training.

A major highlight of 2025 was the establishment of a federally funded work-study internship with The Evergreen State College. This partnership allows the program to utilize interns at no cost to the agency. These interns move beyond driving to assist with administrative tasks, outreach, and complex mobility management, helping passengers navigate the broader transportation network.

A comparison of 2024 and 2025 data revealed a notable decrease in total trips, dropping from 4,700 to 3,002. This shift was attributed to external factors, specifically a decrease in families with multiple children using the service. Because the program tracks unlinked passenger trips, the absence of a few large families (where one van movement counts as four trips) significantly impacted the total numbers.

Using Power BI for advanced tracking, the program identified several key metrics:

- **Trip Purposes:** Most rides remain employment-related, followed by education/training (including SPSCC and the ASHHO Cultural Community Center) and childcare.
- **Denied Rides:** The most common reason for ride denial was "outside service hours." The program continues to track these requests to better understand community needs, such as early 5:00 AM shifts that current hours cannot cover.
- **Driver Composition:** While staff and temporary light-duty employees covered most revenue hours, volunteer participation remained steady at roughly 15%.

To streamline operations, the team transitioned to a digital application process on the Village Vans website. This eliminated the need for lengthy 30-minute intake calls and allowed for clearer communication regarding service qualifications. Utilizing Microsoft Power Automate, the program now sends automated notifications to passengers at the 60-day and 30-day marks before their one-year service limit expires. This proactive

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approach ensures passengers have sufficient time to transition to fixed-route transit, carpools, or other resources.

LeMay concluded with testimonials illustrating the program's role as a bridge to self-sufficiency.

- **Passenger Success:** A testimonial from a rural Tumwater resident highlighted how Village Vans is her only link to employment in an area not served by standard transit.
- **Volunteer Growth:** Former volunteer Kayla Phillips transitioned into a role as a Senior Fleet Business Analyst, while former volunteer Derek Underwood became a Coach Operator who was recently recognized for his heroics in performing CPR to save a passenger's life.

These stories underscore that the program is not just a transportation provider, but a pipeline for high-quality talent and a vital support system for the regional workforce.

Hess was seeking clarification on the specific mechanism that allows a Village Vans volunteer to become a professional Coach Operator. He inquired whether volunteers obtain their Commercial Driver's License (CDL) with passenger endorsements while serving as volunteers, or if that certification process occurs after they are formally hired by Intercity Transit.

LeMay clarified that participation in the Village Vans program does not serve as a guarantee of employment. Instead, the program acts as a professional incubator. Staff provide hands-on coaching through every stage of the Intercity Transit application process, from setting up "governmentjobs.com" profiles to refining resumes. A significant portion of this support is dedicated to interview preparation, helping participants translate their volunteer experiences into the specific professional language required by hiring managers.

LeMay said the Village Vans participants have a unique technical advantage when applying for Operator positions because the program utilizes the same routing software and volunteers gain insider knowledge that provides a significant competitive edge during the onboarding and training phases. While participants must still successfully navigate the standard competitive employment process on their own merit, the program focuses on building their confidence and technical literacy to ensure they are the most prepared candidates possible.

LeMay said that while Village Vans provides the initial professional experience and a "foot in the door," the formal CDL training is part of the transition into Intercity Transit's employment. Volunteers gain valuable experience driving smaller vehicles and navigating the public transit environment, which builds the "renewed confidence" and professional background mentioned in the testimonials. Once they successfully apply and are accepted into the Coach Operator program, they undergo Intercity Transit's rigorous internal training to earn their commercial credentials. This highlights

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the program's role as a vital recruitment pipeline, taking community-minded volunteers and providing them with a clear, supported path toward high-skilled, permanent careers in the transportation industry.

Hess asked if the Village Vans program is currently operating at full capacity with an adequate roster of drivers, or if there is an active search for new volunteers.

LeMay said recruitment for Village Vans is a continuous and proactive effort. A key component of this strategy is the program's partnership with WorkSource; staff frequently attend WorkSource job fairs, where the program is promoted as a high-value volunteer opportunity that serves as a direct bridge to potential employment. By positioning the program to "bolster a resume," they attract motivated individuals looking to gain professional experience while providing a critical community service.

A significant post-pandemic shift was highlighted regarding the program's target audience. One of the major website improvements involved updating the volunteer driver page to use more inclusive language. While the program remains a workforce development tool, it is now successfully attracting community service volunteers – individuals who may already have employment but wish to give back.

The goal of these expanded outreach efforts is to rebuild the "on-call" volunteer pool that existed prior to COVID-19. By diversifying the types of volunteers recruited, and balancing those seeking career transitions with those focused on community service, the program aims to create a more resilient and reliable driver base. This hybrid model ensures that Village Vans can maintain consistent service levels even as participants "graduate" into the workforce, ultimately strengthening the program's ability to serve the Tumwater, Lacey, and Olympia areas.

