



Mountain Rides Transportation Authority

PUBLIC NOTICE of Regular Board Meeting Agenda

12:30pm, Wednesday, February 17, 2016

Ketchum City Hall Council Chambers, 480 East Ave. N., Ketchum, ID 83340

Board Members: Chair Dave Patrie (Blaine County), Vice-chair Jane Conard (Sun Valley), Secretary Joe Miczulski (Bellevue), Steve Wolper (at-large), Kristin Derrig (Ketchum), Mark Gilbert (Sun Valley), Becki Keefer (Hailey) and Anne Corrock (Ketchum)

1. 12:30pm: Call meeting to order
2. Comments from the Chair and Board Member thoughts
3. Public comment period for items not on the Agenda (including questions from the press)
4. Action and discussion items
 - a. Action item: approve Policy 111: Public Records Policy (p.2-7)
 - b. Action item: approve draft of Mountain Rides' Five Year Strategic Plan for 2016 – 2020 for circulation (p.8-74)
5. Committee reports
 - a. Planning and Marketing Committee report for February from Chair (p.75)
 - i. Committee members approve February minutes
 - b. Finance and Performance Committee report for February from Chair (p.76)
 - i. Committee members approve February minutes
6. Staff reports
 - a. Dashboard performance report for December 2015 (p.77-80)
 - b. Operations report (p.81)
 - c. Marketing Outreach report (p.82)
 - d. Maintenance report (p.83)
 - e. Business Manager report (p.84-85)
 - f. Executive Director report (p.86)
7. Annual Audit
 - a. Presentation from Brady Workman from Dennis Brown CPAs on results on annual audit for FY2015
 - b. Action item: approve the receipt and filing of Mountain Rides FY2015 audited financials prepared by Dennis Brown CPAs (p.87)
8. Consent Calendar items
 - a. Approve minutes – January 20th regular meeting (p.88-91)
 - b. Receive and file November and December 2015 financials and bills paid (p.92-117)
9. Adjournment

NOTE: Public information on agenda items is available from the Mountain Rides office 800 1st Ave. North, or 208-788-7433. Any person needing special accommodation to attend the above noticed meeting should contact Mountain Rides three days prior to the meeting at 208-788-7433.

Mountain Rides Agenda Action Item Summary

<u>Date:</u>	<input type="text" value="02/17/2016"/>	<u>From:</u>	<input type="text" value="Wendy Crosby"/>
<u>Action Item:</u>	<input type="text" value="4a. Approve Policy 111: Public Records Policy"/>		
<u>Committee Review:</u>	<input checked="" type="radio"/> yes <input type="radio"/> no	<u>Committee Purview:</u>	<input type="text" value="Finance & Performance"/>
<u>Previously discussed at board level:</u>	<input type="radio"/> yes <input checked="" type="radio"/> no		
<u>Recommended Motion:</u>	<input type="text" value="I move to approve adoption of Financial Policy 111: Public Records Policy (alternate: with the following changes) ."/>		
<u>Fiscal Impact:</u>	<input type="text" value="none"/>		
<u>Related Policy or Procedural Impact:</u>	<input type="text" value="Policy Section 100- Financial"/>		
<u>Background:</u>	<input type="text" value="As a result of changes to Idaho Code Title 74 - Transparent and Ethical Government, MRTA is required to have a Public Records policy. Attached is our policy for adoption by the board. It has been reviewed by both the F + P Committee and by legal counsel, and meets the requirements of the Code changes."/>		

Policy 111: Public Records Policy

Issued: February 17, 2016

Purpose: To provide guidelines for records maintained by Mountain Rides to be available for public access and copying, upon request.

Personnel Affected: Executive Director, Business Manager, Outreach & PR Specialist

Policy: The intent of these Guidelines is to provide that records maintained by Mountain Rides be available for public access and copying. Except for those exceptions noted below and provided by Idaho law, every person has a right to examine and take a copy of any public record of Mountain Rides. The right to copy public records shall include the right to make photographs or photographic or other copies using equipment provided by Mountain Rides.

The public records of Mountain Rides consist of its general operational, transit, and financial operations, including ridership, budget, and route information. Mountain Rides custodian of records is its Business Manager. The location of such documents is Mountain Rides principal place of business, 800 1st Ave. North, Ketchum, Idaho 83340.

- 1) A request for public records must be submitted in writing on the Request Form attached and provide the requester's name, mailing address, e-mail address, telephone number and specific description of the information requested.
- 2) Examination of public records must be conducted during regular office or working hours.
 - a) Mountain Rides is not required to send the records to the person making the request.
 - i) Mountain Rides may recover the actual mailing or telecommunications costs if there is a request to mail or fax information to someone.
- 3) No fee shall be charged for the first two (2) hours of labor in responding to a request for public records, or for copying the first one hundred (100) pages of paper records that are requested.
- 4) Mountain Rides may establish fees to recover the actual labor and copying costs associated with locating and copying documents if:
 - a) The request is for more than one hundred (100) pages of paper records; or
 - b) The request includes records from which nonpublic information must be deleted; or
 - c) The actual labor associated with responding to requests for public records in compliance with the provisions of this chapter exceeds two (2) person hours.
- 5) Mountain Rides may establish a copying fee schedule. The fee may not exceed the actual cost to the agency of copying the record if another fee is not otherwise provided by law.
- 6) Fees shall not exceed reasonable labor costs necessarily incurred in responding to a public records request.

- 7) Fees, if charged, shall reflect the personnel and quantity of time that are reasonably necessary to process a request.
 - a) Fees for labor costs shall be charged at the per hour pay rate of the lowest paid administrative staff employee or public official of Mountain Rides who is necessary and qualified to process the request.
 - b) If a request requires redactions to be made by an attorney who is employed by Mountain Rides the rate charged shall be the per hour rate of the attorney.
- 8) Mountain Rides shall not charge any cost or fee for copies or labor when:
 - a) the requester demonstrates that the requester's examination and/or copying of public records is likely to contribute significantly to the public's understanding of the operations or activities of the government;
 - b) the requester demonstrates that the requester's examination and/or copying of public records is not primarily in the individual interest of the requester including, but not limited to, the requester's interest in litigation in which the requester is or may become a party; and
 - c) the requester demonstrates insufficient financial resources to pay such fees.
- 9) Statements of fees shall be itemized to show the per page costs for copies, and hourly rates of employees and attorneys involved in responding to the request, and the actual time spent on the public records request. No lump sum costs shall be assigned to any public records request.
- 10) A requester may not file multiple requests for public records solely to avoid payment of fees.
 - a) When Mountain Rides reasonably believes that one (1) or more requesters is segregating a request into a series of requests to avoid payment of fees authorized pursuant to this section, Mountain Rides may aggregate such requests and charge the appropriate fees.
 - b) Mountain Rides may consider the time period in which the requests have been made in its determination to aggregate the related requests. Mountain Rides shall not aggregate multiple requests on unrelated subjects from one (1) requester.
- 11) Mountain Rides may require advance payment of fees.
 - a) Any money received by Mountain Rides shall be credited to the account for which the expense being reimbursed was or will be charged, and such funds may be expended by the agency as part of its appropriation from that fund.
 - b) Any portion of an advance payment in excess of the actual costs of labor and copying incurred by the agency in responding to the request shall be returned to the requester.

12) Mountain Rides has three (3) working days from the date of the receipt of the request to grant or deny the information.

- a) Mountain Rides is allowed to determine that a longer period of time is needed to locate or retrieve information, notify the individual in writing that more time is needed, and then grant or deny the request in whole or in part within ten (10) working days following the request.
- b) The written denial for all or part of a request for information must state the statutory authority for the denial, and include a clear statement of the right to appeal and the time for doing so.
 - i) In addition, Mountain Rides shall state “that the attorney for the public agency or independent public body corporate and politic has reviewed the request or shall state that Mountain Rides has had an opportunity to consult with an attorney regarding the request for examination or copying of a record and has chosen not to do so.”
 - ii) If a request for information has been denied Mountain Rides shall retain the documents in question until the end of a 180-day period.

13) In addition to any protections and privileges set forth in the Idaho Code and Idaho law, including the attorney-client privilege, and those exceptions set forth in Idaho Code §§ 74-101, et seq., the following records are exempt from disclosure:

- a) Any public record exempt from disclosure by federal or state law or federal regulations to the extent specifically provided for by such law or regulation.
- b) Records contained in court files of judicial proceedings, the disclosure of which is prohibited by or under rules adopted by the Idaho Supreme Court.
- c) Criminal history records and fingerprints.
- d) All personnel records of a current or former public official other than the public official's public service or employment history, classification, pay grade and step, longevity, gross salary and salary history, status, workplace and employing agency.
 - i) All other information in an employee's or applicant's personnel file is not available to the public without the written consent of the individual to whom the file pertains.
 - ii) All information in an employee's file is accessible to the employee or a designated representative, except for:
 - (1) material used to screen and test for employment;

(2) exempt investigatory records of Mountain Rides if the investigation is ongoing;

(3) Information that is compiled in reasonable anticipation of a civil action or proceeding which is not otherwise discoverable;

e) Trade secrets including those contained in response to Mountain Rides' requests for proposal, requests for clarification, requests for information and similar requests.

i) "Trade secrets" as used in this section means information, including a formula, pattern, compilation, program, computer program, device, method, technique, process, or unpublished or in progress research that:

ii) Derives independent economic value, actual or potential, from not being generally known to, and not being readily ascertainable by proper means by other persons who can obtain economic value from its disclosure or use; and

iii) Is the subject of efforts that are reasonable under the circumstances to maintain its secrecy.

f) Records relating to the appraisal of real property;

g) Any estimate prepared by Mountain Rides that details the cost of a public project until such time as disclosed or bids are opened, or upon award of the contract for construction of the public project.

14) If any public record contains material which is not exempt from disclosure as well as material which is exempt from disclosure, Mountain Rides shall, upon receipt of a request for disclosure, separate the exempt and nonexempt material and make the nonexempt material available for examination, provided that a denial of a request to copy nonexempt material in a public record shall not be based upon the fact that such nonexempt material is contained in the same public record as the exempt material.

15) The public records law is not available to supplement, augment, substitute or supplant discovery procedures in any criminal appeal, post-conviction civil action, federal or state civil action, or other administrative process governed by the rules of discovery.



P.O. Box 3091
Ketchum, ID 83340
Phone: (208) 788-7433
Fax: (866) 554-1103
Website: www.mountainrides.org

**Mountain Rides Transportation Authority
PUBLIC RECORDS REQUEST FORM**

Name: _____

Address: _____

Telephone: _____ Fax: _____

E-mail: _____ Date of Request _____

Description of information requested (Please be specific) _____

Type of Request: Examine Receive Copies

Under penalty of perjury, I hereby certify that I will not be using, nor will I allow to be used in any form or manner, a list of persons prepared by Mountain Rides as a mailing list pursuant to Idaho Code 74-120 (1)(b).

Requester Signature

Mountain Rides Employee(s) Processing

Request: _____

Date Completed: _____ Fees Collected & Receipt #: _____

Notes regarding request: _____

Note: Mountain Rides Public Records Policy outlines copying fees for public records requests. Payment of the applicable charges shall be made prior to the commencement of research or copying based upon Mountain Rides' estimated cost for meeting the public records request, unless prior arrangements have been made.

Pursuant to the Idaho Public Records Act (Idaho Code §74-103), Mountain Rides has three (3) working days to fulfill this request. However, if more than three (3) working days are needed to process this request, the requester shall be notified, within ten (10) days.

Mountain Rides Agenda Action Item Summary

<u>Date:</u>	<input type="text" value="02/17/2016"/>	<u>From:</u>	<input type="text" value="Jason Miller"/>
<u>Action Item:</u>	<input type="text" value="4b. Approve draft of Mountain Rides' Five Year Strategic Plan for 2106-2020 for circulation"/>		
<u>Committee Review:</u>	<input checked="" type="radio"/> yes <input type="radio"/> no	<u>Committee Purview:</u>	<input type="text" value="Both Committees"/>
<u>Previously discussed at board level:</u>	<input checked="" type="radio"/> yes <input type="radio"/> no		
<u>Recommended Motion:</u>	<input type="text" value="I move to approve the attached Mountain Rides Five Year Strategic Plan for 2016-2020, with any edits discussed, as the final draft for circulation to our funding partners for comment."/>		
<u>Fiscal Impact:</u>	<input type="text" value="no direct fiscal impact"/>		
<u>Related Policy or Procedural Impact:</u>	<input type="text" value="all long-range planning documents and annual planning tools"/>		
<u>Background:</u>	<input type="text" value="Long awaited and much needed, the Mountain Rides' Five Year Plan for 2016-2020 is attached and ready for approval of the draft. Once approved, this draft will be circulated to all partners for their input. That process should take at least a month to receive comments back.

Hopefully, Mountain Rides will be able to approve the final plan with comments by the April meeting at the latest."/>		



FINAL Draft – February 17, 2016

Five year Strategic Plan for 2016 - 2020

Board of Directors

Dave Patrie, Chair
Jane Conard, Vice Chair
Joe Miczulski, Secretary
Steve Wolper, Director
Anne Corrock, Director
Kristen Derrig, Director
Mark Gilbert, Director
Becki Keefer, Director



FINAL DRAFT: for board approval and circulation for comments, Feb. 17, 2016

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Section 1: executive summary

Mountain Rides believes that we can make our community a stronger, healthier and more interesting place by providing a full range of transportation options that are safe, reliable, customer focused and sustainable. This belief is behind everything we do and is something that has underpinned the success that Mountain Rides has enjoyed since formation in October 2007 as a regional, multimodal transportation entity.

Our success over the past eight years has included growing ridership by 60%; diversifying and growing funding by 40%; building and leveraging new partnerships; increasing service levels by 40% with more consistent peak and year-round service; and developing a cohesive brand that has all public transportation modes within one organization. This success hasn't been by accident or luck – it's been the result of thoughtful consideration, careful planning and dedicated implementation on behalf of the Mountain Rides' board and staff. And it reflects the quality of our biggest asset, which is our employees.

In our first 5 years, 2007-2012, Mountain Rides had a strategic plan that defined our path and gave us the blueprint for success [for a copy of this plan, see Appendix A]. This plan was successfully executed with almost all the major goals and objectives accomplished. For several years now, Mountain Rides has been operating without a long-term strategic business plan and needs to adopt a new 5 year plan that provides a roadmap for 2016-2020 for Mountain Rides. We need to move from being reactive year to year to being proactive over 5 years and beyond.

This 5 year strategic business plan will be an invaluable tool for communicating where Mountain Rides sees public transportation heading –from how to improve the bus system to get more riders, to how to make it easier to bike and walk, to how to incorporate public transportation in land use decisions. It will serve as a regional public transportation comprehensive plan to be referenced by:

- Mountain Rides' staff for planning annual work to stay on track towards the bigger picture
- Joint Powers Agreement partners (cities and county) and other funding partners from the business community to see what resources and collaboration are needed to keep improving public transportation
- The general public to understand public transportation needs within our area and how specific services will be improved, changed or developed

The majority of service, program and financial detail for this 5 year plan can be found in Section 4, where goals and objectives are described in detail. The 5 goals, and associated objectives, of this plan are:

Goal 1: Build upon successful services by increasing service on core routes and simplifying the overall system

Objectives

- 1.1 – Move to a system that has only two seasons, a peak and an off-peak, and increase the length of the peak season duration during the summer
- 1.2 – Improve year-round baseline service with 30 minute standard frequency
- 1.3 – Make incremental investments to improve successful routes, especially at night, on weekends and midday, and provide a base level of service on less successful routes
- 1.4 – Eliminate midday gaps in service
- 1.5 – Simplify the overall system by consolidating and linearizing routes, as appropriate, to improve efficiency
- 1.6 – Retain a necessary level of vanpool service

Goal 2: Develop new transportation services that complement current services and meet community needs

FINAL DRAFT: for board approval and circulation for comments, Feb. 17, 2016

Objectives

- 2.1 – Evaluate, plan and start express route connecting directly to Friedman Memorial Airport
- 2.2 – Plan and implement fixed route connection to Twin Falls
- 2.3 – Develop a third party funded pilot service to connect Ketchum and Sun Valley with the Sawtooth National Recreation Area and Galena Lodge
- 2.4 – Respond to new service demands as they arise

Goal 3: Support and coordinate the development of integrated pedestrian and bicyclist friendly communities, including necessary infrastructure

Objectives

- 3.1 – Coordinate and help implement the regional bike-pedestrian master plan
- 3.2 – Increase the awareness of and active participation in Safe Routes to School (biking and walking to school) programs
- 3.3 – Partner with cities on plans to improve downtown core areas to make more walkable and bike friendly
- 3.4 – Continue to create opportunities to get more people biking and walking

Goal 4: Develop and support incentives that inspire more people to take public transportation

Objectives

- 4.1 – Dedicate more resources to advertising and marketing
- 4.2 – Build more business support to encourage ridership
- 4.3 – Strengthen existing partnerships and build new ones
- 4.4 – Implement additional technology-based customer information sources
- 4.5 – Work with local cities and the county on land use and other policies to encourage more use of public transportation

Goal 5: Build the financial, structural and organizational resources to fulfil goals 1 through 4

Objectives

- 5.1 – Project the funding needs for the next 5 years so that all funding partners can plan
- 5.2 – Work with local governments to increase local funding and dedicate an increased, fixed percentage of local options tax (LOT) to public transportation
- 5.3 – Continue to develop capital equipment, facilities, infrastructure and technology projects through implementation of the 5 year Capital Improvement Plan
- 5.4 – Develop and support the staffing of the organization to match the goals of this plan
- 5.5 – Communicate the importance and benefits of public transportation to local elected officials and their constituents

If Mountain Rides is successful in executing on all of the goals, objectives and ideas outlined in the following pages of this plan, Mountain Rides believes that it can expect to see:

- ✓ Ridership of 750,000 annually by 2020
- ✓ Operating funding increase of 40% across a variety of funding sources to support significant service improvements like:
 - 30 minute frequency standard year-round and 10-20 minute peak frequency on higher volume routes
 - Fewer seasonal variations to service
 - Easier to understand routes and schedules
- ✓ Capital investments of over \$7MM between now and the end of 2020 that include:
 - At least 2 battery electric buses in operations with plans for full electric fleet by 2030

- Upgrades to bus stops and bus signage system-wide
- Customer information technology to make the user experience seamless
- A downtown Ketchum transportation center
- ✓ Implementation of a significant number of pedestrian and cyclist infrastructure projects as outlined in the regional bike and pedestrian master plan
- ✓ Much higher degree of awareness of how to use Mountain Rides' services and how they benefit the community

The plan ends with a section dedicated to performance measures and success factors, as well as specific benefits for each of Mountain Rides' funding partners. At the very end of this plan is an appendix that includes the original strategic plan for Mountain Rides that was adopted in 2008.

It should be noted that this plan does not provide an exact work plan necessary to achieve the goals and objectives herein. A strategic implementation plan will be adopted annually to describe the specific initiatives and strategies for a given year. This year to year detail will also be incorporated into the annual service plan, the annual budget development process, the annual capital improvement plan update and the annual strategic goal setting meeting. These annual plans will be opportunistic and flexible in how the goals and objectives of the 5 year plan are achieved.

This plan contains many references to terms that may not be familiar to a reader new to the world of public transportation or to the Sun Valley area. To help explain some of the verbiage in this document, the following definitions of key terms are provided:

Americans with Disabilities Act (ADA) – The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. Public transportation has specific rules related to having accessible buses with wheelchair lifts or ramps and providing van service to those who qualify under ADA and can't make it to normal bus stops.

Bikeshare – a new transportation program, ideal for short distance point-to-point trips providing users the ability to pick up a bicycle at any self-serve bike-station and return it to any other bike station located within the system's service area. Mountain Rides started a bikeshare program in partnership with the City of Hailey in 2013.

Blaine County – a county of 21,329 people in south central Idaho that covers 2,661 square miles and has the City of Hailey as the county seat. Mountain Rides is based in Blaine County.

Capital budgets – Mountain Rides has three capital budgets: one for replacing and refurbishing buses and vans; one for maintaining and building facilities like bus stops, buildings and transportation centers.

Capital Improvement Plan, also referred to as CIP – an organizational planning and fiscal management tool used to coordinate the location, timing and financing of capital improvements (bus, facility and equipment needs) over a multi-year period — for Mountain Rides, the CIP looks out 5 years.

Demand response vans – a service that operates on demand, as needed basis for those who can't make it to regular bus stops. Trip reservations are a day in advance and customers must be pre-qualified through a defined process. This service is also referred to as complimentary paratransit.

Federal Transit Administration, also referred to as FTA – An agency within the U.S. Department of Transportation, the Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also oversees safety measures and helps develop next-generation technology research.

Fixed route bus – a bus that operates along a specified route at published times throughout a given period of time.

Frequency, also referred to as headway – how often a bus departs a given stop going in a given direction. If a bus departs at :00 and :30 after the hour, it is said to have 30 minute frequency or 30 minute headway.

Friedman Memorial Airport – located in Hailey, this is the only airport within 60 miles of Sun Valley with commercial flights. Current carriers include Alaska, Delta and United Airlines.

Idaho Transportation Department, also referred to as ITD – the State of Idaho's governmental organization responsible for state transportation and is responsible for managing federal transportation funding for public transportation.

Joint Powers Agreement, also referred to as the JPA – the cities of Bellevue, Hailey, Ketchum and Sun Valley, along with Blaine County, have agreed to form Mountain Rides for the purpose of providing public transportation. The legal instrument that makes Mountain Rides an entity is called a Joint Powers Agreement.

KART – short for Ketchum Area Rapid Transit, this was the first public transportation system formed in Blaine County in the 1980s by the cities of Ketchum and Sun Valley to primarily move skiers.

Local Option Tax, also referred to as LOT – a special purpose tax that is voter approved and is levied at the city level. In Idaho this tax is only available to cities who have a resort/tourist economy and who have a population of fewer than 10,000 people. Ketchum, Sun Valley and Hailey all have a local option tax that is used to help offset the increased cost of services for a resort city. Public transportation was one of the founding reasons for the tax, but LOT can be used to pay for a variety of city services and needs.

Mobility – a term referring to how people get around a community and usually synonymous with public transportation.

Multi-modal – an industry term meaning multiple transportation modes that often interconnect. For example, someone walking to a bus stop, taking a bus and then jumping on a bikeshare bike would be a multi-modal trip.

Operating budget – this is the budget for all the direct costs of running our services and includes payroll, fuel, maintenance, and general business expenses like supplies and insurance.

Peak Bus – a commuter bus formed by Blaine County with operational direction from Wood River Rideshare, this fixed route bus was the first regional service to connect Bellevue, Hailey, Ketchum and Sun Valley.

Peak season and baseline service – peak season refers to winter and summer when Mountain Rides operates a higher level of service to match the larger number of people moving around. Baseline service is that which operates year-round and doesn't change with the seasons.

Public transportation – general term referring to a variety of transportation modes including bus, carpool, vanpool, biking and walking. Basically every transportation mode except driving in your own car.

Ridership – the number of boardings onto a bus for a given time period. One person riding the bus to and from work, for example, would add 2 to the ridership for that day.

Route – the route followed by a bus to connect particular areas. A route may have multiple buses that serve the route in order to increase the frequency. Generally a route is multi-directional with an inbound and outbound trip, or a north and a south trip.

Safe Routes to School – a national program to make walking and bicycling to school safer and more accessible for children, including those with disabilities, and to increase the number of children who choose to walk and bicycle by focusing on the 6 E's of evaluation, engineering, education, encouragement, enforcement and equity.

Sawtooth National Recreation Area – a national recreation area that consists of 756,000 acres of scenic mountain country with the headquarter office located 9 miles north of Ketchum.

Schedule – the departure times that a bus route runs on a given day.

Seasonality – in serving a seasonal resort area, Mountain Rides operates a different amount of service depending on the time of year. Some routes only operate in the winter, some routes increase frequency of service during the winter when compared with the spring and fall periods. Generally winter is the highest level of service, also referred to as peak service, summer is the next highest and spring and fall are the lowest.

Service hours – the amount of time a bus operates in service on a route. Each hour that a bus is on a route counts as one service hour.

Stops – the places that a bus stops to load or unload passengers along a bus route.

Sun Valley Company – the operator of the ski resort that encompasses Bald Mountain, Dollar Mountain, the Sun Valley Golf and Nordic club, and the Sun Valley Village with hotels and shops.

Vanpool – a service where a group of commuters travel in a van together and share the costs of operating the van. The driver is a volunteer who is also a commuter. Mountain Rides operates vanpools for those commuting from Twin Falls, Shoshone, Jerome and Gooding.

Wood River Rideshare – an alternative transportation organization formed in 2002 to promote, advocate and provide alternatives to the single occupancy vehicle; Wood River Rideshare was instrumental in the formation of Peak and the merger of Peak, KART and Rideshare to form Mountain Rides.

Wood River Valley – the area of Blaine County that starts in Bellevue on the south end and extends north to include Hailey, Ketchum and Sun Valley. Also synonymous with the Sun Valley area.

Section 2: history and context

Before Mountain Rides can chart its course for the next five years, it's important to look back at where we've been, where we are today and what the overall picture looks like for public transportation locally, regionally and nationally.

History

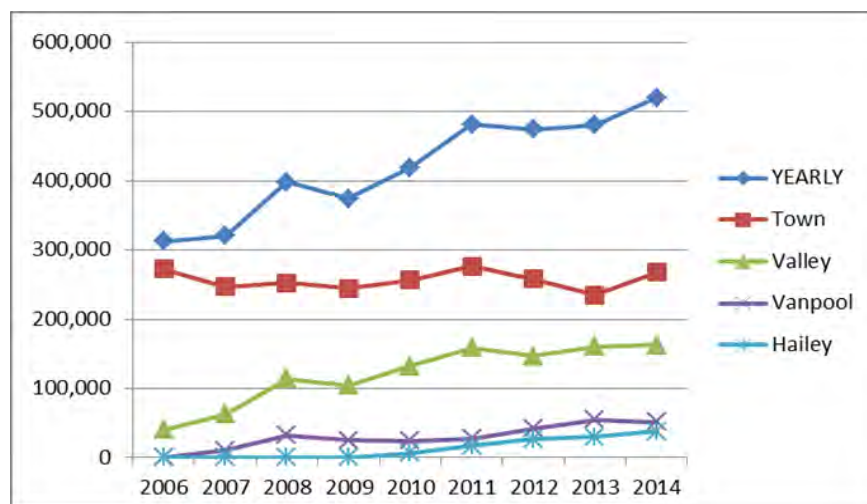
Mountain Rides was formed in 2007 as a Joint Powers Agreement between the cities of Sun Valley, Ketchum, Hailey and Bellevue as well as Blaine County. Mountain Rides merged several independent transportation organizations – KART bus, Peak bus and Wood River Rideshare – into one regional entity providing all public transportation modes throughout the Wood River Valley. KART bus was the free bus for Ketchum and Sun Valley formed in the 1980s that had the longest history, the most assets, and the longest track record of solid ridership. Peak Bus was a commuter bus started by Blaine County in 2002 with planning and development expertise provided by Wood River Rideshare. Wood River Rideshare was a non-profit with a mission of providing, supporting and advocating for better multi-modal transportation through bus services, Safe Routes to School, vanpool, carpool, bike and pedestrian programs and transportation planning.



Prior to 2008, Sun Valley Company operated its own bus service to take its guests from the Sun Valley Village area to Dollar Mountain, River Run plaza and Warm Springs' base area utilizing old yellow school buses. Ahead of the 2008-2009 ski season, Mountain Rides developed a new partnership with Sun Valley Company in which Mountain Rides offered to operate new public routes to duplicate most of what Sun Valley Company had historically operated. This partnership was another significant consolidation of bus services in the Sun Valley area and has been very successful over the years in generating ridership, creating one cohesive public transportation system and providing strong benefits to both Mountain Rides and Sun Valley Company to enhance the visitor experience.

Forming Mountain Rides through creation of a Joint Powers Agreement took tremendous coordination and cooperation. Support had built among the cities and the count to plan and fund a public transportation system for the benefit of all who live, visit or work in Blaine County. Prior to Mountain Rides, resources were segmented and siloed, often resulting in duplication and inefficiency among KART, Peak Bus and Wood River Rideshare. Mountain Rides board and staff created a singular organization for all modes of transportation other than the single occupancy vehicle that could be supported by all the cities and the county, because it offered tangible benefits to the overall health and mobility of the entire community and the tourist economy. Mountain Rides was made possible due to the foresight and political will of the leaders at the time to create an agency that could address transportation issues from a holistic approach.

Ridership history



The years from 2007 through 2014 saw tremendous service, ridership and funding growth for Mountain Rides:

- Ridership soared from 300,000 in 2006 to over 520,000 in 2014 – the half a million mark had never before been achieved for public transportation in Blaine County
- Increased service through development of new routes, better year-round service levels and increased number of trips per day
- New services like Silver Route, Bronze Route, Green Route and Hailey Route
- New transportation partnerships with Sun Valley Company, Blaine County School District, St. Luke's, Wood River YMCA, Webb Landscape, Rocky Mountain Hardware, Community School, Sage School, Sun Valley Bronze, Power Engineers, Atkinsons' Market, Syringa School, Blaine County Recreation District, The Advocates and many more
- Development of bike and pedestrian planning through creation of Blaine County Regional Bicycle and Pedestrian Master Plan
- Growth in funding for public transportation of 32% from \$1.8MM in operating funding to \$2.5MM
- Increased public awareness of public transportation and the Mountain Rides brand
- Fleet development with purchase of 9 new buses and 14 new vans
- New bikeshare program in Hailey and Ketchum

These were made possible in large part due to careful planning and strategic execution. Mountain Rides adopted a strategic plan in 2008 that laid the groundwork for success and is included in this plan as Appendix A. This 5 year plan will pick up where past planning efforts have left off and continue to seek ways to efficiently provide innovative, effective transportation solutions to the community.



Mountain Rides today

Today Mountain Rides is thriving and continuing to look for ways to make getting around without a car easier, safer, more convenient and more fun. Mountain Rides has a strong team in place, is financially healthy and is poised for future success:

Annual Operating Budget	\$2.6MM
Annual Capital Budget	\$500k - \$2.5MM, project dependent
# of Employees	28-45 depending on time of year (approx. 25 FTEs)
Type of entity	Local government subdivision organized by Joint Powers Agreement
Ridership	Record ridership of 520,620 in 2014; #1 per capita and 2 nd highest overall in the state of Idaho
Fleet	21 buses; 16 vans
Annual service hours	29,000 for fixed route bus
Annual service miles	450,000 fixed route bus; 300,000 vanpool
Services	6 free bus fixed routes, 1 commuter fixed route bus, 2 paratransit ADA vans, 8-12 commuter vanpool routes, Safe Routes to School, MR BikeShare, transportation planning
Notable	2014 winner of two leadership in public transportation awards, largest recipient of rural federal funding in Idaho, most rural capital funding awarded in Idaho from 2008-2015, 22 consecutive months of 0 at-fault accidents

Mountain Rides is the comprehensive provider of public transportation programs within Blaine County and adjacent communities including fixed route bus, commuter bus, demand response van service, vanpool, rideshare, and bike and pedestrian programs. Transit services include free Town Routes in Ketchum and Sun Valley, a fare based commuter Valley route that runs the length of the Wood River Valley, a Hailey Route and commuter vanpool with 8-12 routes that originate in the Shoshone and Twin Falls area.

Beyond the transit side (buses and vans), Mountain Rides provides a bike share program, Safe Routes to School program, general public education and outreach, as well as transportation planning services. The organization has

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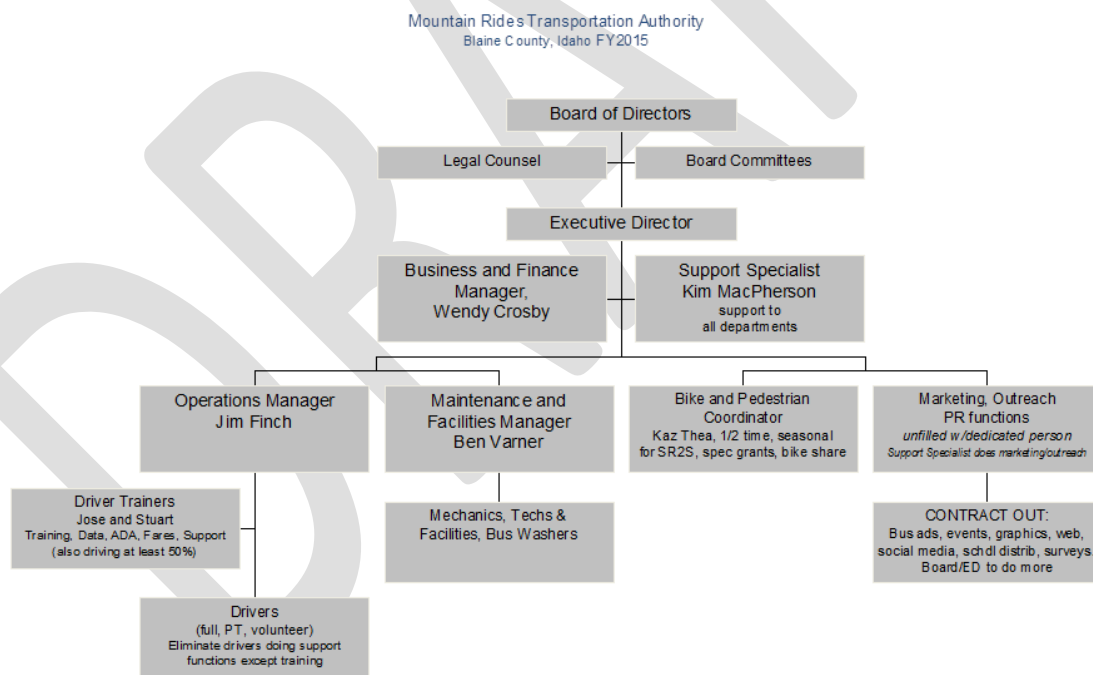
anywhere from 28-45 employees, depending upon how much service is being operated at any given time of the year. The bulk of those employees are in the operations and maintenance departments.

Structure, board and management

Mountain Rides is structured through a Joint Powers Agreement and is a public, governmental agency that exists to provide, plan, coordinate and advocate for strong public transportation alternatives for Blaine County. The JPA currently has the cities of Ketchum, Sun Valley, Hailey and Bellevue, as well as Blaine County, as signators. The JPA is valid for four years and has been extended twice, first in 2011 and again in October of 2015.

Mountain Rides has an eight member board of directors that is appointed by each city and the county, plus one at-large seat. Ketchum and Sun Valley each have two seats and Hailey, Bellevue and Blaine County each have one seat. The board members currently include David Patrie, Chair (Blaine Co.); Jane Conard, Vice Chair (Sun Valley); Joe Miczulski, Secretary (Bellevue); Steve Wolper (at-large); Mark Gilbert (Sun Valley); Kristen Derrig (Ketchum); Becki Keefer (Hailey); and Anne Corrock (Ketchum).

The board sets strategic direction, budget, policies, and high level goals, as well as approving the budget and managing the Executive Director. The Executive Director and staff are responsible for carrying out the direction of the board. Mountain Rides runs a lean organization with a small amount of administrative/management personnel. Most employees are employed in operations (bus drivers) or maintenance. The current organizational chart is:



This structure has been serving the organization well to date, but it doesn't allow for much ability to expand services or spend time on long term planning and funding development. During peak season times, all of the staff on this organizational chart are focused on just keeping service running from day to day. This structure leaves little time for working on larger projects, advancing major initiatives and spending enough time on marketing or promotion.

Purpose and goals

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From its inception, Mountain Rides has always had adopted guiding statements to describe how and why the organization operates. This statement of purpose, formerly called the mission and vision, along with the stated goals have been updated and improved over the years, but they have always focused on regional, multi-modal service that is of a high quality and exists for the benefit of the community. The current Statement of Purpose and Goals are:

Statement of Purpose: Mountain Rides provides and supports a full range of transportation alternatives* for Blaine County and adjacent communities that are safe, user oriented, environmentally friendly, economically sustainable and supportive of a strong local economy.

Goals:

1. Provide and advocate for well-funded transportation system that reduces the number of single occupancy vehicle trips and meet the needs of our communities.
2. Promote knowledge and increase awareness of the social, financial, environmental and community benefits of transportation alternatives*.
3. Promote regional cooperation on transportation issues.

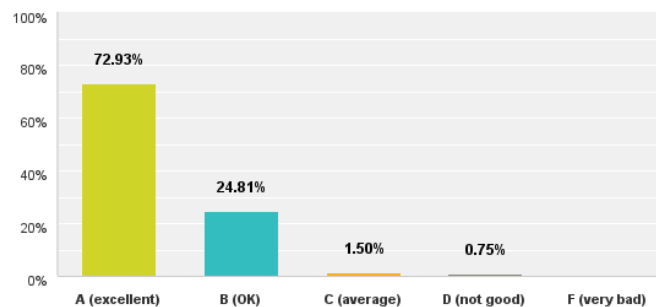
**Alternatives include, but are not limited to, walking, biking, rideshare, vanpool, carshare, bikeshare, fixed route bus, paratransit demand response, custom bus, commuter bus, transportation planning and transportation counseling.*

Customer satisfaction and demographics

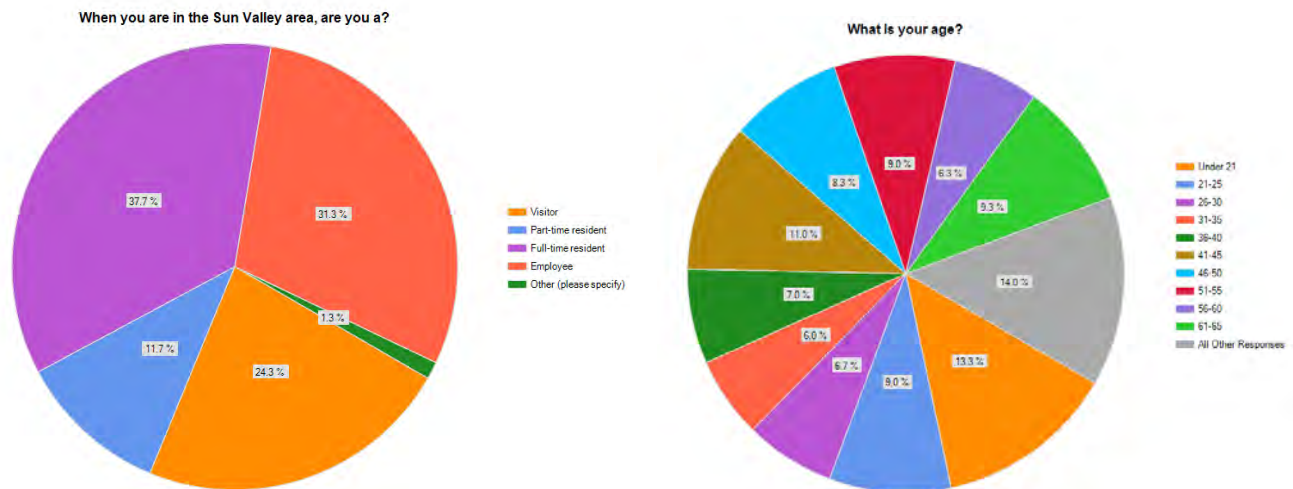
For over 5 years, Mountain Rides has had a goal of 100% customer satisfaction. Mountain Rides has increased this customer satisfaction from around 92% 4 years ago to almost 98% in our most recent survey carried out in the fall of 2015 when 97.74% of respondents gave Mountain Rides a grade of a B or an A:

Q7 Please grade the overall service that Mountain Rides provides:

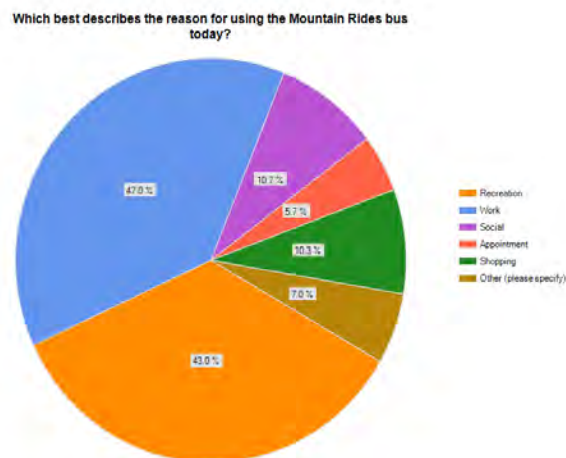
Answered: 133 Skipped: 100



100% customer satisfaction is a goal for all the various demographics that Mountain Rides serves. Based on a recent survey of 5% of ridership during a three week winter peak season period, the top three user groups in the Ketchum Sun Valley area are: full-time residents, employees and visitors, with age distribution fairly evenly spread among age brackets:



In terms of trip purpose, riders are mainly riding for recreation, work, and social/shopping reasons.



Industry context

The broader context of public transportation, especially in resort areas, is one characterized by growth and investment. In 2014, Americans took 10.8 billion trips on public transportation, which was the highest number in 58 years, according to the American Public Transportation Association (APTA). In the past 5 years, public transportation has seen revitalization throughout the U.S with an overall ridership growth of 39% since 1995, which outpaced the population growth of 25% over the same period.

Public transportation has seen increasing relevance in communities throughout the country, urban and rural areas alike. More and more, people across the U.S., especially younger people, are realizing that public transportation:

- Enhances personal opportunities for mobility and access
- Saves fuel and reduces traffic
- Provides economic opportunities and drives community growth and revitalization

- Saves money

Public transportation investments have been increasing rapidly throughout the U.S. Within the peer resort communities with which the Sun Valley area competes, these investments have been significant and include:

- ✓ Aspen, CO has invested over \$50MM in public transportation in the past 2 years including the launch of the first bus rapid transit line, VelociRFTA in a rural, resort area;



- ✓ Tahoe City, CA recently opened a large multi-modal transportation center to increase efficiency and attract more customers. Additionally the Tahoe area is also investing in bike-ped as a way to build a better community



- ✓ Park City, UT is working on a downtown transportation plan to address parking, transit and traffic – at its core is improving bikeability and walkability as a tool to improve liveability. Park City also has launched a car sharing program and has recently received \$7.5MM to build a new transit facility
- ✓ Jackson, WY has recently built a new transit facility with \$8MM in federal funding. Jackson has also been investing in creating transit-oriented, walkable, bikeable neighborhoods and commercial areas with complete streets and bike-ped connectivity – these projects are guided by the community's comprehensive plan vision of a) creating a safe, interconnected, multi-modal network and b) meeting future transportation demand through the increased use of alternative modes

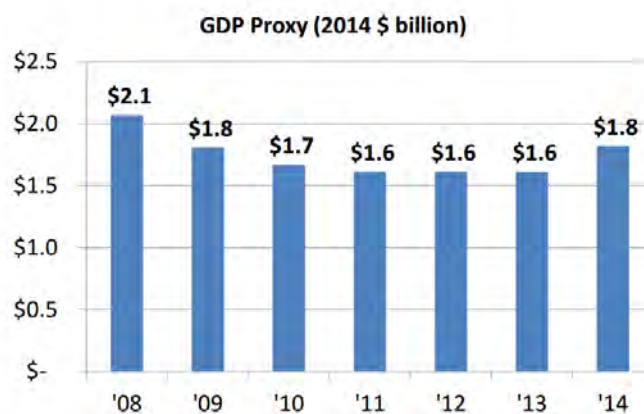


Mountain Rides has made great progress and investments in multi-modal transportation but hasn't kept pace with other peer resort areas' capital investments and service improvements. This plan looks to change that by charting a course for growth and increased investment in both operational and capital spending.