Hess offered a recommendation to bolster the volunteer driver pool by targeting Joint Base Lewis-McChord (JBLM). He said active-duty service members have access to a free Commercial Driver's License (CDL) school on base, where they can also obtain passenger endorsements. Beyond active-duty members, Hess identified retired veterans as a prime demographic for recruitment. He noted many retirees may be looking for meaningful ways to stay active and serve the community without the high-pressure leadership demands of their former military careers, making the "no-cost" volunteer model of Village Vans an attractive option.

Hess said he will personally review the Village Vans website to identify ways he can recruit both volunteers and potential riders within the Yelm community. By bridging the gap between existing resources – like the JBLM CDL training – and the program's needs, Hess aims to address local transportation gaps while simultaneously feeding the program's workforce development pipeline.

GENERAL MANAGER'S REPORT

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- WSDOT informed us our **e-bike lending library** project proposal was approved! Organizations like Intercity Transit receiving this grant can set up e-bike libraries which provide a cost-free opportunity for our employees to try riding and integrating e-bikes into their lifestyles.

Our grant request is for the purchase of 9 e-bikes (3 cargo bikes, 5 commuter bikes and 1 adaptive trike), supportive equipment, and a part-time Program Coordinator who would manage all aspects of the e-bike lending library.

The design of the project and number of bikes was determined by an IT employee survey (over 100 responses!) which showed tremendous interest in and support for this project.

Special thanks to:

WNR Program Supervisor Kerri Wilson who brought the opportunity forward and the vision to apply for an e-bike lending library for IT employees. With help from the following staff, IT put together a very strong application:

- Thera Black – Editing for word limits, content enhancement, and letter of support drafts.
 - Drew Goffeney – Updated map of service area.
 - Ally Goodwin and former Marketing staff member Heather Dyson – employee survey assistance.
 - Peter Stackpole and the Cut Commute Committee – Letter of support and encouragement.
 - Mark Neuville – Letter of support from ATU.
 - Jana Brown – Liaison with WSTIP on insurance questions.
 - Jessica Gould – Putting all the pieces together for a successful proposal.
- Save the dates June 27 & 28 for the **South Sound Regional Rodeo** hosted and administered by Intercity Transit at the Tumwater Brewery grounds. As in years past, there will be a Maintenance Team competition and Operator competition, and we're always looking for judges and volunteers! Be on the lookout for more information we'll share with the ITA and CAC soon.
 - The first **Operator Class of 2026** started on January 12 with 17 students who will be introduced to the ITA soon.
 - Bergkamp met with former CAC and ITA member Don Melnick to discuss an emeritus position for him on the CAC. He was happy to accept! We'll invite Don to attend any meetings he's interested in attending as mentor, and specific meetings where he can share his experience on both the CAC and ITA and encourage our CAC to consider applying for future ITA Community Representative vacancies. We'll also invite Don to speak about the role of the CAC from the perspective of a former ITA Community Representative.

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- The City of Lacey is gathering input on human services needs in our community, and they are inviting transportation stakeholders to share their perspectives, experiences, and insights. Their goal is to engage a broad range of stakeholders to help guide human services priorities in Lacey. Pat Messmer shared information with the ITA and CAC members to participate in a facilitated focus group discussion with five open-ended questions, lasting less than an hour.
 - When: Thursday, February 12, 2026
 - Time: 1:30 p.m.
 - Where: In person at Intercity Transit's Pattison Executive Board Room

There is also a Zoom option that will be provided for participants. Information gathered through this conversation will help inform the City's Human Services Needs Assessment and future strategic planning efforts. If interested in attending, RSVP to Pat and she will notify the event organizer Michelle Chavez.

AUTHORITY ISSUES

Neuville said the Northwest Convention report highlighted a poignant and instructive update from the Minneapolis Group regarding the increasingly difficult conditions faced by its members. Reports surfaced about serious security breaches, including home break-ins, occurring in an environment where established rules and laws appear to be ignored. In response to these challenges, ATU reaffirmed its steadfast position to resist such treatment and advocate for the protection and safety of its members against these unlawful actions.

Goodwin inquired whether IT has plans to collaborate with the national movement celebrating America's 250th anniversary. Bergkamp noted although there are currently no formal partnerships or events planned, there is significant interest in exploring creative ways to represent the milestone and she is open to suggestions, and a follow-up discussion is welcomed to brainstorm potential festive activities or partnerships that align with the ongoing national momentum.

Vanderpool shared an update regarding the City Council's long-term transportation and financial plan. He said several city bonds are set to be paid off in 2029, opening a strategic window for the Finance Committee to discuss funding major infrastructure needs. He highlighted the urgent necessity of redesigning and improving the safety of major arterials – such as Martin Way, Pacific, Harrison, Black Lake, Cooper Point, and the Olympia portion of Yelm Highway.

The discussion emphasized the significant financial and labor resources required for these projects, citing the high cost and long timeline of the Fones Road project as a primary example. Vanderpool expressed his commitment to exploring new bond options to overcome current funding limitations. Future plans include "road diets" or

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street-narrowing redesigns, such as adding bike lanes to Capitol Way, to enhance safety and modernize the city's transit corridors. The Finance Committee will continue these assessments over the next few years to determine exact staffing requirements and projected costs.