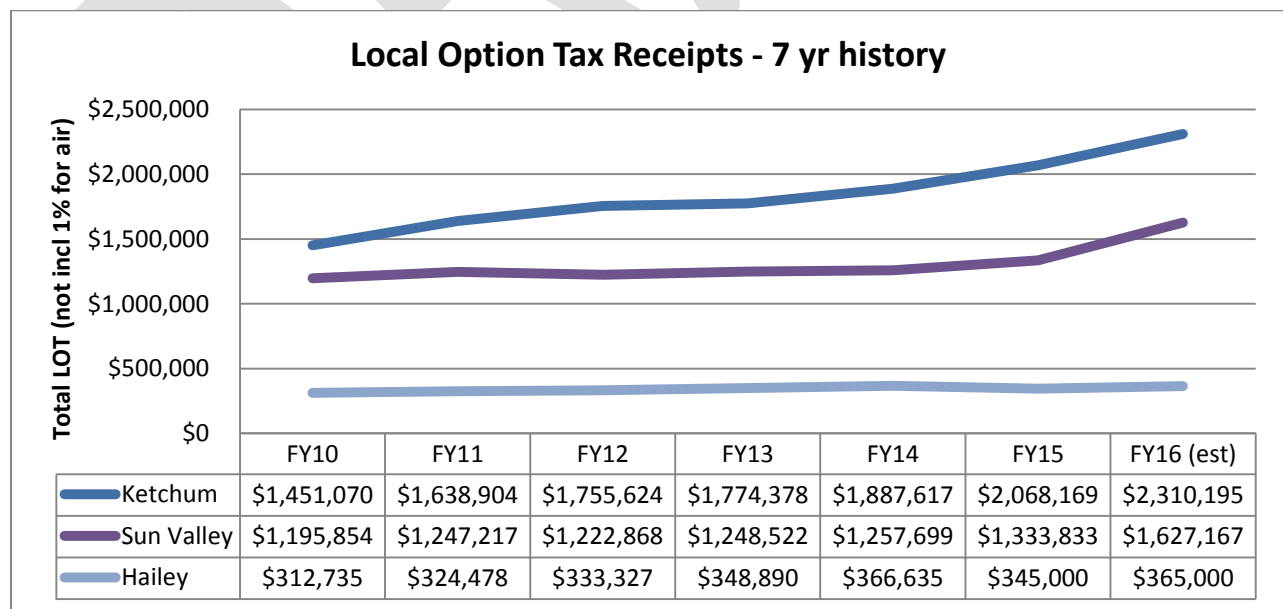
Economic context

On a local level, economic conditions look promising. After many years of a stagnant economic environment, the data is pointing towards an improving economy in Blaine County. This plan is based upon an assumption that **there will continue to be economic growth of 2-4% over the next 5 years**. This is based on several data points including how the local economic output, as expressed in gross domestic product and researched by the Sun Valley Economic Development organization, has been improving in the past few years:

Historical Blaine Co. Economy



Since Mountain Rides is heavily reliant on the local option tax, it's important to look at what the trend has been for LOT tax receipts. As shown here, the past few years have shown marked improvement in LOT receipts:



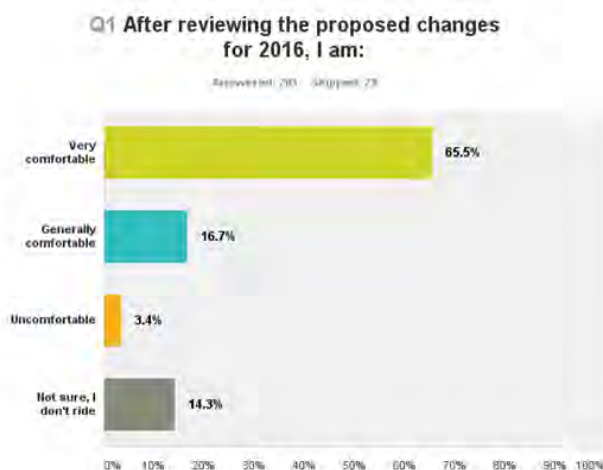
Plan development

The development of this plan has been taking place directly and indirectly over the past 12-18 months and has given Mountain Rides the background necessary to create a plan that matches the opportunities with the community needs and wants and associated funding. For the past two years, Mountain Rides has been discussing and planning for many of the ideas in this plan through:

- Strategic planning sessions and annual budget development
- Annual transportation service plan development
- Surveys to riders and non-riders
- Public meetings and workshops
- Meetings and workshops with the cities and the county, as well as other community partners

The ideas, goals and objectives in this plan reflect what Mountain Rides has heard through these various means. Mountain Rides is constantly receiving input from our riders, those who don't ride but would like to, our funding partners, community stakeholders with transportation needs, state partners like ITD and national partners like FTA. This plan marries this public input with staff and board expertise to create a direction for the coming 5 years. Inherent in the plan is balancing what is needed with what is possible – funding, regulations, restrictions and trial and error from past efforts all combine to create a strong plan.

With regard to specific service development, like route improvements and new services, Mountain Rides has previewed initial ideas incorporated in this plan with the general public and received very positive feedback about these service improvements and developments. Recently, Mountain Rides carried out a service development public survey to better understand what the public most wants to see in terms of transportation service expansion. The survey had a very strong response with over 270 respondents. When asked if they thought we were on the right track, an overwhelming majority said that we were:



When it comes to new services or improvements to existing services, the top three requested items were:

- More frequent morning and afternoon commute hour service (composite rank of 8.27)
- Late night Valley Route service (rank of 8.19)

- More frequent year-round service with less variation between seasons, slack vs. peak (rank of 7.72)

Right behind these items was: Express Valley Route service (7.06), direct service between Sun Valley/Ketchum and Friedman Airport (7.06), and late night Blue Route service.

The top three things we could do to encourage people to ride more or to ride at all are:

- More frequent service in general (composite ranking of 6.53)
- If bus schedule better met my needs (rank of 6.44)
- If bus took less time than my car (rank of 5.26)

Right behind these items was: lighted bus stops with shelters (5.14), cheaper fares (5.09 rank), and bus stops closer to origin/destination (rank 5.04).

More than half of the total respondents also gave written comments about particular route issues and improvements that they would like to see. These comments are summarized by route and type of service wanted:

Comment topic	Number of occurrences in data
Valley Route weekend	16
Valley Route evening	9
Valley Route commute time	9
Valley Route midday	7
Blue Route 30 min midday year-round	9
Blue Route late night service	9
Hailey Route new fare	5
Hailey Route improvements	3
Green Route midday and/or weekend service	8
Red Route later service	3
Silver Route later service	3
More frequency in general	3
New services (everything from airport (2), Twin Falls (1), Valley Express (3), RR-WS route (1), special event services (5))	19
Add or improve bus stops	9
Like and support the planned changes	21

With this feedback about how Mountain Rides is doing to date and confirmation of the improvements needed in the future, this plan puts these ideas into action through 2020.

Section 3: core beliefs of this plan

The overarching belief upon which this plan is based is simple:

A strong public transportation system supports and improves the vitality, health and well-being of the communities we serve.



Beyond this broad assumption, there are specific, well-founded reasons to believe public transportation in Blaine County is on the verge of even more growth and success in the coming 5 years. This is rooted in the following assumptions:

Core belief #1 – Mountain Rides’ services must be safe, reliable, convenient and pleasant for those that visit, live or work in our community.

Above all else, Mountain Rides must operate safely for the sake of our employees, our riders and others with whom we share the road. The past two years have been some of the safest in our history with over 2 years of safe operations with no at fault accidents. Mountain Rides is very proud of our safety record and all the time and effort put into training, investing and mentoring our staff to operate as safely as possible. In the past few years this has included:

- new comprehensive driver training curriculum acquired from the best public transportation safety organization
- changing insurance carriers and insurance representation to ensure we have the best coverage possible
- proactively asking for audits from several independent organizations who are experts in safety including Washington State Insurance Pool, Northwest Safety and Risk Services, ITD, HUB International safety group and State Insurance Fund
- more intensive training and refresher program through a safety passport program developed in house
- opting to require every 2 year physical check-ups for all drivers in addition to required drug and alcohol testing



Reliability is another key aspect of our success. Mountain Rides is highly reliable with almost 100% delivery of service. Out of over 50,000 unique bus trips in 2015, defined as one bus going in a particular direction at a particular time, Mountain Rides only missed operating 20 trips – this translates to only 0.04% missed trips! That is incredible

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reliability and something unheard of in the public transportation industry, especially operating in winter conditions. Mountain Rides keeps going and going, day in and day out, 365 days a year, without a break in service. That means when a rider goes to catch a bus, they can rest assured that it will be there for them.

Another key aspect of reliability is on-time performance. Mountain Rides has recently started tracking on-time performance through our on board computer tablets that have cellular and GPS connectivity. These connected tablets record bus location every 15-30 seconds and report on whether the bus is on-time or running late. For 2015, Mountain Rides achieved an on-time performance benchmark of 92.5% of all bus trips being on-time. This is another strong indicator of reliability, and another metric that is well ahead of the industry norm (90% or better on-time is a common transit industry benchmark).

Convenience is something that Mountain Rides uses as a constant benchmark when changing or improving any service. Are we looking at what is the most convenient for the most number of customers and potential customers? What can we offer within our budget and overall service to make our services more convenient? These questions drive Mountain Rides' decision making process and annual service planning process. We could have one, highly efficient route with high frequency providing concentrated service to a high demand corridor or we could have 20 routes with great service coverage and very low frequency. We have tried to balance these concepts of concentrated service vs. distributed service over the years in order to provide convenience and accessibility for the largest number of potential users, but we must continue to look for ways to improve. Many of the ideas in this plan move towards a more simplified system with concentrated service on core routes in lieu of trying to service the largest area with infrequent service.

Core belief #2 – People are our most important asset.

From our employees to our riders, Mountain Rides is in the business of people. People are truly our most important asset, and we must do all we can to invest in people. Our employees are hardworking, conscientious and experts in their field. Our employees ensure that Mountain Rides can fulfill all of our commitments to our partners and to the community at large.

Mountain Rides has an internal **culture statement** that captures the essence of what is expected of an employee:

Mountain Rides is defined by the excellent service we provide. Our employees operate with a commitment to the community built upon adaptable partnerships that improve the way people move around. Our relationships with each other are based on mutual respect and trust. The essence of Mountain Rides is that we perform our jobs efficiently by cooperating to get the job done to the highest standard.

When hiring, promoting and mentoring employees Mountain Rides uses this culture statement as a benchmark. Being committed to excellence, community service, trust, respect and efficiency are key attributes for which all Mountain Rides employees strive. Successful employees reflect this culture statement with a can-do, "get your hands dirty" approach. It isn't uncommon to see a manager driving or washing a bus.



In order to retain and recruit the best employees possible, Mountain Rides continually evaluates pay and benefits to keep in step with what comparable jobs offer in both the private and government sectors. In 2015, Mountain Rides conducted a salary survey that showed that pay rates were 9.4% below that for comparable positions in the local job market. This survey resulted in an updated pay scale for FY2016 that will allow Mountain Rides to continue to attract and maintain the best employees.

Mountain Rides also strives to ensure we are investing in serving our customers as best we can. Everything in this plan benefits public transportation users in some direct or indirect way. Investments in Mountain Rides employees, vehicle fleet, facilities and services are all done to benefit the people we serve. In return, Mountain Rides expects a high level of respect from our riders towards our drivers, vehicles and facilities. Mountain Rides has a passenger code of conduct based on courtesy, respect, and basic common sense.

Core belief #3 – Mountain Rides’ services stimulate and support economic growth

Strong public transportation supports economic growth and competitiveness with other resort areas. According to detailed research from the American Public Transportation Association, the benefits of public transportation include:

- ✓ For every dollar communities invest in public transportation, approximately \$4 is generated in economic returns
- ✓ 1.1 million jobs are created or sustained annually
- ✓ 50,000 jobs result from the productivity gains of \$1 billion in federal investment
- ✓ Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales
- ✓ From 2006-2011, residential property values performed 42 percent better on average if they were located near public transportation with high-frequency service

There is also new research out from University of California at Berkeley about how public transportation supports the idea of “agglomeration,” which means that economic activity happens when more people cluster in the same place. Communities with strong public transportation see large returns in economic value because public transportation facilitates more interaction among people, which results in more economic benefit. Public transportation creates interaction and clustering due to the nature of putting people together at and around bus stops and on board buses.

On the local level, Mountain Rides provides strong economic benefits to Blaine County and beyond by increasing the mobility of all who live, work or visit this area. As a tourist based economy, the Sun Valley area must have strong public transportation to compete with other resort areas. A 2012 comparison, using data available at that time,

showed that the Sun Valley area was smaller in comparison to many other comparable resort areas in terms of budget and ridership:

2012 comps	Sun Valley	Jackson WY	Aspen CO	N.Tahoe CA	Summit Co. CO	Park City UT
Operating Budget	\$2.1 million	\$2.5 million	\$23.9 million	\$3.2 million	\$8.1 million	\$5 million
Ridership	460,000	838,000	4,137,905	370,644	1,630,000	1,900,000

In most of the resort areas with which Sun Valley competes, strong public transportation that is generally free to the rider is the expectation as part of a great visitor experience. Visitors have a richer, more interesting experience on board buses interacting with locals, not to mention the convenience of not having to drive, park and walk long distances in ski boots.

In addition to benefits to the economy through more visitors, public transportation also provides strong economic benefits to those who live and work here: commuters save money and time by using public transportation; parents save money and time by having kids take public transportation to activities and school events; employers are able to retain and attract more employees by having reliable transportation options; community organizations are able to get their customers and clients where they need to go; cities see improved quality of life for residents who see bus, bike and walk as attractive modes of transportation.

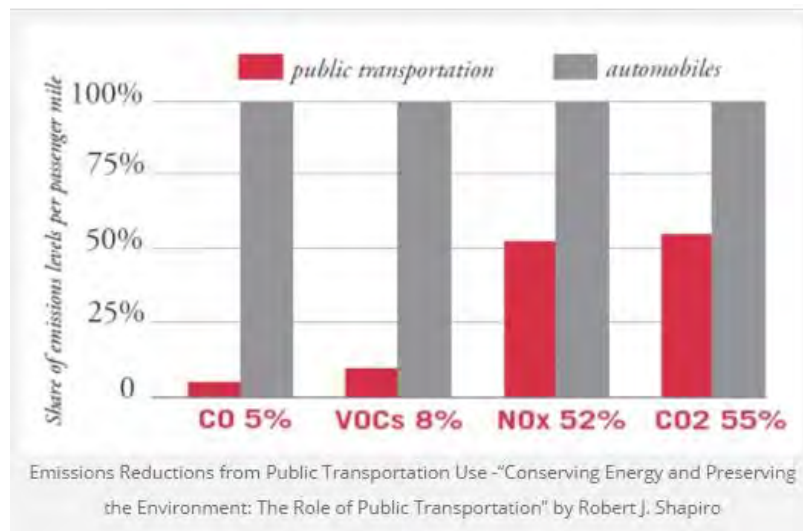
Finally, Mountain Rides invests the funding it receives in services and projects that provide direct economic benefits to the community. Mountain Rides spends \$2-3 million dollars per year in the local economy on wages, goods and services. This annual spend is based on locally generated funding from the local option tax that is leveraged for federal funding. The local economy sees the Mountain Rides investment return back to the local economy multiplied 2-3 times, based on information from APTA.

Core belief #4 – People moving around our community by bus, car/vanpool, biking and walking are good for our environment

Mountain Rides is committed to providing services that are good for the environment and is always looking for ways to decrease emissions related to its own operations, as well as the transportation sector in general. According to the American Public Transportation Association (APTA), those who choose to ride public transportation reduce their carbon footprint and conserve energy:

- U.S. public transportation saves 37 million metric tons of carbon dioxide annually — equivalent to the emissions resulting from the electricity generated for the use of 4.9 million households or every household in Washington DC; New York City; Atlanta; Denver; and Los Angeles combined
- Public transportation use saves the U.S. the equivalent of 4.2 billion gallons of fuel annually, or more than 11 million gallons per day

- If an individual switches from driving a 20-mile roundtrip commute to using public transportation, his or her annual CO₂ emissions will decrease by 4,800 pounds per year, equal to a 10 percent reduction in a two-car household's carbon footprint



Mountain Rides currently operates a mix of size of vehicles that get between 6 and 18 miles per gallon, depending on the vehicle size and capacity. Based on an average load of 12 passengers per mile traveled, Mountain Rides' effective MPG is 216 miles per gallon when compared to a single occupancy vehicle. In this plan, Mountain Rides is charting a course to move from diesel powered buses towards battery electric buses that could triple or quadruple effective MPG and result in 600-800 MPG when compared to a single occupancy vehicle.

As a community dependent on snowfall and winter conditions for a healthy economy, climate change is real and dangerous threat to the sustainability of the local community. Mountain Rides wants to be a positive contributor to reducing the carbon footprint of Blaine County and mitigating the negative effects that climate change could have on the winter ski economy.

Section 4: goals and objectives

Over the coming five years, Mountain Rides intends to grow, improve and develop in a variety of ways that will yield significant benefits to Mountain Rides' partners, funders, users and the community at large. This section details all the specifics of how Mountain Rides intends to transform itself over the next 5 years.

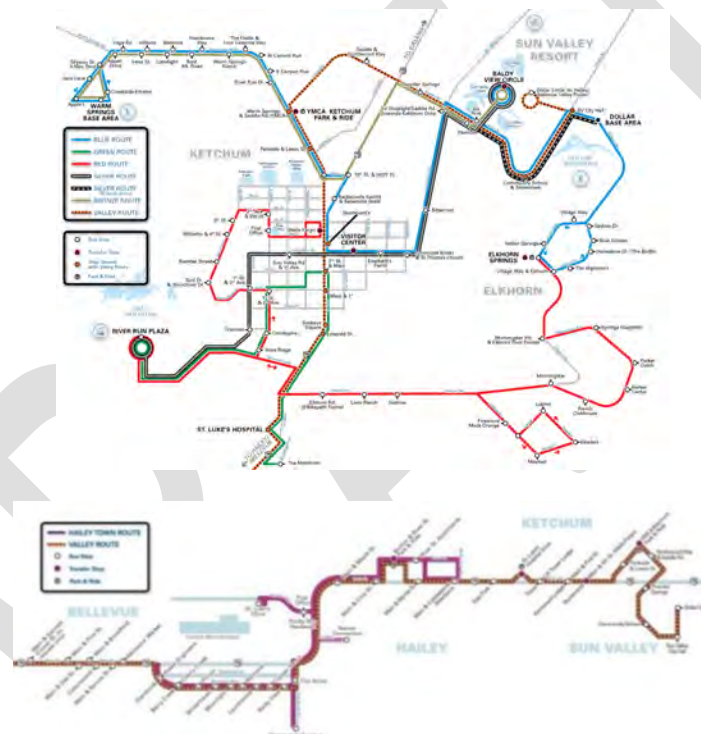
This section 4 is the longest and most in-depth section of this entire plan, especially the details in Goal 1 that give the path forward for the transit routes operated by Mountain Rides. Objective 1.3 in particular is the most detailed look at services – it gives a route by route look at how each route will change over the course of this plan. Other objectives in Goal 1 are related to how bus services should be simplified with an emphasis on high frequency service with less seasonal variation.

Goal 2 gives an overview of new services that are being planned and should be implemented. Goal 3 lays out the course of bike and pedestrian activities, while Goal 4 talks about how to encourage more use of Mountain Rides. This section ends with Goal 5 that details all the funding and organizational support needed to make this plan happen.

Section 4 –

Goal 1: Build upon successful services by increasing service on core routes and simplifying the overall system

Over the coming five years, Mountain Rides intends to continue to grow services in order to grow ridership, focusing on investing in core services that are performing well in order to build a higher level of frequency that operates linearly with 30 minute frequency as the minimum base of service.



The current system consists of the following routes:

Route Guide – routes as of end of 2015

Route	Service Area	Seasonal or year-round?
Blue	Connects Warm Springs, downtown Ketchum, Sun Valley and Elkhorn	Year-round with variations in level of service by time of year and time of day
Valley	Connects Bellevue, Hailey, Ketchum and Sun Valley	Year-round with weekday vs weekend variation
Hailey	Connects Woodside, Community Campus, Senior Connection, St Luke's clinic/airport with downtown Hailey	Year-round Mon-Fri
Silver	Connects Sun Valley Village with River Run via downtown Ketchum, also provide connection to Dollar and River Run	Winter only with variation between early/late winter and peak winter
Bronze	Connects Sun Valley Village with Warm Springs via Saddle	Winter peak only

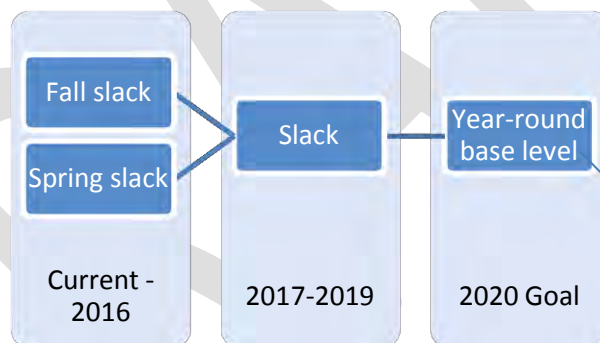
	Rd.	
Red	Connects Elkhorn Springs and Elkhorn neighborhoods with River Run and downtown Ketchum via W. Ketchum (this W Ketchum is a recent change)	Seasonal with winter and summer service
Green	Connects The Meadows and St. Luke's with River Run and downtown Ketchum (recently eliminated W Ketch portion)	Year-round with weekday only service

These routes have been in place for many years. Some routes are performing very well, such as the Valley, Blue, Hailey and Silver routes, and some need some improvement or adjustments, such as the Red, Green and Bronze routes. The objectives of this goal provide a roadmap for investing in what is working, improving what is not, making the Mountain Rides system as effective as possible.

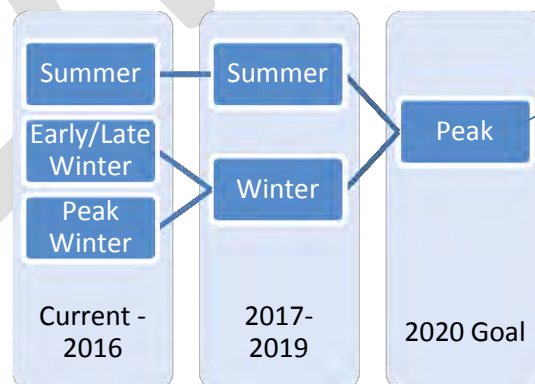
Objective 1.1 Move to a system that has only two seasons, a peak and an off-peak, and increase the length of the peak season duration during the summer

A primary strategy of the 5 year plan is to smooth the out seasonal variations we currently have in service levels eliminating our present 5-6 unique seasons and moving to a system where we only have 2 seasons – peak and off-peak. Here's how we do it:

Build slack periods into a base level of service that looks the same year-round:



And simplify all the summer and winter seasons into one peak season:



2 seasons!

By reducing what is currently 5 seasons and 6 seasonal changes into one year-round base of service with an increase in service for both winter and summer (one peak season), Mountain Rides will significantly simplify service. The year-round base and added peak are complimentary in that Peak season builds upon the year-round base level of service.

Peak service would look exactly the same summer and winter and would incorporate certain routes that only run during Peak times. The year-round base level of service would look exactly the same year-round with many of the year-round routes seeing additional service during the peak periods in the form of later night service and/or higher frequency. The 2020 goal is a strong base level of service with two peak periods that cover:

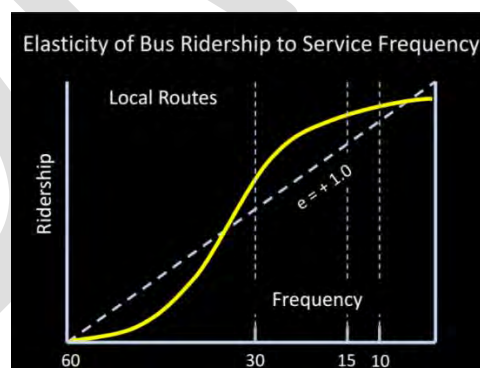
- Peak service during winter: ski area open until ski area close
- Peak service during summer: mid-June through mid-September with potential to extend into October

By consolidating seasons, we will improve service consistency, public understanding of the system and provide the added benefit of being able to keep high quality employees throughout the year. As we expand service and demand warrants, it may make sense to expand summer service to the early part of fall, through the first weekend in October.

Objective 1.2 Improve year-round baseline service with 30 minute standard frequency

30 minute frequency, or headway, makes the system substantially more convenient to use. Long headways of 1 hour or more and variations in the frequency of routes are two of the biggest barriers to attracting new riders and keeping existing riders. The baseline frequency, or headway, of a given route is currently 60 minutes for most routes with improvements to 30 minute frequency during the peak seasons. Only one route operates with better than 30 minute frequency – the Silver Route, a winter only route that connects Sun Valley Village to River Run.

As the graph below demonstrates, the impact on ridership is dramatic when it comes to frequency improvements. According to Jim Charlier, of transportation planning firm Charlier and Associates, the relationship between ridership, the yellow line in the graph below, and frequency, along the x axis, is an elastic, non-linear relationship. In other words, ridership goes up quicker than the amount of service added when going from 60 minute to 30 minute frequency. This continues to go up until you reach about 10 minute frequency.



Throughout the next 5 years, Mountain Rides will increase the frequency of routes in order to get to 30 minutes as the base level frequency year-round. In particular:

- Valley Route goal for 2020 is 20 minute peak frequency weekday during commute times with 30 minute frequency throughout the day and 60 minute evening. Weekend service will have 1 hour frequency during commute and 90 minute frequency throughout the day and evening

- Blue Route goal of 30 minute frequency from 7a-9p year-round with 20 minute service during Peak seasons. Evening service will have 30 or 60 minute frequency depending on season
- Hailey Route goal of 30 minute weekday frequency and 60 minute Saturday service
- Silver Route goal of 15 minute frequency for entire winter
- Bronze Route goal of 30 minute frequency for entire winter
- Red Route goal of 30 minute frequency for entire winter

This objective of 30 minute frequency, with additional frequency layered in for certain routes during peak season, will provide higher reliability and ease of use for our passengers. Having consistent, high frequency service will result in higher ridership over the course of the next 5 years.

Objective 1.3 Make incremental investments to increase services that are succeeding and provide base level of service on less successful services (route by route look at the next 5 years)

The most critical aspect of this five year plan is the plan for how each route will be improved, adapted and changed. Putting the strategies to work in each route will form the core aspect of how to deliver service year by year.

In general, this objective significantly improves service on Blue Route and Valley Route by increasing year-round frequency, including midday, commute time and late night service. Hailey, Bronze and Silver Routes see improvement in terms of more consistent frequency, longer service hours and less midday and early season gaps. Green, Red and Vanpool all see varying degree of transition to a base level service or to alternative service delivery methods.

The following sections take each route and walk through what the evolution will be over the course of the plan. Each route is summarized and presented with a year by year plan to show how the route will evolve over the next 5 years. As with any plan, there must be flexibility in how these concepts are applied – there may be opportunities that come along sooner than expected to make improvements or service additions, just as there may be setbacks that cause a delay. This 5 year plan for each route will inform the annual service plan that gives detail for how these ideas are put into motion.

Blue Route



The Blue Route is a core year-round route, providing a variety of trips for recreation, school, shopping and commuting. It is consistently one of our highest performing routes, averaging 19 passengers per hour in ridership. Currently it operates with 60 minute frequency in the spring and fall and 30 minute frequency during the winter and summer.

Over the next five years, the Blue Route will be maintained in terms of routing, but it will see significant improvements in frequency and level of year-round service.

Route Development	Current	2016	2017	2018	2019	2020
Year-round base level frequency	60 min	30 min during morning/afternoon commute times	Same as 2016	30 min all day with 60 min evening	Same as 2018	30 min all day and evening
Peak service level frequency	30 min	Same as current	30 min with extended summer evening service	Same as 2017	30 min day and evening with late night service until 2a	20 min commute service
Service Hours	8,600	9,700	10,200	10,900	11,200	12,200
Estimated ridership	160,000	165,000	175,000	185,000	190,000	210,000

The Blue Route is anticipated to stay the same in terms of routing (where the route goes) and timing (the time points at the various stops along the route) over the course of the next 5 years; however, there is an opportunity to consider adjustments to the route timing to improve transfers as other routes develop. One idea that may warrant consideration would be the potential for running a truncated peak late night route that would run after 9p on a route which would focus on just the core area with one bus running twice an hour.

Valley Route



The Valley Route is the only regional fixed route in the Mountain Rides system. It is primarily a commuter route with more service on weekdays than weekends and more service during the commute times than midday or in the evening. Started as a commuter route with the primary purpose of getting employees to and from work, it has grown to serve a much broader demographic. It has evolved over the years to a route that requires a stronger level of service on weekdays and weekends to meet all the needs.

The Valley Route, like the Blue Route, is a high performing route with some of the best ridership numbers in our entire system. Significant service improvements over the coming 5 years will ensure that the Valley Route keeps performing well and playing a significant role in reducing traffic in our community. Improvements to the Valley Route will largely be in restoring midday and evening service that was cut over the past few years and adding new service during the commute times, on weekends and later at night.

Route Development*	Current	2016	2017	2018	2019	2020
Weekday service	15 roundtrips	16 RTs w/ midday trip added back	18 RTs w/ added commute hr trips	19 RTs w/ added evening trip	21 RTs w/ add commute trip; 20 min freq commute	22 RTs with additional late night trips
Weekend service	7	7 RTs	8 RTs w/ add	9 RTs w/ add	10 RTs w/ add	10RTs w/ add

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	roundtrips		commute trip		midday	late night
Service Hours	10,200	10,700	12,400	13,100	14,100	14,600
Estimated ridership	170,000	180,000	195,000	220,000	240,000	270,000
<i>*as a year-round route, improvements are given for weekday vs weekend, and in terms of number of roundtrips per weekday or weekend day</i>						

The Valley Route is performing well in terms of routing and timing, but Mountain Rides will continuously look for ways to improve the route. The key to success for the Valley Route has always been its consistency and lack of seasonal variation. We want to maintain the existing routing and stop structure to leverage the solid base of ridership into continued growth.

Hailey Route



The Hailey Route is one of the newer routes in the Mountain Rides system, although it is now in its sixth season. Even as a newer route, it has been one of our best performing routes in terms of productivity (riders boarding per hour) and ridership growth. Hailey Route has been very successful in supplementing Valley Route service within Hailey and connecting to locations such as the Community Campus and the St. Luke's Clinic, which are not on the Valley Route. Hailey Route is a deviated route that will go off-route to pick up those who can't make it to the normal stops. Hailey Route has always served those who are most dependent on good bus service to get around the community.

The Hailey Route will expand from an hourly Monday-Friday service to a Monday – Saturday service with additional service in the morning and evening.

Route Development*	Current	2016	2017	2018	2019	2020
Weekday service	8a-5p, 60 min freq	8a-5p, 60 min freq	7a-5p 60 min freq	7a-6p, 60 min freq	7a-6p, 60 min	7a-6p, 60 min w/added peak hour service
Weekend service	None	None	None	Sat 10a-3p	Sat 9a – 3p	Sat 9a-4p
Service Hours	2000	2000	2250	2600	3200	3400
Estimated ridership	38,000	40,000	43,000	50,000	60,000	63,000

**as a year-round route, improvements are given for weekday vs weekend*

These investments, in partnership with the City of Hailey, will ensure that the route continues to succeed in improving mobility for Hailey residents.

Green Route



The Green Route has recently gone through some changes to the routing and the amount of service provided in order to allow additional hours for the Blue Route. For the Green routing itself, west Ketchum service was shifted to the Red Route, which allowed for the frequency on the Green to increase to every 30 minutes vs. 60 minutes by doubling the number of trips that 1 bus can operate.

Over the course of the 5 year plan, the Green Route is not anticipated to grow or expand. With Valley Route service growing and duplicating service with Green in the Meadows and St. Luke's hospital area, there may be a long-term potential to look at different ways to provide better service to those areas through a different solution.

Route Development*	Current	2016	2017	2018	2019	2020
Weekday service	7a-10:30a and 2:30p-5:45p	Same as current	Same as current	Look to potential on demand service	Look to improve access to Valley Route by stop improvement	Possibly not run Green and use Valley and Valley Express
Weekend service	None but Valley Rte runs nearby on weekends, serving Ketchum to St. Luke's.					
Service Hours	1600	1600	1600	1400	1200	800
Estimated ridership	12,00	12,000	12,000	10,000	8,000	5,000
*as a year-round route, improvements are given for weekday vs weekend.						

In 2018 and beyond, Green Route areas not served by Valley Route, like The Meadows, could be served by an on-demand, flex service that could still provide connectivity. At the same time, infrastructure improvements such as bus stop turn-outs, better pedestrian access and possibly a crosswalk or underpass at the southern intersection of Broadway Run Rd. and Highway 75 could completely eliminate the need for Green Route, as passengers could access frequent Valley Route service.

Red Route



Red Route provides seasonal connectivity from Elkhorn Springs, Morningstar and Twin Creeks to River Run and downtown Ketchum via West Ketchum (this W Ketchum piece is a new change for 2016 in conjunction with Green Route change). Red Route is used throughout the winter primarily to get Elkhorn skiers to River Run. In the summer, the route sees very limited use with some summer camps using it and a few people during symphony concert nights.

Between now and 2020, Red Route will be improved during the winter season to provide a higher level of ski service, but the summer service will be curtailed, based on the significant summer underperformance for many years now.

Route Development	Current	2016	2017	2018	2019	2020
Winter service	Winter peak	Same as current	30 min freq. all winter 8:30a-5p	Same as 2017	30 min freq. all winter 8a-6p	Same as 2019
Summer service	8:30a-5p, 60 min freq.	Same as current	9a-3p, 60 min freq w/potential on-demand	On-demand	On-demand	On-demand
Service Hours	2500	2500	2300	1800	2000	2000
Estimated ridership	12,000	12,000	13,000	13,000	16,000	18,000

This plan for Red Route will significantly improve current service in the winter by having only 1 level of service that operates the entire winter with 30 minute frequency. Winter service will also be extended to go until 6p versus the current service stop time of 4:55p during the peak winter.

Red Route in the summer will see a transition from a regular fixed route service to more on-demand, flex service by 2018 that would be provided when needed. This will be a much more efficient way to deliver service while still providing mobility to those who need it. Given summer ridership, which is often less than one person per hour, a transition to demand service is warranted.

Silver Route



The Silver Route grew out of the partnership with Sun Valley Company and the transition from Sun Valley yellow buses operating between Sun Valley resort and River Run to Mountain Rides providing the service with Silver Route. This route has the highest peak productivity of any route with as many as 25 passengers per hour.

Through 2020, Silver Route will not change in terms of routing or frequency, but it will be improved to run one high level of service throughout the entire winter, from mountain open until mountain close. It may be necessary to expand the hours of service to start a little earlier and run a little later, if demand and need grow for morning employee transportation and later après ski trips.

Route Development	Current	2016	2017	2018	2019	2020
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Winter service	Early and late winter 30 min freq. 8a-6:30p; 15 min freq. during peak winter	Same as current	15 min freq. all winter 8a-6:30p	Same as 2017	15 min freq. all winter 7:30a-7p	Same as 2019
Summer service	Silver Route doesn't run in the summer, but it may be needed by 2020 or beyond					
Service Hours	2500	2500	2900	2900	3100	3100
Estimated ridership	50,000	50,000	60,000	65,000	70,000	75,000

Silver Route success is directly tied to the success of Sun Valley Company and the winter skier numbers. A good winter with lots of skiers results in strong ridership for Silver. As the only route in our system that currently runs at better than 30 minute frequency, with 15 minute frequency during the peak winter, it is clear that higher frequency results in better ridership and usage.

Bronze Route



The Bronze Route is another route that grew out of the partnership with Sun Valley Company when the Company contracted with Mountain Rides for this service instead of operating it with the old yellow buses. The Bronze Route is a mid-level route in terms of ridership productivity seeing about 10-12 riders per hour during the winter.

Over the course of the 5 year plan, the Bronze Route will remain intact in terms of routing and schedule and will be improved to run a consistent schedule throughout the winter without a midday gap.

Route Development*	Current	2016	2017	2018	2019	2020
Winter service	30 min freq 8:30a-11a and 1:15p-3:30p	Same as current	Reduce midday gap to just 1 hour	Eliminate midday gap	Run entire winter	Run entire winter 8:30a-4p
Service Hours	500	500	600	700	950	1100
Estimated ridership	5,500	6,000	7,000	8,000	11,000	14,000

The Bronze Route is helpful in providing an extra layer of service for the Warm Springs corridor. As the Bronze Route is improved to be more consistent throughout the winter, ridership may increase even more. Bronze Route success is largely tied to Warm Springs base area in terms of development and activity.

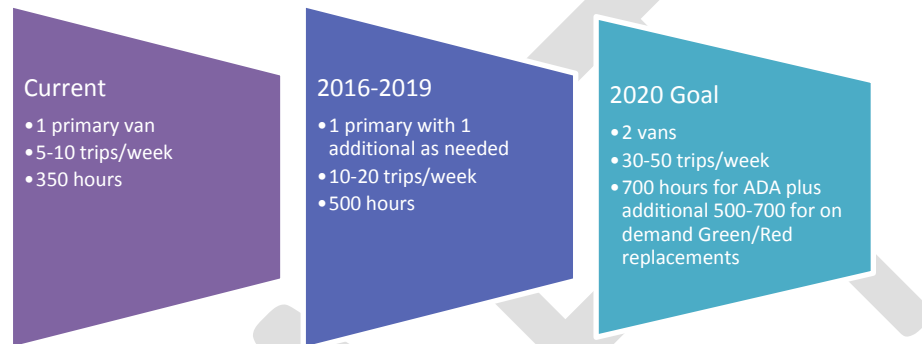
ADA demand response services

Currently Mountain Rides operates a relatively low level of demand response van service, in accordance with the requirements of the Americans with Disabilities Act (ADA), which requires 1 van and 1 back-up van to operate about 5-10 trips per week. This is known as complimentary paratransit and is a door-to-door service for those who can't

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make it to the normal bus stops to access fixed route service. Mountain Rides operates ADA demand response within a ¼ mile of our fixed route service during the same days and hours that the fixed route service operates.

Although the demand is currently low, Mountain Rides believes that this demand will increase with an aging population choosing to age in place. Mountain Rides expects to see an increase in the number of trips and will need to provide service to perhaps a larger service area beyond the ¼ mile. By 2020, there are expected to be more than double the number of trips as today, with both ADA vans in service during the week, one serving Hailey and Bellevue and one serving Ketchum and Sun Valley. As the service grows, it is the hope that we will be able to carry more than the current one person per hour.



As the Red and Green Routes transition to on-demand service, at least for some parts of the year, these two demand response vans will also be able to serve those who need service in the Elkhorn neighborhoods, The Meadows and West Ketchum areas. Additional hours for demand service related to Green and Red Routes are allocated to the planning for Green and Red long-term and aren't included in the 2020 goal shown above.

There is also the opportunity to pursue more of a partnership with the Senior Connection on transportation for seniors in the coming years. If Mountain Rides and the Senior Connection could cooperate on a financial plan and service plan, this may be a new source of ridership and revenue to be leveraged for a more consistent and efficient demand response service.

Objective 1.4 Eliminate midday gaps in service

Currently there are midday gaps in service that make the service difficult to use and understand for new and existing riders. These midday gaps in service need to be eliminated. With consistent service throughout the day, ridership will increase as we are able to convince more people that riding the bus is a reliable alternative to driving.

The Bronze Route, the Green Route and the new Blue 2 year-round services all presently have midday gaps between approximately 10a or 11a until 1:30p or 2:30p. This midday gap of 2-3 hours presents ridership challenges and is also hard to schedule staff around on/off/on/off schedules.

- The Blue Route will see its midday gap eliminated in the off-peak seasons
 - Blue Route will have consistent 30 min frequency without a midday break by 2018
- The Bronze Route will see its current midday gap eliminated by 2017
- The Green Route will continue with a midday gap until there is an on-demand service by 2018

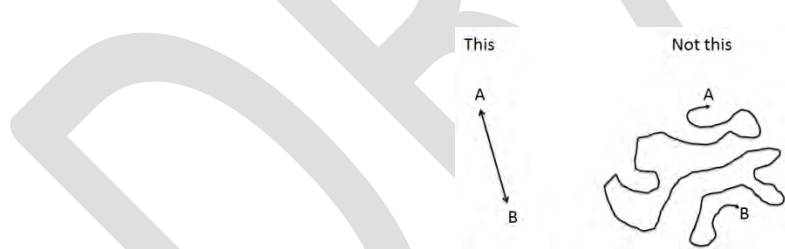
- the on-demand service will be available for riders throughout the day, effectively eliminating the Green midday gap and creating a more dependable service, although it will be delivered differently
- The Valley Route has midday gaps of 2 or 3 hours in service frequency for both weekday and weekend service which creates, discouraging more people from using the service
 - incremental investments in Valley Route through 2020 will significantly improve midday service on both weekdays and weekends
 - by 2020, there should be no more than a 1 hour gap in Valley Route frequency on weekdays midday and 1.5 hours on weekends

For all new services beyond 2020, Mountain Rides should not build in new midday gaps, as they are confusing and hard to convey to the riders. Consistent service should always be the goal, as it will result in the largest return on investment and keep ridership strong.

Objective 1.5 Simplify the overall system by consolidating and linearizing routes, as appropriate, to improve efficiency

Easy to understand routes and schedules are the key to effective public transportation. Each year, during the annual service planning process, when exact routing, timing and schedules are created, Mountain Rides strives to make the system as easy to use as possible. Mountain Rides must work to keep routes linear, operating along as straight a line as possible, and must reduce the number of overall routes. Mountain Rides often hears from new or non-riders that our system of so many different routes with circuitous routing, and naming routes by color rather than destinations, is confusing. This objective is focused on making routes as linear as possible and consolidating routes where possible. Mountain Rides must also look at whether the current color route naming should be changed or improved to a more descriptive name that includes the major destination of the route.

Linear service



The most effective and highly used public transportation systems are those that run on a defined, linear corridor. In larger areas, the rail systems see the highest ridership because they run in a straight line connecting major destinations and are easy for riders to use and understand. Having the most linear route possible ensures that it will be competitive with the car in terms of travel time.

The Blue Route and the Valley Route are the most linear routes in our system. We must maintain this linearity and seek ways to make the service even better over time. Silver Route is another highly productive, linear route that must maintain its direct routing in order to best serve skier ridership.

Consolidating routes

Right now, Mountain Rides has a system that is based on maximizing its coverage area by trying to serve lots of different areas, including low density neighborhoods, with at least a low level of service (60 minute frequency). Mountain Rides needs to focus on a system that maximizes frequent service (30 minute frequency or better) in key corridors.