Hess will remain on the ITA for at least the next two years, reaffirming his commitment to advocating for Yelm's interests. He specifically addressed an emerging local movement aimed at removing Intercity Transit service from the area to reduce sales tax. Hess expressed his opposition to this movement and noted his active efforts to challenge the proposal by raising critical questions about the impact of such a change. He expressed a desire for ongoing collaboration to support the Yelm community.

Cox said the Lacey City Council firmed up their external Boards and Committee assignments and she will continue as the lead representative on the ITA for Lacey.

COMMITTEE REPORTS

A. Thurston Regional Planning Council (Jan. 9). Vanderpool said the primary action item was the formal passage of the operating budget. Key modifications to the financial plan included a restructuring of technology fee changes, which are now being contributed to by all member jurisdictions. Additionally, the Council approved a 2.5% Cost of Living Adjustment (COLA) to be integrated into the budget moving forward.

Vanderpool said a notable portion of the meeting was dedicated to public comment, specifically from Karen Messmer. She addressed the Council to emphasize the critical role the Board plays in managing the region's transportation and environmental infrastructure. Messmer particularly highlighted the necessity for new Council members to coordinate with TCAT (Thurston Climate Action Team), specifically their Active Transportation Action Group, to better align regional goals with sustainable transportation needs.

The Council held a brief session regarding nominations for leadership positions. While no definitive appointments were announced during this meeting, Vanderpool noted that a finalized list of both returning and new leadership is expected to be presented next month. Simultaneously, the Council conducted a review of current Comprehensive Plans. These reviews are progressing steadily, with certifications for the involved jurisdictions officially moving forward into the next phase.

The meeting concluded with an in-depth presentation on salmon habitat recovery, focusing on the Deschutes and Upper Deschutes watersheds, as well as broader estuary restoration efforts across the county. The presentation highlighted a stark disparity between the extensive restoration work required and the available resources. Of particular concern was the report that NOAA (National Oceanic and

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Atmospheric Administration) funding has been effectively zeroed out for the upcoming cycle, alongside significant uncertainty regarding state-level financial support. Despite these fiscal hurdles, he observed that recovery efforts are currently supported by a highly diverse and committed coalition of environmental experts, private landowners, and tribal representatives.

B. Transportation Policy Board (Jan. 14). Belk said the session was uncharacteristically efficient, concluding the entire agenda in record time. During the administrative portion of the meeting, the Board officially established its meeting schedule for the 2026 calendar year. Additionally, the Board initiated the process for the election of officers, which is slated to take place during the next scheduled meeting.

Regarding Board composition, Renee Radcliffe-Sinclair was formally reappointed to one of the business representative positions. However, Belk noted there are still vacancies for at-large Representative positions. The Board is actively recruiting for these roles and encourages interested individuals to apply to ensure diverse stakeholder representation in regional transportation planning.

A significant action item involved the approval of an amendment to the 2026–2029 Regional Transportation Improvement Program (RTIP). This specific amendment pertains to a suite of projects located within the City of San Diego. The approval ensures these local projects remain aligned with regional planning goals and stay eligible for necessary funding and implementation phases.

The meeting concluded with a strategic presentation regarding federal priorities and the federal reauthorization process. The discussion focused on the legislative outlook for the coming months, emphasizing the need for robust advocacy. Board members engaged in a productive dialogue centered on securing support for transit and multimodal transportation, highlighting these as top priorities for the region's long-term infrastructure health.

ADJOURNMENT

With no further business to come before the Authority, Chair Cox adjourned the meeting at 7:02 p.m.

INTERCITY TRANSIT AUTHORITY

Carolyn Cox

Carolyn Cox, Chair

ATTEST

Patricia Messmer

Pat Messmer

Clerk of the Board

Date Approved: February 18, 2026

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

**EXHIBIT A
 SURPLUS VEHICLES - JANUARY 2026**

VANPOOL VANS							
ITEM	VEHICLE #	YEAR	MAKE/MODEL	# SEATS	MILEAGE	IT BOOK VALUE	EST. FAIR MARKET VALUE
1.	2323	2013	Ford Econoline	12	131,126	\$0	\$6,000.00
2.	2518	2015	Chevrolet Express	12	115,538	\$0	\$7,250.00
3.	2529	2015	Chevrolet Express	12	123,708	\$0	\$6,500.00
4.	2629	2016	Chevrolet Express	12	129,192	\$0	\$7,250.00
SUBTOTAL							\$27,000.00
NON-REVENUE SUPPORT VEHICLES							
ITEM	VEHICLE #	YEAR	MAKE/MODEL	# SEATS	MILEAGE	IT BOOK VALUE	EST. FAIR MARKET VALUE
5.	1220	2012	Chevrolet Colorado	5	146,954	\$0	\$3,200.00
6.	1222	2012	Nissan Leaf	5	27,701	\$0	\$900.00
7.	1226	2017	Ford Explorer	5	132,505	\$0	\$4,700.00
8.	1297	2009	Ford F350	6	125,395	\$0	\$8,500.00
SUBTOTAL							\$17,300.00
TOTAL ESTIMATED SURPLUS VEHICLE FAIR MARKET VALUE							\$44,300.00