In order to do so, there must be a shift in some resources towards frequency while still providing options for those who need transportation. As Objective 1.3 shows, the Valley and Blue Route will grow in frequency while Red summer service and Green service will transition from low-performing fixed route service into an on-demand service that will be more efficient use of resources. In the case of the Green Route, much of the route is overlapped with Valley Route due to a lack of safe bus pull-outs and pedestrian crossing at Highway 75 and the south entrance to Broadway Run at The Meadows. If there was a solution to this infrastructure problem, the need for Green Route would go away as the Valley Route service would provide the needed service to this area, and riders would be able to walk to/from the linear highway corridor without requiring a Green Route diversion for the Meadows riders, many of whom are transit dependent.

The Red Route will see frequency improvements during the winter; summer needs will be transitioned to a demand-type service that will be available during regular business hours. In 2016, the Red Route will be servicing west Ketchum. However, this change, put in place in 2015, does not conform to the linear concept of routing. This service to West Ketchum requires a lengthy deviation for very limited ridership. With 15 minute service on Silver Route within walking distance, it may make more sense to have the Red Route skip the portion of west Ketchum so that it can layer in more service onto the Silver Route. If passengers could get between downtown Ketchum and River Run every 5-10 minutes with Red Route becoming the Silver Route for this tail end leg, it would help build the goal of high levels of service, on linear corridors, with more consolidated routes.

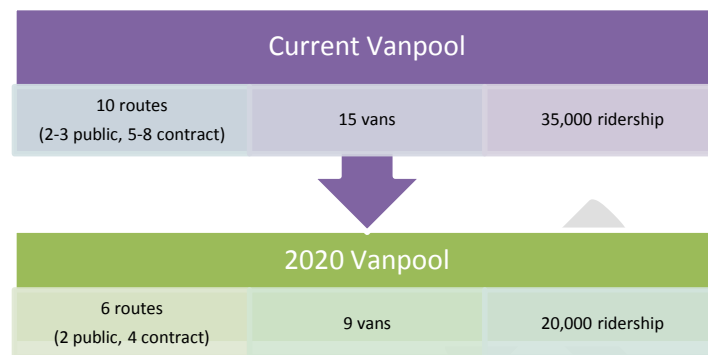
Objective 1.6 Retain a necessary level of vanpool service

For the past few years, vanpool demand and ridership has been declining due to a variety of factors including lower gas prices, loss of key employer partnerships and increasing work demands on commuters that cannot have a fixed work schedule that utilizes a vanpool. More and more commuters want to be able to use public transportation, van or bus, on a part-time basis and not commit to an entire month of service. Employers also seek more flexibility than vanpool can deliver.



As a result, vanpool is not anticipated to grow over the next few years. Mountain Rides goal is to establish regular bus service to Twin Falls that could supplant much of the existing vanpool demand. In other cases, such as with our partnership with Sun Valley Company, vanpool will still play an important role in getting groups of employees to work cost effectively. As the impact of the new fixed route bus service between Twin Falls and Blaine County becomes

clearer, vanpool resources could be redirected to establishing service in areas where none currently exists – vanpool could be the first step for service between Fairfield and Blaine County and between Carey and Ketchum/Sun Valley.



Section 4 –

Goal 2: Develop new transportation services that complement current services and meet community needs

Mountain Rides will be opportunistic in developing new services appropriately scaled to the market. These are “dream big” types of projects that are all unfunded at this point and will require financial support in addition to new partnerships, community involvement and lots of planning and testing.

Objective 2.1 – Evaluate, plan and start express route connecting directly to Friedman

The Hailey Route has been operating since 2010. Currently, the Hailey Route does provide for an opportunity to connect to Friedman airport, with a little bit of a walk and then transfer between the Valley Route and the Hailey Route for those coming from Ketchum or Sun Valley. As the inquiries about this connection have grown, Mountain Rides has started to consider meeting this demand and opportunity by developing a direct service between Ketchum, Sun Valley and Friedman Airport that could also double as a Valley Express Route which would increase service between downtown Hailey, Ketchum and Sun Valley.



Our recent survey confirmed this as a needed new service for Mountain Rides to consider. This service would be timed to correspond with incoming and outgoing flights, but we wouldn’t be able to wait for delayed flights and

wouldn't be able to suspend service when the airport was closed. As a public route with a published time table, we would need to operate on a schedule with no flexibility.

An initial airport express could conceivably have:

- 5 departures in each direction with operations from 9:30a until 6p, during peak season, serving the bulk of the incoming and outgoing flights
 - Initial season of operations likely to not provide connections to early morning and late night flights
- Smaller 24 passenger bus with interior luggage rack
- Route that would loop through airport with 1-2 stops in downtown Hailey, 2-3 stops in downtown Ketchum and 1 stop at Sun Valley Village
- Layered with Valley Route to provide additional general connectivity between Hailey, Ketchum and Sun Valley

This service would need approximately \$75,000 in additional local funding in order to operate as proposed for the winter and summer seasons. The goal for starting this service would be winter 2016-17 and growing the service over 2018-2019 with additional trips and extension of seasons. This service has the potential to add 20,000 to 30,000 in new ridership by 2020.

The purpose of this service is not to replace any existing ground transportation options but to enhance the number of options for a traveler. On a spectrum of options where price and convenience are inversely related, Mountain Rides' Friedman airport fixed route service would be relatively inexpensive but not as convenient in terms of availability and amenities as existing taxis and shuttles offer.

Objective 2.2 – Plan and implement fixed route connection to Twin Falls

For many years, Mountain Rides has looked at the possibility of regular, scheduled service between Blaine County and Twin Falls along the Highway 75/93 corridor. In 2010, Mountain Rides was ready to begin such a service, but the economy had weakened significantly and the demand for this service was uncertain. As a result, Mountain Rides continued to operate vanpools over the past 5 years to connect commuters from Twin Falls, Jerome and Shoshone.

Recently the demand for a regular fixed route bus service to Twin Falls seems to be growing as people state the need for a variety of trips including:

- connection to the interstate bus service that operates along I-84
 - passengers could transfer onto Salt Lake Express to Boise or Salt Lake City
- connection to St. Luke's regional medical center in Twin Falls
 - need for medical related trips to Twin is growing and St. Luke's is interested in supporting a reliable transportation option
- connection for commuters
 - service in this corridor could replace vanpool for some commuters and could be better suited for the commuter who wants to utilize a fixed route bus for only a few trips a month
- connection for College of Southern Idaho students
 - With campuses in both areas, more students could access classes in Twin Falls that aren't available in Hailey
- connection for travelers

- the potential exists for this new service to operate to the Twin Falls Airport to help travelers connect to flights there
- general connectivity that helps the economy of both areas
 - Whether for jobs, travel, shopping or work, there is an increasing level of economic interaction between Blaine County and Twin Falls which would be helped by this connection

Given this growing list of needs, Mountain Rides recently applied for and received \$400,000 per year in 5311(f) Interstate Connectivity Funding for fixed route bus service between Blaine County and Twin Falls that will become active in late 2016. Between now and the end of 2016, Mountain Rides will work on the details of a service plan, but the initial plan would be for 3 roundtrips per weekday that could grow to 4 roundtrips per day and perhaps Saturday service, as demand grows. This service would rely on higher farebox revenue to cover the costs.

All of the federal funding requires local matching funds. With existing local funding completely allocated to existing or planned services that operate wholly within the boundaries of Blaine County, ahead of having the federal funding active in late 2016, the key to starting this service will be support from new municipal and business funding partners that can provide the local matching funds to support this service. Mountain Rides will have to work to solicit support from communities that would see the benefits of this service including the cities of Twin Falls and Shoshone.

Objective 2.3 – Develop a third party funded pilot service to connect Ketchum and Sun Valley with Sawtooth National Recreation Area and Galena Lodge

Mountain Rides has started a conversation with the Sawtooth National Recreation Area (SNRA), the Blaine County Recreation District (BCRD), the Forest Service and Blaine County about the need for bus service between Sun Valley and Ketchum and the North Valley Trails including the SNRA office, Baker Creek, Prairie Creek and Galena Lodge. The need for this service has developed out of increased demand and limited parking in this Highway 75 corridor stretching 25 miles north of Ketchum, and this could be part of a more comprehensive transportation demand management program for the SNRA. This service must be funded by organizations like BCRD and Galena Lodge and not come out of Mountain Rides' funding.



For the 2016-17 ski season, the goal is to start a 6 week pilot service that would run 10a until 4p Thursday through Sunday starting just before Christmas and running until just after the Boulder Mountain Tour. This service would operate in a small bus like a Sprinter with departures every 2 hours in each direction. The cost of a small pilot like this is approximately \$8,000-\$10,000.

Between now and November of 2016, we will work to develop the operational details of the service including the funding model, necessary permits and formalized partnerships. With investments in existing routes badly needed, a new service such as this must be underwritten in the early years by other community partners. This type of service, if successful, could see 50% or more of the cost coming from rider fares. It could be included as an option when Nordic skiers buy their season ski pass.

If the pilot is successful, this service could develop from 2018-2020 into a service that would operate most of the winter season 5 or even 7 days per week. As long as funding and demand were both strong, Mountain Rides could continue to increase service in the winter season to more departures and more days of service and a longer season. Beyond 2020, there may even be demand for summer service to move mountain bikers and Galena Lodge patrons along this same corridor.

Objective 2.4 – Respond to new service demands as they arise

As needs and travel patterns are constantly shifting and changing, Mountain Rides must stand ready to adapt and respond to new needs with innovative transportation solutions. As this plan can't contemplate all that may be needed in the years to come, this objective is a placeholder for a variety of possibilities in new services and programs over the next 5 years.

Although potential services could address a wide variety of unknown needs, some examples of needs that have been requested in the past and could likely reappear again include:

- Around town hotel, River Run, parking connector (aka jitney)
- Bellevue/Hailey to River Run Valley Route bus when the River Run gondola lift is running
- Additional route for Hailey serving currently unserved areas of Hailey
- Involvement in Boise airport connection
- direct Warm Springs to River Run bus route

As Mountain Rides prides itself on being nimble, agile and responsive, the services provided must always be adaptable to the market conditions, the needs of those we serve, and the direction of the community.

Section 4 –

Goal 3: Support and coordinate the development of integrated pedestrian and bicyclist friendly communities, including necessary infrastructure

Mountain Rides has always had as part of its vision and mission the inclusion of bike and pedestrian programs as a way to get more people out of their cars and moving around in an efficient and healthy way. Going back to when Wood River Rideshare was merged with KART and Peak Bus to form Mountain Rides, there have been specific bike and pedestrian programs that have been implemented to further more biking and walking – these have included Safe Routes to School, biking and walking events such as Bike to Work Day, bike safety clinics and helmet giveaways and a new Bikeshare program. Mountain Rides will continue to employ a Bike and Pedestrian coordinator to achieve this goal of integrated bike and pedestrian movement throughout our community as part of an holistic approach to transportation needs and resulting increases in biking, walking and bus use.

Objective 3.1 Coordinate and implement regional bicyclist and pedestrian master plan

Mountain Rides has taken the lead in coordinating the ongoing development and implementation of the Blaine County Bike and Pedestrian Master Plan, which was adopted in 2014 by every city in the Wood River Valley plus Blaine County. This plan grew out of a collaborated effort of Blaine County, the cities of Hailey and Ketchum, the

Blaine County Recreation District, Mountain Rides and Friends of Mountain Rides. These organizations sponsored the development of the Blaine County Community Bicycle and Pedestrian Master Plan that has the goal of “providing a cohesive and comprehensive [interjurisdictional plan] for developing, standardizing and growing bicycle and pedestrian infrastructure, amenities and policies in Blaine County.”

The Bicycle and Pedestrian Master Plan identifies economic and mobility benefits and current needs and issues. It recognizes the benefit of having our tourist dependent economy continue to be recognized as “Bicycle Friendly.” It recommends bicycle and pedestrian mobility guidelines, prioritizes projects and cites the recreational and health benefits of biking and walking. It concludes with a “difficulty matrix” for both incorporated and unincorporated areas. Important needs and issues include:

- Connections/Missing Links – including a number of missing links in the unincorporated county.
- Safety – including pedestrian crossings, pathway intersections, vehicle and bike road-sharing, traffic calming, safety warning signage, and missing sidewalks.
- Consistency – including pavement markings, pathway surfacing, wayfinding and treatment of pedestrian crossings, which should be consistent between the jurisdictions.
- Amenities – including restrooms and parking areas.
- Design Guidelines – standards for infrastructure and safety improvements.
- Priority projects – each city and the county have specific projects that are ranked in terms of priority, funding required and complexity. This priority matrix will determine when and how specific projects in the bike-ped plan are accomplished

The ancillary benefit for Mountain Rides is that almost every bike-ped project and initiative in the bike-ped plan helps bus operations by making riding the bus easier, safer, more attractive and better connected. Successful bus operations are dependent on passengers being able to walk or bike to and from bus stops.

During the next 5 years, Mountain Rides will continue to be the coordinating agency for development of this plan including annual updates to the plan. Mountain Rides will also support the implementation of the plan by working closely with our municipal partners to plan, design and construct projects identified in the plan. By 2020, there will be at least 15 priority projects accomplished if all the bike-ped plan partners continue to make progress with the help of Mountain Rides.



Objective 3.2 Increase the awareness of and active participation in the Safe Routes to School (biking and walking to school) programs

For over 10 years, Wood River Rideshare and then Mountain Rides have led the effort to increase biking and walking to school by modeling a program around the national Safe Routes to School effort. Safe Routes is a program that seeks to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The goal is to reverse the decline in children walking and bicycling to schools, increase kids' safety and improve the health and wellbeing of children.

At the heart of Safe Routes is the 6 E's: evaluation, engineering, education, encouragement, enforcement and equity. These all work together to improve and increase walking and biking to school. Mountain Rides has been most involved in the evaluation, encouragement and education pieces of the puzzle. During the next 5 years, much of the evaluation, engineering and enforcement activities will continue to be carried out by the cities, but Mountain Rides will support these efforts indirectly by facilitating dialogue on bike and pedestrian issues around the schools and helping to coordinate infrastructure improvements. The education, encouragement and equity pieces of the Safe Routes to School program will continue to be led by Mountain Rides, including:

- Bike safety classes taught in the classroom
- Bike or walk to school events and challenges
- Helmet fittings and give-away in schools and special events
- Marketing of the biking and walking benefits to students and school staff
- Looking at access to be able to bike or walk to school for all students, regardless of background or income



Objective 3.3 Partner with cities on plans to improve downtown core areas to make more walkable and bike friendly

This objective is incorporated into the broader effort of the bike-ped master plan, but, as the downtown core areas of Ketchum, Hailey and Bellevue have so much overlap with everything else that Mountain Rides is doing, this idea in particular deserves to be a separate objective.

The City of Hailey, in partnership with Mountain Rides, was recently awarded \$23,000 from the New Mobility West program to plan and design safety improvements, increase multi-modal opportunities for bicycling and walking, and improve economic development opportunities in Hailey's downtown core on Main Street. Consultants who have expertise using a place-making approach for planning, design and management of public spaces incorporating a community's assets, character and potential promoting economic development, health and well-being and a strong sense of community will visit the valley for an intensive three-day workshop. The purpose is to engage the community to provide input on the improved street design that touches these important outcomes. The goal is to have a community supported design and then take the next step and seek grant money to get the work done.

Mountain Rides will champion this approach beyond Hailey to all the communities of the Wood River Valley that have Main Street or Highway issues. The template for Hailey could easily be applied to the downtowns of Ketchum and Bellevue and could result in downtowns that are much more interesting, safer and friendlier to biking or walking. All communities share the goal of trying to improve the streetscape of their downtown areas in order to attract more business activity. By 2020, at least 2 of the cities in the Wood River Valley should have a plan to retool their Main Street configurations to make them safer and more attractive for walking and biking as a result of Mountain Rides activities on this objective.



Objective 3.4 Continue to create opportunities to get more people biking and walking

Over the next 5 years Mountain Rides will work to support more opportunities for biking and walking as transportation. Blaine County and its communities should be places where visitors stop and enjoy downtown areas; where people and families feel more connected to the community; and are encouraged to ride or walk to the downtown in a safe manner due to our network of sidewalks, bike paths and bike lanes . Mountain Rides should champion a community where our streets are not just built with vehicles in mind and support all transportation modes. Much of these activities are being addressed by the cities and the county, but Mountain Rides can support and influence more biking and walking through improvements in existing programs such as:

- Bikeshare – Mountain Rides started a bikeshare program in 2014 with 20 bikes in Hailey and added another 20 bikes in Ketchum in 2015. For the next 5 years, bikeshare will need to adapt to the delivery model that makes the most sense. Our original plan of having bikes available at major destinations may need to change to a business sponsored program with more dedicated bikes to specific needs and uses.
- Bike-ped events – currently Mountain Rides sponsors a Bike to Work Day, but this effort will be expanded to have a month long event to celebrate biking and walking that will be a broader partnership of businesses and organizations. The goal will be to have this in place by 2018.
- Partnerships – Mountain Rides will continue to build partnerships that elevate the importance of safe and healthy biking and walking. Some examples include community bike rodeos, biking to/from special events and concerts and working on more bike parking throughout the community
- Education – Mountain Rides has done some limited bike and pedestrian safety education in the elementary schools, but these efforts must increase significantly by 2020. Annual clinics in every school should take place. Additionally, Mountain Rides will look to incorporate bike-ped safety into the driver trainings given by local police departments



In order to keep focus on biking and walking from year to year, Mountain Rides needs to develop an action oriented annual work plan for its bike and pedestrian efforts which breaks down the objectives of this goal into a detailed initiative plan for each fiscal year. This implementation plan will be started in 2016 and will be carried forward each year thereafter.

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Goal 4: Develop and support incentives that inspire more people to take public transportation

In order to be as successful as possible, Mountain Rides must market and communicate its services, programs and benefits to the community. Incentives must be created to make the choice to take public transportation as easy as possible. Good messaging, marketing, partnerships and advanced customer information are essential to success. Without strong marketing and public communications, the overall use and awareness of Mountain Rides will be diminished. With an annual Marketing and Communications Plan in place that details specific year to year work, this section seeks to address the broader context of incentive efforts such as marketing, outreach and partnership efforts over a longer term.

FINAL DRAFT: for board approval and circulation for comments, Feb. 17, 2016

Mountain Rides must utilize a variety of low-cost, grass-roots approaches that are focused on leveraging and building partnerships with businesses and non-profits; community events that promote positive public relations; direct engagement and outreach to existing and potential customers; and low cost technologies such as social media, online trip planning tools and our interactive website. A large part of the plan is a stay-the-course approach, focused on continuation of ongoing marketing and communications efforts.

Disincentives to driving are just, if not more, important to develop in order to discourage driving and encourage use of public transportation. Disincentives to driving are not necessarily in control of Mountain Rides and must be coordinated with our partners, in particular the City of Ketchum and potentially Sun Valley Company, to create ways to make driving less desirable than taking the bus. The most effective tool for this is managed parking.



Included with all of these activities must be a clear brand identity for Mountain Rides: why our services are important and why someone should choose to get out of their car. The Mountain Rides brand is based on the belief that we are an integral part of what makes this area a special place to live and visit by improving the way people move around. We are defined by the excellent and safe service we provide. Specific marketing and PR messaging should move from a “do the right thing” kind of message, to a “do the most fun and easy thing” message. In particular, we need to promote:

- ✓ Mountain Rides is a time saver (discover time you’ve been wasting driving your car!)
- ✓ Mountain Rides is a fun and interesting way to get around that immerses you into the local culture and community in a unique way that no other service can match (car=isolation; bus/walk/bike=connected to community)
- ✓ Mountain Rides is integrated into how our community moves, whether for recreation, commuting, or special events, using alternative transportation is the better way to go

Objective 4.1 – Dedicate more resources to advertising and marketing

Currently we spend approximately \$21,000 on a very basic advertising and marketing budget that only allows for the most necessary and low-cost methods. Between now and 2020, the goal is to significantly increase marketing and advertising resources in order to pursue a more comprehensive marketing and outreach strategy of using technology to improve customers.

PER YEAR ADVERTISING AND MARKETING	Current	2020 Goal
Website	\$2,500	\$4,000
Print ads	\$3,150	\$5,000
Radio ads	\$1,500	\$2,000

Promo Items	\$1,500	\$3,000
Events	\$2,500	\$9,000
Printing	\$10,000	\$15,000
Customer Information App	\$0	\$10,000
Social marketing/PR consultancy	\$0	\$10,000
Internet ads/promos	\$0	\$6,000
TOTAL	\$21,150	\$64,000

Developing these resources will strengthen the overall awareness of the importance of Mountain Rides, as well as increase ridership. By utilizing outside professionals for help with social marketing, PR and a customer app, Mountain Rides can focus staff on more direct outreach and partnership building.

Objective 4.2 – Build more business support to encourage ridership

A large part of Mountain Rides success is a direct result of support from the business community. Many businesses support Mountain Rides by underwriting routes and services, paying for bus passes or supporting specific initiatives or programs.

A resource needed to help this effort is an analysis of the economic impact that Mountain Rides has on the local economy. This has long been discussed at the board level and is closer to being addressed – Region IV Development is working on developing this analysis as part of their mobility services contract with ITD that is focused on ways to better market public transportation. This will be a priority objective and can be achieved within the first year of this plan so that it can be leveraged effectively through remaining years of this plan.

Mountain Rides must continue to build partnerships for subsidized passes. Through the years, Mountain Rides has seen that employer's paying for all or part of a pass for employees to ride the bus or take a vanpool is one of the best ways to build ridership for commuters. By 2020, Mountain Rides will build at least 8 additional business partnerships for subsidized bus passes.

For new services or service additions, Mountain Rides must always look at ways for businesses to help support services and programs. A new hotel may be able to support a service expansion that directly helps their guests. Bars and restaurants may be more directly able to support night service expansions. New real estate development may be able to help build bus stop upgrades. By 2020, Mountain Rides will strive to have 10 additional business partnerships for subsidizing non-commuter routes or services.

Another needed resource is a printed reference guide and section of the website that highlights how a business can take advantage of Mountain Rides services. This would highlight all the different ways that a business could solve their transportation challenges. It would also highlight the information from the economic impact study on how public transportation benefits the local economy. Even if a business doesn't take advantage of Mountain Rides' services, educating the business community on why Mountain Rides is important is useful to overall community support for Mountain Rides.

By increasing these business efforts, Mountain Rides will be able to build more capacity and build new ridership, while reducing traffic and improving the local economy. Businesses will realize direct and indirect benefits by partnering and supporting Mountain Rides in the coming years.

Objective 4.3 – Strengthen existing partnerships and build new ones

Partnerships have been critical to the success of Mountain Rides. In particular, partnerships with schools and non-profit agreements have been some of the most successful in encouraging new riders to use the bus.

Youth have been a huge part of our growth and should be part of a strategy of increasing access to youth ridership. The freedom that public transportation offers to younger riders is very appealing. Currently, Mountain Rides has partnerships in place with almost all primary and secondary schools in Blaine County. Through 2020, Mountain Rides must work to strengthen these partnerships with the end result of having every youth rider be able to access the bus year-round at discounted rates.

The non-profit community has always been receptive to partnering to solve transportation challenges and this must continue through 2020 and beyond. In the coming years, Mountain Rides should look to forge a partnership with every non-profit in the valley that has over 5 employees. Whether it be bus passes, event participation, bus advertising, or cross-promotion, Mountain Rides will seek to collaborate on a variety of non-profit initiatives.

Partnerships to encourage use of alternative transportation among government sector staff and leadership should also be pursued. Working on how to get our funding partners more involved with our services and programs is part of this objective – by 2020, every government staffer and elected official will have ridden the bus at least once and be using an alternative form of transportation at least once a month to get around the community.

Objective 4.4 – Implement additional technology-based customer information sources

It is clear that real-time trip planning tools in the palms of customer's hands through their device are radically changing the way people interact with public transportation. Mountain Rides must capitalize on these technologies to make using the bus, walking or biking as easy as possible.



Mountain Rides has some of the technology in place that can be utilized for customer facing technology solutions. Real time bus location and route info is available and is being utilized on several digital customer information signs at River Run, the YMCA and the Visitor Center. Our goal is to have more real-time bus stop signs, a Mountain Rides' dedicated phone app, and better information on the Mountain Rides' website.

Technology	Description	Cost	Implementation Goal
Phone app	We currently have GPS enabled tablets on the buses that report their location every 20-30 seconds through our RouteMatch system. Integrating this data into an app that tells passengers schedule and bus location info is something that is a high priority according to recent surveys.	\$10,000-\$20,000	Testing in 2016 with full roll-out in 2017
Additional real time info signs	Much like the phone app, these signs show real time bus schedule info and location through a digital outdoor sign or indoor computer monitor. We have signs in stock, ready to install, and need to get them	\$1000-\$5000 of install costs per site	2 signs per year each year from 2016-2020 with 2020 goal of 10 signs in place

	installed. City support on negotiating locations could help.		
Website updates and upgrades	Continually tweaking and improving the website is on-going but we need to look to integrate real-time info like the app and digital signage – this is called a web portal. We also will need a full update to the website in 2-3 years.	\$10,000 up front plus ongoing costs	Web portal by 2018; full website update by 2019
Electronic fareboxes	Although more of a capital improvement project, this is an important marketing incentive, as we could build a lot of promotions and incentives around electronic fare cards – if we had these types of cards, we could do discounts based on usage	\$80,000 (\$60k already secure)	We have funding that will help with this project starting in 2017. Goal of implementation by 2018.

Objective 4.5 – Work with local cities and the county on land use and other policies to encourage more use of public transportation

Mountain Rides' effectiveness and success is dependent on land use planning that encourages and facilitates use of public transportation. Land use planning that incorporates multi-modal public transportation is one of the best ways to increase use of public transportation and reduce congestion and traffic impacts of development. Mountain Rides will work with local cities and the county on how to increase public transportation through a variety of tools. Public transportation use can be encouraged in a variety of methods like:

- requiring bus stops, park and ride lots, bike and pedestrian facilities (sidewalks, bike lanes) to be included in development plans
- incentivizing development and growth near existing bus routes, bike paths, and community destinations
- carefully looking at parking requirements for new development – work with cities to allow developers to have less parking if they are willing to subsidize better bus service and biking/walking programs
- looking at strategies to encourage people to take the bus (e.g. bus passes for employees of a new company)

One tool that has been successful in other resort areas in encouraging use of public transportation is parking management. As part of this plan, Mountain Rides will work with local cities on ways to manage parking in a way that enables more use of public transportation while not inhibiting commerce. For example, in the City of Ketchum, having parking management for all downtown core on-street parking, in combination with a possible long-term parking lot or structure, could make for a much more pedestrian friendly environment that encourages people to explore by foot and would move long-term parking away from spots that need the highest turnover. Parking congestion is a recognized disincentive to shopping. The City of Ketchum is currently discussing its parking needs and overall strategy to better manage parking, and Mountain Rides will stay involved with this discussion.

Sun Valley Company could also play a role in parking management. When River Run parking lot was expanded in the 1990s, KART saw a steep decline in ridership as fewer skiers used the park and ride lot and choose to drive to the mountain. If Sun Valley Company were to start developing River Run in accordance with their existing entitlements,

there would be an opportunity for managed parking combined with a higher level of transit service. If parking at River Run weren't as cheap and plentiful as it is today, the incentive to drive would be less and more skiers would take the bus instead. Between now and 2020, Mountain Rides will engage Sun Valley in a conversation about the future of parking at River Run and how Mountain Rides could have more skiers on buses and less vehicle congestion.

Land use that encourages public transportation will only be successful if there is strong regional collaboration and leadership from elected officials from the cities and county. This collaboration can be facilitated by Mountain Rides through regular meetings of all of its Joint Powers Agreement partners – Mountain Rides must work to have semi-annual meetings where elected representatives attend a public transportation summit to discuss all of the issues associated with getting more people to ride buses and vanpools, as well as biking and walking. It is important that Mountain Rides provides information and resources for elected officials so that they can make educated decisions on how to plan and fund a balanced transportation system. Mountain Rides will work to start this meeting forum in 2016 and continue throughout the life of this plan.



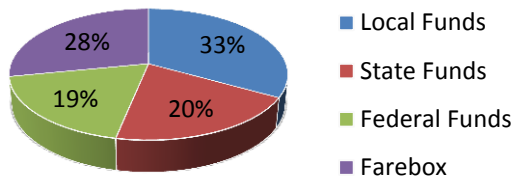
Section 4 –

Goal 5: Build the financial, structural and organizational resources to fulfill Goals 1 through 4

Mountain Rides has done much to grow a base of resources to facilitate all of the programs and services operated. Having an incredible team of individuals matched with sufficient financial resources has been the recipe for success over the past 8 years. Succeeding in the next 5 years and carrying out all the other goals of this plan requires further development of human and financial resources.

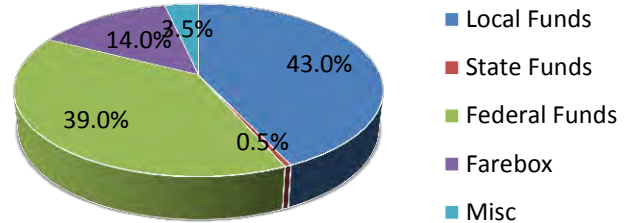
In the past seven years, Mountain Rides has grown its overall operational budget from \$1.8MM to \$2.6MM, a growth of over 44%. This funding comes from just a few large buckets of funding – Mountain Rides is heavily reliant on local and federal funding:

Typical Transit Agency*



*US DOT 2006 Conditions

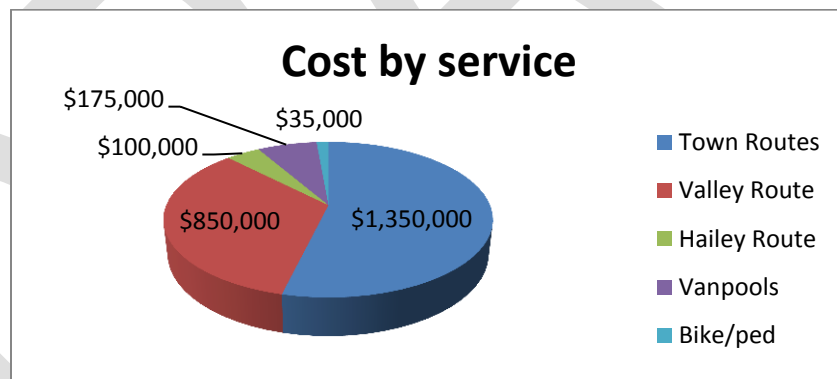
Mountain Rides



This reliance will continue, but Mountain Rides should maximize local funds, fares and program fees, as these are the least subject to dramatic fluctuations. As long as there federal funding for public transportation, federal funding will be a big slice of the pie. Mountain Rides will see federal funding grow during the life of this plan – local funding will have to grow in order to meet the matching fund requirements. The proportion of funding by 2020 should be:

- Federal share of 42% (on par with 38-42% average of past years)
- Local share of 40% (has run in between 37-43% in the past few years)
- Fare of 13% (this is right at historical average)
- Miscellaneous sources of 5% (includes bus ads, bikeshare, misc program revenue, small grants)

As for how funding is currently allocated by type of service, Mountain Rides spends most of funding on town routes in Ketchum and Sun Valley, followed closely by the regional Valley Route:



This proportion is estimated to stay the same as service grows over the coming 5 years; with the exception that vanpool spending is likely to decrease, and there will be new services that will change the overall spend ratios.

Objective 5.1 – Project the funding needs for the next 5 years so that all funding partners can plan

As shown above, Mountain Rides is heavily dependent on local and federal funding. To facilitate all the goals and objectives of this plan, funding must increase steadily for local and federal funding. The good news is that we believe increases in federal and local funding are absolutely possible and likely.

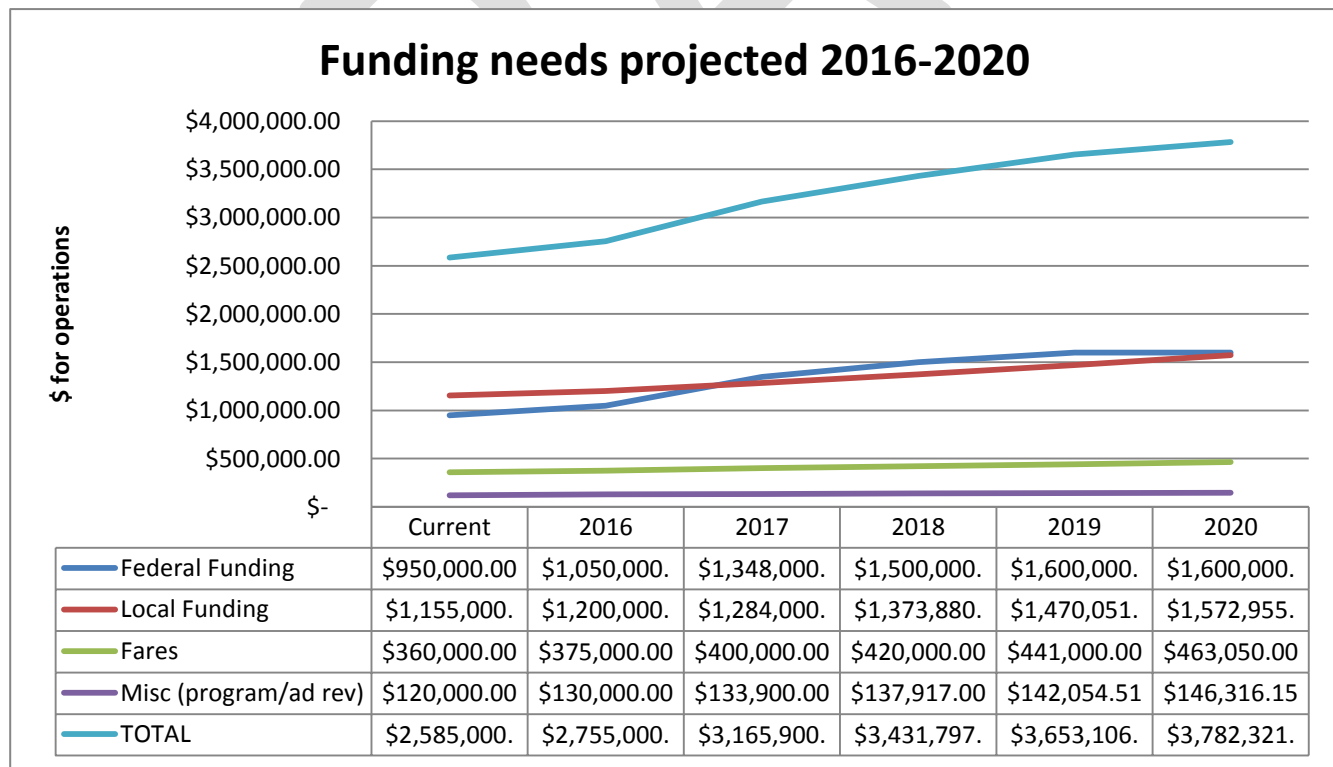
For federal funding, Mountain Rides projects an increase in funding from its current level of \$950,000 to \$1,650,000 by 2020.

This federal increase reflects an overall improvement in existing federal funding by about 15% plus new funds available for the Twin Falls connection. Through 2018, the federal funding shown has already been approved and can generally be considered to be secure. Beyond 2018, federal funding is estimated to flatten for ongoing operations, apart from the new Twin Falls service, but it is estimated to increase for capital funding of buses and bus facilities.

In order to fulfill the goals and objectives of this plan, local funding must grow steadily through a combination of:

- overall economic improvement of 2-3% per year that translate to an equal increase of 2-3% per year growth in local option tax (LOT)
- A return to more historical funding levels of the LOT to public transportation or a more dedicated source of LOT for public transportation
- Growth of other local funding partners, including growing existing partners such as Blaine County who don't have an LOT and new local funding partners to support new services (e.g. cities outside Blaine that would benefit from some of the regional services that Mountain Rides provides)
- Bringing in new local funding partners, especially for new services like Twin Falls connection that require additional matching funds

Local funding is vital to matching to the federal funding – without local funding there is no way to qualify for federal funding. As federal funding opportunities increase, Mountain Rides must see local funds increase to provide matching dollars. Mountain Rides is lucky to have funding partners that support public transportation through dedication of funding from the LOT and from general funds. For every \$1 of local funding, we can leverage for \$2 in federal funding for operations and \$4 for capital. The funding projections for all revenue sources for the next 5 years are:



Local funding includes all local funding sources: businesses (including hotels), Sun Valley Company, Blaine County and Bellevue general funding and the LOT funding from Ketchum, Sun Valley and Hailey.

\$2,585,000 now → average growth of 8% per year → 2020 goal of \$3,800,000

On the local front, Objective 5.2 details how a predictable share of the LOT could significantly improve the funding for Mountain Rides overall.

Objective 5.2 – Work with local governments to increase local funding and dedicate an increased, fixed percentage of local option tax (LOT) to public transportation

Every year, Mountain Rides must build a budget from the ground up without any predictable funding sources. Federal funding will always fluctuate and be out of Mountain Rides control, but we have been very successful in qualifying for new federal funding in the past due to our strong local funding, provided primarily by the local option tax (LOT) funding. This funding is vital to keeping Mountain Rides growing and thriving.

Going forward, Mountain Rides must have a more predictable funding source in which to better plan and operate. Mountain Rides must work with the cities of Ketchum, Sun Valley and Hailey to craft a solution that commits an increased, fixed percentage of the LOT to public transportation.

This could be achieved in many different ways – a couple of potential ways to do this could be:

1. Gain agreement from existing funding partners with the LOT (Ketchum, Sun Valley and Hailey) to contribute a non-binding, fixed percentage of LOT to Mountain Rides.
2. Go to the voters to try to pass a dedicated LOT for transportation, much like was done in the 1% for Air Service campaign.

Here's a closer look at how option 1 might look, just as an example, with a goal of 27% of the existing general LOT going to public transportation. This analysis estimates and assumes a 2-3% increase in LOT each year:

LOT RECEIPTS	FY2015	FY2016	FY2017	FY2018	FY2019	2020
Ketchum total LOT	\$2,068,169	\$2,310,195	\$2,356,399	\$2,403,527	\$2,451,597	\$2,500,629
LOT public transport share %	27%	24%	25%	26%	26%	27%
LOT public transp share in \$	\$550,000	\$561,000	\$595,000	\$624,750	\$643,493	\$662,797
Sun Valley total LOT	\$1,333,833	\$1,627,167	\$1,659,710	\$1,692,905	\$1,709,834	\$1,726,932
LOT public transport share %	19%	16%	18%	21%	23%	27%
LOT public transp share in \$	\$250,000	\$265,000	\$304,750	\$350,463	\$399,527	\$459,456
Hailey total LOT	\$345,000	\$365,000	\$368,650	\$372,337	\$379,783	\$387,379
LOT public transport share %	20%	19%	20%	23%	24%	27%
LOT public transp share in \$	\$68,000	\$68,000	\$75,480	\$83,783	\$92,999	\$103,229

TOTAL LOT public transp FUNDING	\$868,000	\$894,000	\$975,230	\$1,058,995	\$1,136,019	\$1,225,482
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In addition to LOT funding partners, Mountain Rides must also continue to grow the funding from other local funding partners that support Mountain Rides with funding outside of LOT sources:

Other local funding sources	2015 - Current	2016	2017	2018	2019	2020
Blaine Co	\$ 123,000	\$ 121,000	\$ 130,000	\$ 143,000	\$ 157,300	\$ 173,030
Bellevue	\$ 2,000	\$ 2,000	\$ 3,500	\$ 4,500	\$ 5,500	\$ 7,500
Sun Valley Co	\$ 178,000	\$ 181,000	\$ 184,620	\$ 190,159	\$ 195,863	\$ 201,739
Other/new local – outside Blaine, businesses	\$ -	\$ 5,000	\$ 10,500	\$ 25,000	\$ 35,000	\$ 45,000
TOTAL	\$ 303,000	\$ 309,000	\$ 319,620	\$ 362,659	\$ 388,663	\$ 417,269
TOTAL local funding (LOT, general and business)	\$ 1,171,000	\$ 1,203,000	\$ 1,303,850	\$ 1,421,654	\$ 1,529,682	\$ 1,652,752

Option 2 contemplates passing a dedicated transportation LOT, like the 1% for air initiative from a few years ago, as another way to achieve this objective. This could be done by either creating a public transportation exclusive LOT or by creating a more comprehensive transportation LOT that would create funding opportunities for public transportation and other transportation needs like roads, bridges, sidewalks and bike lanes. Either way, the idea is to have a dedicated source of LOT that is voter approved and can be predictable over time.

By growing the local funding and coming to agreement on the fixed amount of LOT percentages that should be dedicated to public transportation, Mountain Rides will be able to fulfill the goals and objectives of this plan. Without a solid and growing base of local funding that is predictable, Mountain Rides will not be able to deliver upon the growth outlined in this plan.

Objective 5.3 – Continue to develop capital equipment, facilities, infrastructure and technology projects through implementation of the 5 year Capital Improvement Plan

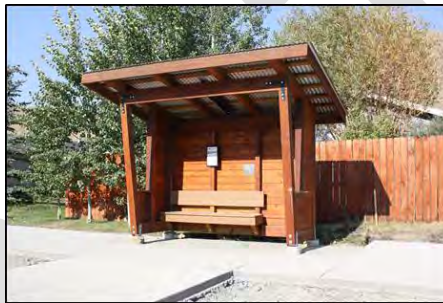
For over 4 years now, Mountain Rides has been developing and updating a Capital Improvement Plan (CIP) that details projections of capital needs over the course of the coming 5 years. In fact, this plan was the impetus for creating a 5 year strategic business plan. This plan is updated and adopted each year, in conjunction with the annual budget.

The purpose of the CIP is to provide a strategy, time table and estimated budget for capital needs over the next five years. These capital needs include rolling stock (i.e. buses and vans), street facilities and structures including bus shelters and bike racks, technology implementation, improvements and upkeep to our existing facilities including the

new South Valley facility, development of a downtown transportation center in Ketchum, and creating more park and ride facilities throughout the system.

Mountain Rides must fund many types of capital projects in order to be successful including:

1. **On-street infrastructure and facilities:** Building supporting infrastructure for our transportation service is vital for the success of our system. Better bike and pedestrian facilities in combination with high quality passenger waiting shelters will result in more ridership and better return on investment on the service hours we operate. Over the next five years, we will continue to work to add more bus shelters to our system. With 24 bus shelters in our system, we also need to maintain these facilities over time. Additionally, we need infrastructure solutions along the Highway 75 corridor to allow Valley Route to better serve mid-valley and The Meadows. These solutions would have to involve ITD to include pedestrian tunnels, crosswalks and turn-outs so that buses could safely drop passengers in these areas.



2. **Rolling stock – buses and vans:** Mountain Rides operates roughly 750,000 to 850,000 miles per year, which results in the depreciation of 1-2 buses per year and 2-3 vans per year. Our vehicle mix includes vans, small buses, mid-duty buses, and heavy-duty buses. In order to continue to provide high-quality service that is attractive and comfortable, we must continue to replace and upgrade these vehicles over the coming years. In addition to replacement vehicles, we must also look at expanding our fleet of buses and vans to help us expand our services. With diminishing federal funds for capital replacement, refurbishment of existing heavy duty buses is a strategy we will continue to use to meet our capital needs. By 2020 Mountain Rides should plan to have at least 1 electric bus in the fleet. This shift to electric buses is starting to happen in the transit industry and is expected to accelerate in the next 2-3 years. There could be more federal opportunities for electric buses that Mountain Rides should pursue. This transition to electric buses will be complex and require coordination with the cities to possible install on-route charging stations.
3. **Technology improvements:** In order to continue to grow services and ridership, we must have a strong backbone of technology to support our future. Mountain Rides hopes to implement technology solutions for customer service and management including: automatic tracking of vehicles via GPS, real-time traveler information via signs and web-based technology, automation of passenger counts, electronic fareboxes, back-end fixed route management software, and automated destination signage. Real-time bus information at as many stops as possible and in the hands of passengers through their device will dramatically change the ease with which passengers can interact with our services.
4. **Improvements to Ketchum facility:** Our existing facility that includes bus maintenance, offices, and apartments is in need of a remodel to the office area, bathrooms and driver break room, mechanical and HVAC systems, in addition to general maintenance and upkeep over time. New paint, roof repair, new roll-up doors, and general upkeep are needed in order to maintain this asset over time. We are also looking at upgrades that will help reduce energy consumption over time such as lighting upgrades and a more efficient heating system.
5. **New South Valley facility:** With the completion of this project in FY2016, Mountain Rides will be making a big leap forward in the quality of bus storage and maintenance facilities. Mountain Rides has long

needed this facility to better support the Valley and Hailey routes and will be our most significant capital project to date. Once open, Mountain Rides will be able to save operating funding in the form of reduced maintenance and more efficient operations.



6. **New Ketchum transportation center:** The need for a facility where Mountain Rides can better connect all its routes in a singular location in downtown Ketchum is still critical. The original location for the transportation center at the Visitor Center and Elephant's Perch will still see bus stop upgrades, but a complete transportation center will likely need to move to a different location in town and be part of a bigger picture that could possibly include city parking, housing, retail and development. With new hotels being built or planned, it may make more sense to locate the project closer to these developments.

To fund these capital projects, Mountain Rides will creatively assemble funding from a variety of sources including Federal Transit Administration 5339, Livability and State of Good Repair funds; TIGER grant federal funding for larger projects; local funds primarily for matching federal funds; and private fundraising for projects that have business benefits through joint development.

The CIP projections for the life of this plan are:

Capital Improvements	2016	2017	2018	2019	2020	TOTAL
Existing facilities	\$10,000	\$15,000	\$125,000	\$35,000	\$35,000	\$40,000
New facilities	\$1,070,000	\$50,000	\$25,000	\$285,000	\$2,000,000	\$3,430,000
Bus stops/signs	\$20,000	\$35,000	\$10,000	\$25,000	\$45,000	\$135,000
Technology	\$15,000	\$110,000	\$130,000	\$5,000	\$10,000	\$270,000
Buses	\$500,000	\$300,000	\$300,000	\$850,000	\$700,000	\$2,650,000
Vans	\$105,000	\$35,000	\$0	\$35,000	\$0	\$175,000
Buses/vans for new services	\$15,000	\$100,000	\$150,000	\$200,000	\$50,000	\$515,000
TOTAL	\$1,735,000	\$645,000	\$740,000	\$1,435,000	\$2,840,000	\$7,295,000
Federal share (assume 75% avg)	\$1,301,000	\$484,000	\$555,000	\$1,076,000	\$2,130,000	\$5,471,000
Local share (assume 25% avg)	\$434,000	\$161,000	\$185,000	\$359,000	\$710,000	\$1,824,000

- Existing facility projects are largely to maintain and upgrade the Ketchum facility, including a remodel to the office area of that facility in 2018
- New facilities are for finishing the South Valley facility in 2016, incremental projects like park and ride developments and land acquisition for 2017 thru 2018

- In 2019, there is \$200,000 towards mid-valley infrastructure improvement for Valley Route access to The Meadows
- In 2020, the \$2MM is for a downtown Ketchum transportation center
- Bus stops and signage represent incremental improvements throughout the next 5 years to existing stops by adding lighting, turn-outs, benches, shelters and improved signage
- Technology projects include an app in 2016, electronic fareboxes in 2017, passenger counters and web upgrades in 2018, and smaller projects in 2019 and 2020
- Buses and vans include a combination of small, mid and large buses plus refurbishing existing buses. An electric bus is included in 2019. Van replacement needs decrease as the vanpool program contracts. New services will require new buses and vans.

Objective 5.4 – Develop and support the staffing of the organization to match the goals of this plan

Mountain Rides will need to develop more support staff over the course of the 5 years of this plan in order to fulfill all the additional goals. The current organizational structure is efficient but very lean and over-burdened running the current operations, certainly at peak times of the year. As Mountain Rides increases service, there will be the need for more drivers, of course. If not addressed, the existing small gaps in supporting roles that will become large gaps and limit the growth potential of Mountain Rides.

As service hours grow 40-45% over the course of this plan, so must the non-frontline positions (everyone not driving or fixing a bus) that support the organization. Today Mountain Rides has 6 people in these positions that aren't drivers or mechanics. This will need to grow by at least 4 into 10 full-time equivalent positions by 2020 in order to meet all the goals of the plan. Here's where the growth will be:

Administration

Currently the only positions in true administration are the Business Manager, the Executive Director and the Support Specialist. These positions will not be enough to support further growth and development of Mountain Rides. Some key areas that will need to be developed include:

- Financial support – a new position to support the Business Manager with accounts payable and receivable clerk who could also work on grant administration
- Marketing and PR – someone, perhaps on contract or through a firm, who handles PR, messaging, social media. This is a resource that Mountain Rides had in the past and needs to reestablish.
- IT and technology – as more technology is incorporated into Mountain Rides, there will need to be additional resources in this area. This will most likely be a contract, part-time position.
- Planning and research – as new services are developed, Mountain Rides will have short term needs for transit planning, data collection and market research. Some of this could be contract work, part-time work or a college intern.

Operations

The Operations Department is currently made up of drivers, an Operations Manager and some part time driver trainer support. This is not nearly enough to support existing services, let alone growth in services. In order to keep

up with our commitment to the community to provide safe, efficient and customer friendly service, the Operations Department must be developed. Department development should include:

- Dispatcher – we need to add a dispatch position that could better coordinate the communication between the public and on-street conditions and communication with maintenance when needed
- On street supervisors – we need day and evening supervisors to manage the day to day operations and provide drivers the support needed to carry out their jobs
- More training resources – continuing to develop the existing resources into a more dedicated function that can focus on keeping drivers as up to date on safe operations

Maintenance

Maintenance has improved recently in both management and facility support, but it will need to continue to grow to meet the demands of this 5 year plan.

- Full-time certified mechanics – with only one full-time mechanic, Mountain Rides is not meeting the general industry guideline of 1 mechanic per 10 large/mid buses, not to mention the 12-15 vans that Mountain Rides is maintaining for vanpool. Another full-time mechanic will be added in 2016, and there will be the need for another part-time mechanic in 2018.
- Additional qualified lube and facility tech position – this position would support opening of both the Ketchum and South Valley maintenance and storage facilities, as well as covering weekends and keeping bus stops and on-street facilities maintained
- Seasonal bus cleaners – keeping vehicles clean is a large task that is starting to overwhelm the one bus cleaner we currently have. Adding another bus washer on a part-time basis will be needed in 2017 in addition to utilizing more contract labor from a cleaning service for seasonal needs during the winter season, when buses get very dirty.



Section 5 - success factors and outputs

Mountain Rides has always had a strong focus on performance data, metrics and benchmarks from its inception. A board level committee constantly looks at performance while staff uses this quantitative information to analyze various aspects of the organization and look for ways to improve. Mountain Rides has a variety of data streams that it uses to track performance that primarily come from:

- on-board computers that track ridership, efficiency and on-time data
- financial systems that provide cost and budget data
- maintenance systems that report on vehicle fleet statistics
- a variety of manual systems that are used for safety and compliance reporting

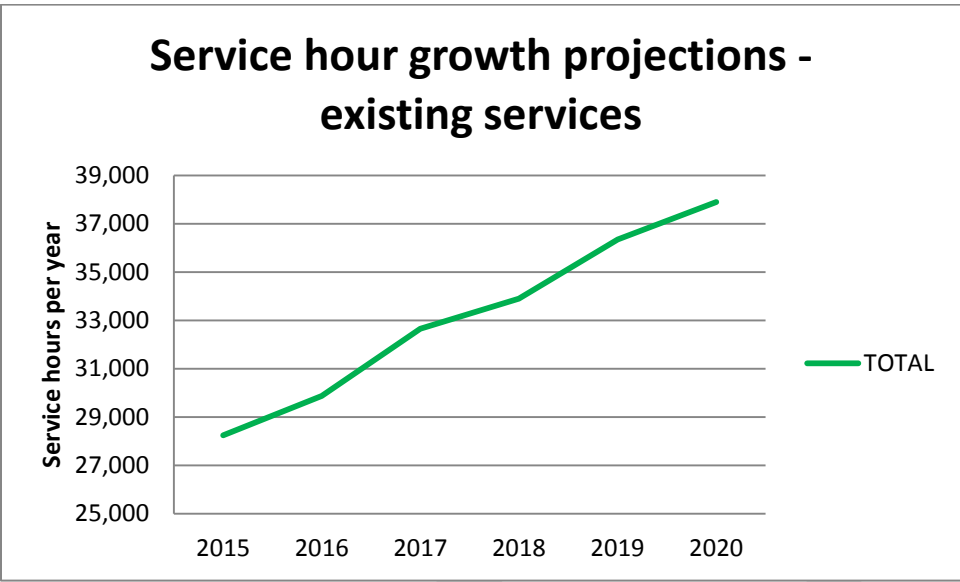
This section is dedicated to setting goals for these success factors and predicting how this plan will positively impact the output of Mountain Rides. It is important that the implementation of this plan affects positive change in the community – the only way to know this for sure is to measure, analyze and benchmark the data. Mountain Rides is committed to doing so over the course of the plan.

Service hours

One of the most direct outputs of this plan will be an overall growth in service hours, which is the best way to quantify the output of Mountain Rides' transit services. These service hours need to be well planned and well matched to demand in order to be successful. If they are, increasing service should support positive movement in all the other success performance metrics.

Service hours are estimated to increase by 36% over the course of the next five years for existing services. The projections for existing routes are:

Route	2015	2016	2017	2018	2019	2020
Valley	10,200	10,700	12,400	13,100	14,100	14,600
Hailey	2,000	2,000	2,250	2,600	3,200	3,400
Blue	8,600	9,700	10,200	10,900	11,200	12,200
Red	2,500	2,500	2,300	1,800	2,000	2,000
Green	1,600	1,600	1,600	1,400	1,200	800
Silver	2,500	2,500	2,900	2,900	3,100	3,100
Bronze	500	500	600	700	950	1,100
Demand response	350	375	400	500	600	700
TOTAL service hrs for exist service	28,250	29,875	32,650	33,900	36,350	37,900

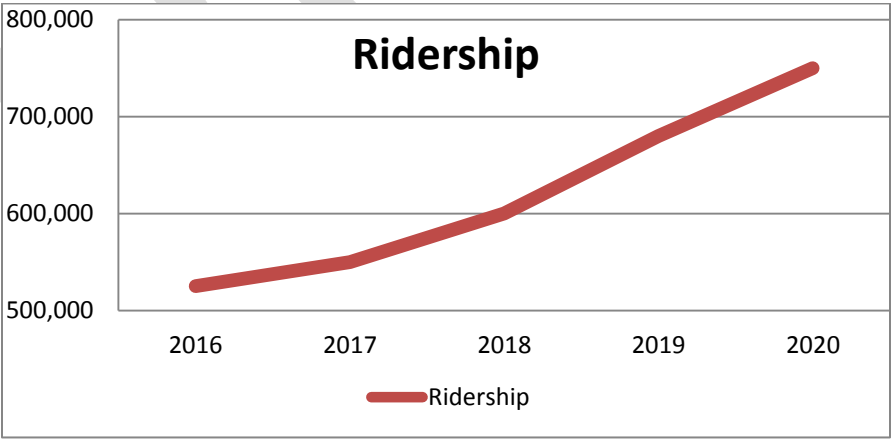


This is just the growth of existing services. When new services are factored in, overall service hours could be another 10% higher than these levels, depending on how successful the new services are and when they are implemented.

Ridership

The most used performance indicator for transit systems is ridership. Everyone wants to know how many people a system serves. This is natural, but it is often an unfair standard, given that this metric is rarely used on roadways in our area to determine whether it is successful. Public transportation is often criticized for “empty buses” when roads are rarely criticized for being empty. And ridership doesn’t tell the whole story when it comes to effectiveness, as a transit system could have high ridership overall with low riders per hour.

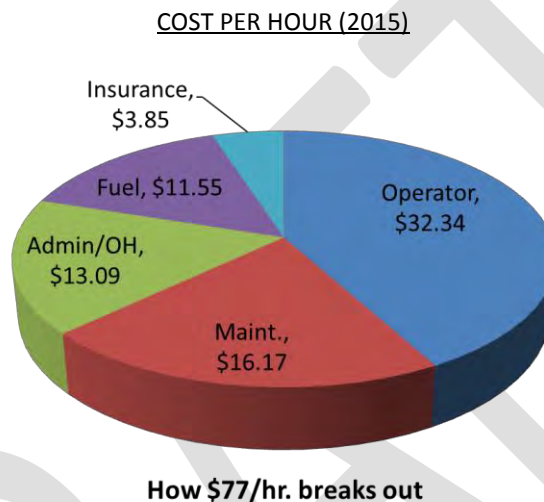
Mountain Rides looks at both ridership growth and the efficiency of that ridership. Ridership growth is important but riders per hour is a better indicator of overall performance. Through implementation of this plan, which invests in routes that have historically performed well, ridership will grow significantly. Mountain Rides estimates that ridership will grow by 50% over the course of this plan:



Having grown ridership by 65% from 2007 through 2014, achieving this rate of ridership growth is absolutely possible. However, Mountain Rides must execute the plan successfully to support this ridership increase – support from local partners and the community at large is also necessary to increase ridership.

Cost targets

Another success factor that will dictate the ability of Mountain Rides to fulfill the goals of this plan is our cost per hour. Currently, Mountain Rides' cost per hour is approximately \$77 per hour of average service operated. This is inclusive of all direct and indirect operating costs, but doesn't include any capital costs (replacement buses, new facilities):



This cost per hour is competitive within the industry, especially for the rural resort areas. Over the course of the 5 year plan, this cost should be fairly stable as costs will increase but these costs will be spread over an increasing number of service hours. **Keeping our cost per hour in a range of \$75-\$85 per hour** is a benchmark that will be tracked over the plan as a dashboard metric. Mountain Rides does track this against comparable organizations, and this current cost is on the low end of a range of \$65-\$120 per hour for other resort area public transportation providers. The biggest variable in this cost is the price of diesel and unleaded fuel over the next five years.

Mountain Rides also tracks cost per mile. Currently the goal is less than \$5.50 per mile, and actual cost per mile is between \$5.10 and \$5.25 per mile for all direct and indirect operating costs. As service miles increase, Mountain Rides estimates that this cost can be maintained and even decrease to \$5.00 per mile, dependent on fuel prices.

Performance metrics

Mountain Rides tracks a variety of metrics:

Performance Metric	Current Goal	Current Actual	2020 Goal
Ridership per hour	14 annual average	15	17
At fault accidents	Less than 2 per year	0 for 2014-2015	Less than 2 per year
Road calls (broken bus that can't complete a trip)	Less than 1 per 10,000 miles	0.3 for 2015	Less than 1 per 20,000 miles
Incidents (less than \$2,500	Less than 1 per 100,000	0.1 for 2015	Less than 1 per 200,000

in damage, no injuries)	miles		miles
On-time percentage	90% of trips	92.5% for 2015	95%
Average fleet age	8 years old or newer	7	6

Other non-quantitative outputs

In addition to those factors that are easily tracked with data points, Mountain Rides will also continue to measure our success and progress through a variety of other methods. For many years now, Mountain Rides has carried out a customer survey every 6 months in order to gauge our customer perception. This survey tracks Mountain Rides performance in 10 different categories and results in an aggregate score that can be graded. For the past three years, Mountain Rides has enjoyed a 98% average satisfaction score. This will continue to be measured going forward and with the goal of 100% customer satisfaction.

Mountain Rides will also use other online, customer intercept and focus groups to track community perception and service gaps that may exist. Mountain Rides will also use surveys and market research before launching new services or making service changes. Understanding how to attract new users to public transportation will be key to successfully growing use.

Section 6 – Appendix A – original business plan for Mountain Rides

Strategic Business Plan 2008-2010

Overview

Mountain Rides Transportation Authority has gone through a period of tremendous change and growth in the past year to create a regional, multi-modal transportation organization. Within the last year alone, Mountain Rides has:

- ✓ Created a new vision, mission, and goals
- ✓ Regionalized with support and board representation from City of Ketchum, City of Sun Valley, City of Hailey, City of Bellevue, and Blaine County
- ✓ Rewritten the Joint Powers Agreement to broaden support and to facilitate our new mission
- ✓ Brought in all transportation organizations (KART, Peak Bus, Wood River Rideshare) into a one-stop shop for all modes
- ✓ Created new organizational structure to facilitate long-term growth
- ✓ Grown ridership and strengthened multi-modal programs
- ✓ Won Not-for-profit of the Year
- ✓ Put emphasis on marketing, planning, and land-use

Given all this change, Mountain Rides needs to focus its efforts in the coming years to achieve all that it can.

This Strategic Business Plan (SBP) comprises the direction forward for the next three years by reviewing strengths, weaknesses, threats and opportunities; presenting a series of fundamental statements relating to vision, mission, and goals; prioritizing major objectives; setting out when objectives are to begin; and outlining all the tasks, timeframes, and milestones necessary to achieve the desired objectives. This plan reflects the desires of the Board of Directors and staff, expressed during the Strategic Planning Workshop (SPW) on February 20, 2008.

The SBP is a document that results in specific actions and tasks that must be accomplished in order to achieve the big picture objectives, derived from the vision, mission, and goals. The SBP is not a visioning document or a long-range planning document – it only looks forward three years and puts focus on the core tasks that should be completed. The SBP will be a guiding document for staff in their daily work furthering the organization and realizing goals.

The Mountain Rides' Board of Directors has established this Strategic Business Plan as a flexible, working document that will be reviewed and updated on an annual basis at a minimum.

Strengths, Weaknesses, Threats & Opportunities

Before Mountain Rides looks to the future, there must be an assessment of the present strengths, weaknesses, threats and opportunities which reflect the current realities that the organization faces. At the SPW, the board was asked to identify all possible strengths, weaknesses, threats, and opportunities and then vote on them to establish major trends in each area.

Strengths

Major identified strengths were focused around the fact that Mountain Rides:

- Has a strong team (board and staff) in place that has created positive momentum in an exciting new direction and is ready to take on challenges
- Is a multi-modal organization that is the one-stop shop for transportation alternatives
- Has the tourist-based LOT

The fact that there is good political will to continue to support the organization also emerged as a strength.

Weaknesses

Major identified weaknesses at the SPW were:

- Lack of a region wide funding mechanism in the form of a transit sales tax (this was overwhelmingly the biggest weakness identified)
- An inefficient route system that is constantly changing during different times of the year (e.g., slack, summer, and winter)

The lack of enough incentives for alternative transportation and disincentives to single occupancy vehicle usage was also identified as a weakness.

Threats

FINAL DRAFT: for board approval and circulation for comments, Feb. 17, 2016

Two major identified threats tied as the most important to be aware of:

- Possible state and federal cutbacks on funding
- Change resistant culture both internal and external to the organization

A threat also identified was the reality of not being able to meet demand effectively due to lack of financial and capital resources.

Opportunities

The biggest opportunities identified by the board included:

- Creating a truly regional, integrated organization that offers a host of services
- A growing trend towards sustainability, alternative energy, and the possibility of rising energy prices, which would cause more interest and demand in our services

The opportunity to merge Sun Valley Company bus services into Mountain Rides was also identified as important.

Going forward, Mountain Rides must figure out how to leverage strengths, resolve weaknesses, minimize threats, and capitalize on opportunities. Given board and staff agreement on where the organization stands today, this will assist the organization as it carries forth the objectives and tasks.

Vision, Mission, and Goals

Originally adopted in February of 2007, the vision, mission, and goals have guided the development of Mountain Rides over the past year and must be reviewed annually to make sure that they continue to be relevant and achievable. At the SPW, Board and staff agreed that all were still relevant. For summary purposes, the vision, mission, and goals should be included in this SBP.

The stated vision of Mountain Rides is:

To be the sustainable transportation backbone of Blaine County and adjacent communities

The central purpose and role of Mountain Rides is:

Manage transportation demand by providing access and mobility to those who live, work, or visit Blaine County with service alternatives (including walking, biking, rideshare, vanpool, car share, custom buses, fixed route bus, rail systems, gondolas, telecommuting and transportation counseling) to the single occupancy vehicle that are environmentally sustainable, energy efficient, attractive, safe, convenient, reliable, and cost-effective.

Long-term business goals of Mountain Rides are summarized as:

- A. Provide attractive and easy to use multimodal transportation services at fair and equitable costs to users and tax payers
- B. Reduce Blaine County's transportation generated pollution and its "carbon footprint"
- C. Promote land-use policies in Blaine County that facilitate multimodal transportation

Major Objectives and Importance

Given our strengths, weaknesses, opportunities and threats, as well as our stated vision, mission, and goals, Mountain Rides needs to move forward to accomplish much in the coming three years. During the SPW, board and staff worked together to refine a list of all the possible major objectives that could be accomplished between now and the end of 2010.

That list was paired down during the SPW to thirteen major objectives that will be the focus of the SBP. This list was then put to a vote to determine the relative importance of each objective. This is overall importance and does not reflect when the objective gets accomplished, just how the objective ranks. The ranked list, in descending order of importance, of major objectives for 2008-2010 is:

1. Develop system concept that defines routes and services to maximize ridership and efficiency
2. Develop multi-modal facilities including new bus shelters, transfer hubs, and bike/ped facilities
3. Develop a long-range financial plan that includes a Capital Improvement Plan and engages funding partners
4. Develop parameters for serving new land development and standard region-wide ordinances for multi-modal transportation to be used when reviewing new projects
5. Develop performance standards and work towards meeting them
6. Focus on the internal culture of organization to continue process of matching new vision, mission, and goals (create the new culture and develop the tools necessary to succeed)
7. Work to make travel by transit, carpool, and vanpool faster than single occupancy vehicles – make the roadway operate differently
8. Develop and initiate marketing and communications plan
9. Work on comprehensive parking management in Ketchum and beyond
10. Develop and begin implementing alternative fuel/technology plan
11. Development of a south county multi-modal facility (bus storage, maintenance, park and ride, and possibility of employee housing units)
12. Create inter-county partnerships and coordination of services (inter-county bus service, linkage to evolving airport solutions)
13. Develop plans for gondola service from Sun Valley Resort to downtown Ketchum and River Run

Strategic Action Priority

From the ranked list of overall priorities, board and staff worked to put this list of objectives into year-by-year priorities. These major objectives will set the agenda and the tone for each year moving forward, as we look to vigorously push forward to increase usage of alternative transportation. Staff and board must focus on these tasks in each year, knowing that not all tasks will start and finish within the same year – some tasks will carry over into subsequent years.

2008 *Primary focus objectives*

1. Develop system concept that defines routes and services to maximize ridership and efficiency

2. Develop a long-range financial plan that includes a Capital Improvement Plan and engages funding partners
3. Focus on the internal culture of organization to continue process of matching new vision, mission, and goals (create the new culture and develop the tools necessary to succeed)
4. Develop performance standards and work towards meeting them

2009 *Primary focus objectives*

1. Develop multi-modal facilities including new bus shelters, transfer hubs, and bike/ped facilities
2. Develop parameters for serving new land development and standard region-wide ordinances for multi-modal transportation to be used when reviewing new projects
3. Develop and initiate marketing and communications plan
4. Work on comprehensive parking management in Ketchum and beyond

2010 *Primary focus objectives*

1. Develop plans for gondola service from Sun Valley Resort to downtown Ketchum and River Run
2. Create inter-county partnerships and coordination of services (inter-county bus service, linkage to evolving airport solutions)
3. Development of a south county multi-modal facility (bus storage, maintenance, housing, park and ride, and possibility of employee housing units))
4. Develop and begin implementing alternative fuel/technology plan
5. Work to make travel by transit, carpool, and vanpool faster than single occupancy vehicles – make the roadway operate differently

2008 Implementation

To achieve the primary focus objectives for the year, each big-picture objective must be broken down into a series of tasks, timelines, and milestones. This is where “the rubber meets the road,” where broad language turns into action. To fulfill the purpose of a Strategic Business Plan – staff and board must stay focused on the tasks and completing them in a timely fashion in order to achieve success.

1. Develop system concept that defines routes and services to maximize ridership and efficiency

TASK	START	FINISH	MILESTONE
a. Define overall components of our system concept for the next 3 years	Now	April	System concept approved at April Board Meeting
b. Draft route improvements for rubber-tired services and how they will operate for FY2008-2009	Now	May	Several options for new route configurations
c. Present Sun Valley Company with options for services and associated costs	Now	May	An agreement for service in place
d. Complete FY2008-2009 Service Plan	April	June	Service Plan adopted at June Board Meeting
e. Research and define equipment needed to support service plan	April	June	New vehicles ordered by mid-June
f. Present draft route improvements to public for comment	May	May	Public comments received and preferred scenario selected
g. Refine FY2008-2009 service plan based on budget and equipment availability	June	August	Funded service plan in place for FY2008-2009
h. Create operational implementation plan for new Service Plan	August	November	New Service Plan being operated by start of winter season

2. Develop a long-range financial plan that includes a Capital Improvement Plan and engages funding partners

TASK	START	FINISH	MILESTONE
a. Hire full-time Accounting and Office Administrator	Now	March	Competent person in place by 3/28/08
b. Reformat budget and coding to allow for fund accounting and expense tracking by department and service	April	May	New budget format adopted at May Board Meeting
c. Evaluate potential for new grants/fundraising opportunities to diversify funding	May	Ongoing	Broader, increased funding
d. Define projects and components of a Capital Improvement Plan (CIP)	May	June	Present draft CIP at June Board Meeting
e. Review expenses by department and look for efficiencies ahead of next FY	May	June	Cost efficient budget for next FY
f. Create FY2008-2009 budget utilizing new budget format and present to funding partners	May	June	Draft budget approved at June Board Meeting
g. Complete and refine CIP	June	July	CIP adopted at July Board

FINAL DRAFT: for board approval and circulation for comments, Feb. 17, 2016

			Meeting
h. Create 3-5 year forward looking Financial Plan that includes CIP as well as operational funding required to support organizational/service growth	July	September	Funded service plan in place for FY2008-2009
i. Review financial policies, controls, and services (e.g., bank services, investments)	August	December	Best practices and maximum efficiency/returns in place
j. Hold series of workshops with funding partners to define how we can meet the needs of the long-term Financial Plan	Sept	December	Agreement on funding formula going forward

3. Focus on internal culture of organization to continue process of matching the organization to the new vision, mission, and goals (create the new culture and develop the tools necessary to succeed – finish becoming Mountain Rides!)

TASK	START	FINISH	MILESTONE
a. Finish implementation of Mountain Rides identity on buses, uniforms, customer info sources, etc.	Now	September	Well-identified organization within Blaine County and beyond
b. Focus on internal marketing to ensure all employees understand importance of new mission, vision, and goals	April	May	Plan for ongoing events and information flow
c. Engage employees (through special events, surveys, etc.) and create team-building opportunities	April	Ongoing	A cohesive and positive team environment
d. Rewrite employee manual, driver operation manual, and pay structure to reflect new structure and direction of organization	April	June	New manuals adopted at June Board Meeting
e. Complete name change process for all aspects of the administration of the organization (vendors, phone books, grants, state/federal government)	May	June	No more KART, Peak, or Rideshare confusion
f. Update organizational by-laws, as well as legal standing/structure, for compliance and liability protection	June	August	New by-laws adopted at August Board Meeting
g. Create cross-training opportunities for staff to become familiar with all aspects of the multi-modal, regional organization we have become	July	August	Employees who understand all aspects of our services
h. Develop employee training plan that covers short-term and long-term development of staff	July	September	Training plan in place
i. Hold series of fall informational sessions for new and returning employees	Sept	December	Staff ready to successfully implement new vision in all aspects of services

4. Develop performance standards and work towards meeting them

TASK	START	FINISH	MILESTONE
a. Research industry best practices and models for various performance standards	September	October	Several models/options for Board to consider at October meeting
b. Review current data collection methods and evaluate proficiencies and deficiencies	October	November	Refinements to data collection procedures
c. Work with Blaine County Planning Dept. on data collection possibilities (car counts, SOV vs. carpool, passenger surveys)	October	November	Plan in place to evaluate transportation trends on an ongoing basis
d. Create needed surveys for qualitative aspects of services	November	December	Surveys developed
e. Analyze how multi-modal services will be evaluated for performance (carpool, bike, and ped programs)	November	December	Tools for evaluating services that don't have ridership
f. Develop formalized Performance Standards that define what we will track, how often, and what goals we have for each data point collected	November	December	Performance Standards adopted at December Board Meeting
g. Define technology or procedures necessary to support Performance Standards data	December	December	Adequate technology in place or planned for
h. Implement tracking of Performance Standards on a monthly basis	January 09	January 09	First set of data presented at January 2009 Board Meeting
i. Evaluate how actual performance compares to benchmarks and make adjustments as needed	January 09	February 09	Reasonable, attainable benchmarks in place

2009-2010 Implementation

As future years are dependent upon what is achieved in preceding years, the implementation plans for 2009 and 2010 will be written at the end of 2008 for 2009 tasks; and at the end of 2009 for 2010 tasks. This ensures that any carryover activities are accounted for, as well as any new opportunities or priorities that may develop.

2010 Success Factors

Given all that has been laid out for the next three years, some success factors were brainstormed by board and staff during the SPW. These ideas are based on the premise that “If we are successful in implementing or exceeding our SBP, then what will be the quantifiable result at the end of 2010?” These are the dreams and hopes of board and staff, if we succeed in implementing this SBP, in no particular order:

- Annual Ridership of 550,000
- 25% mode split for transportation alternatives (carpool, vanpool, transit, bike, bus)
- South Valley Multi-modal hub designed, funded, and in progress (possibly combined with other public entity)
- 15 full vanpool routes
- Passage of a Blaine County bond to fund equipment and facilities
- 20 minute peak hour headways, 1 hour minimum headways on Down Valley service
- 10 minute peak hour headways on Around Town service
- Service contract with at least one hotel
- Increase bikes on bus capacity
- Bus shelters throughout our system
- Community bikes in at least one town
- Seamless, multi modal system that is the only bus system in the County
- Host a national Safe Routes to School Conference in Blaine County, with our program recognized as a leading rural example
- 2 express routes per day to Boise
- All new buses ordered are hybrid or alternative fuel
- Paid parking in Ketchum
- Civic center with underground parking
- Central Sun Valley and Ketchum hubs
- Storage and processing for alternative fuels
- Plans and funding for gondola
- Bus Route to Galena
- Bus turn-outs on Hwy 75 with HOV lane
- Known as the environmental leader in the valley
- Known as the nationwide leader in alternative transportation for resort towns



MINUTES

Planning and Marketing Committee

Wednesday, 2/3/16, 1:00pm

Ketchum City Hall Council Chambers, 480 East Ave. N., Ketchum, ID 83340

In Attendance: Mark Gilbert, Joe Miczulski, Kristin Derrig, Jim Finch and Kim MacPherson

Absent: Steve Wolper and Jason Miller

Meeting start: 1:00pm

Adjourn: 2:05pm

1. Discuss 2016 Marketing and Communications Plan
 - a. The group discussed the 2015 plan and updates to the 2016 plan. This will be discussed again at the March committee meeting.
2. Discuss 5 year business plan status
 - a. The group discussed the process for the plan.
3. Review proposal from RouteMatch for the real-time bus info phone app
 - a. The group reviewed the App proposal and came up with questions for RouteMatch. We will bring the proposal to the Board for approval.
4. Other items to come before the committee.
 - a. There were none.



MINUTES

Finance and Performance Committee

Wednesday, 2/3/16, 2:30pm

Ketchum City Hall Council Chambers, 480 East Ave., Ketchum, ID 83340

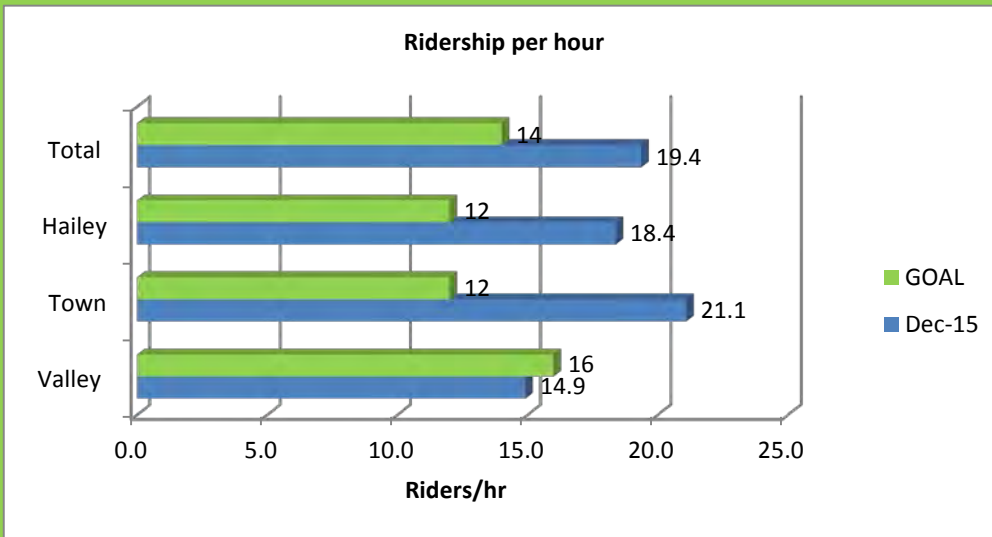
Present: David Patrie, Jane Conard, Becki Keefer, Anne Corrock, Brady Workman (Dennis Brown, CPAs), Wendy Crosby

Absent: Jason Miller

- 1) Elected Committee Chair Becki Keefer and Vice Chair Jane Conard
- 2) Reviewed November and December 2015 financials and bills paid
- 3) Presentation of FY2015 audited financials and discussed results
- 4) Reviewed draft public records request policy. Committee requested that a records request form be drafted and attached to policy document.
- 5) Discussed process for the Strategic Plan. Committee felt it should go to the full board for “approval of draft for circulation”.

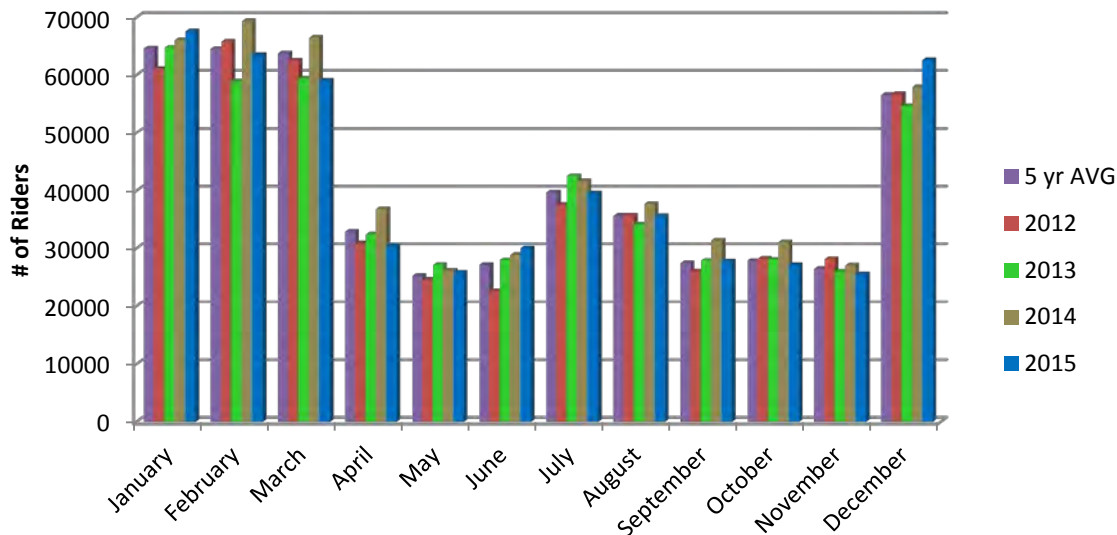
Meeting adjourned: 4:25PM

PERFORMANCE DASHBOARD - RIDERSHIP, DECEMBER 2015



Definition: One way rides for the month divided by the number of bus revenue service hours for the month (aka productivity) - being higher than goal is good. 15 is reasonable goal for a resort-rural fixed route system.

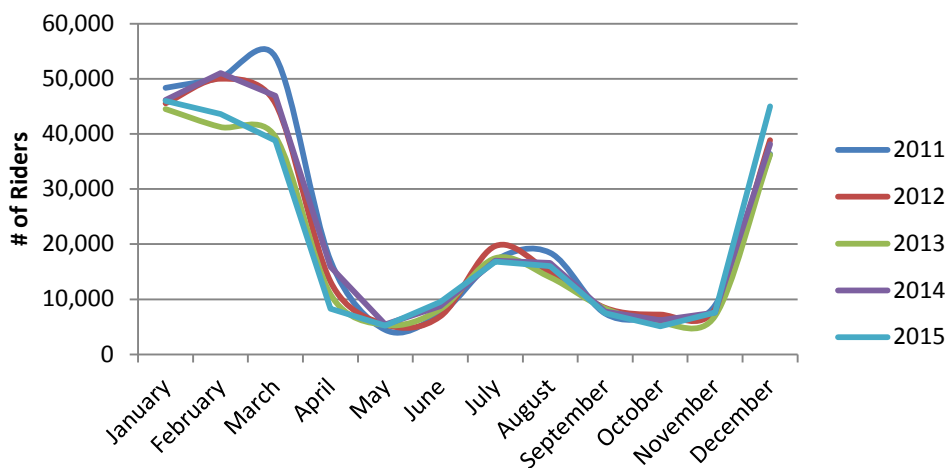
Total Ridership by Month



2015 YTD Ridership
494,424
2014 YTD Ridership
520,479
2013 YTD Ridership
480,488
2012 YTD Ridership
479,971

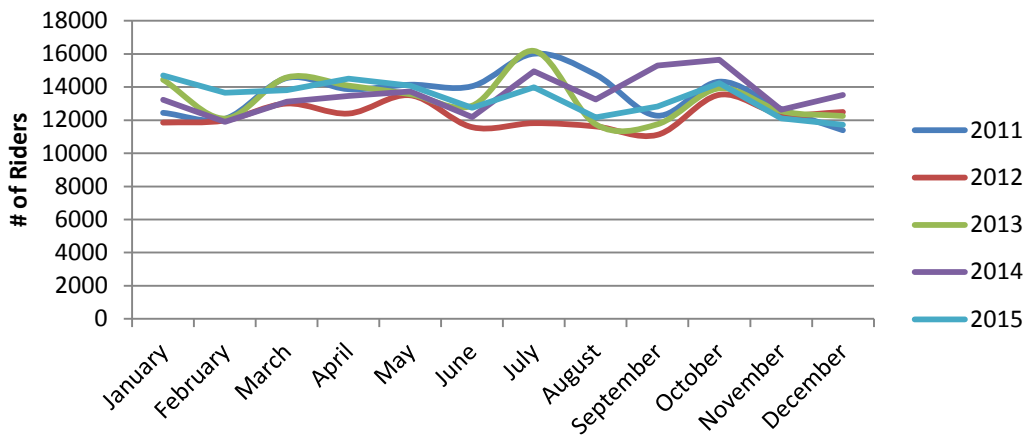
Definition: Monthly ridership compared with one year ago, two years ago and the 5 year average.

Town Routes

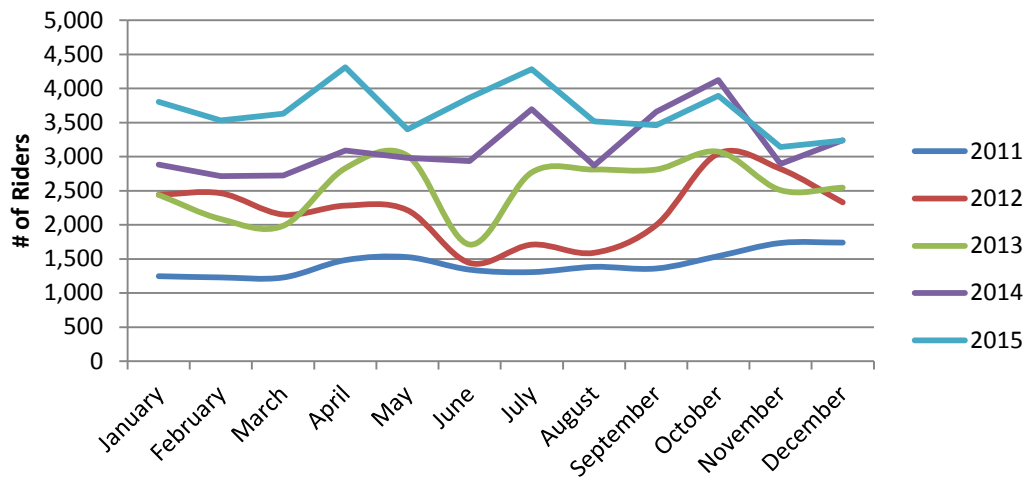


PERFORMANCE DASHBOARD - RIDERSHIP BY ROUTE, DECEMBER 2015

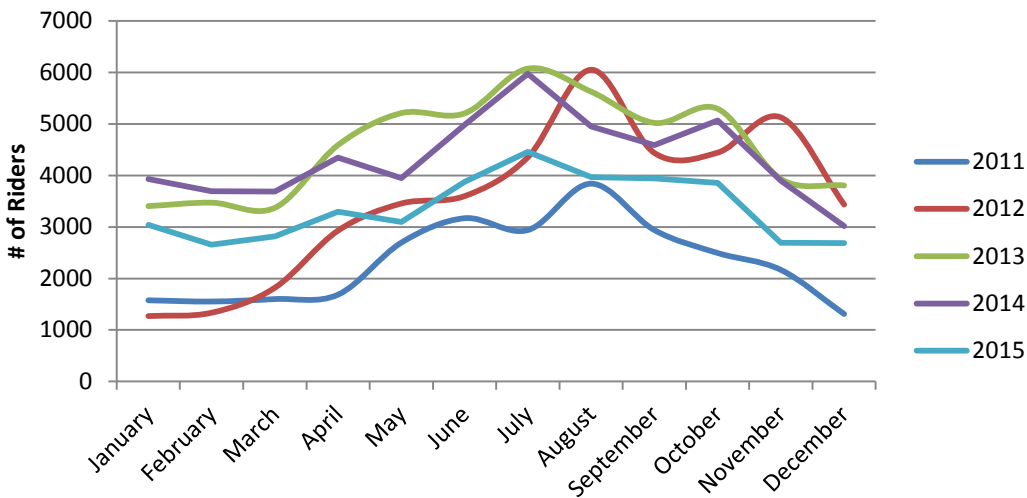
Valley Route



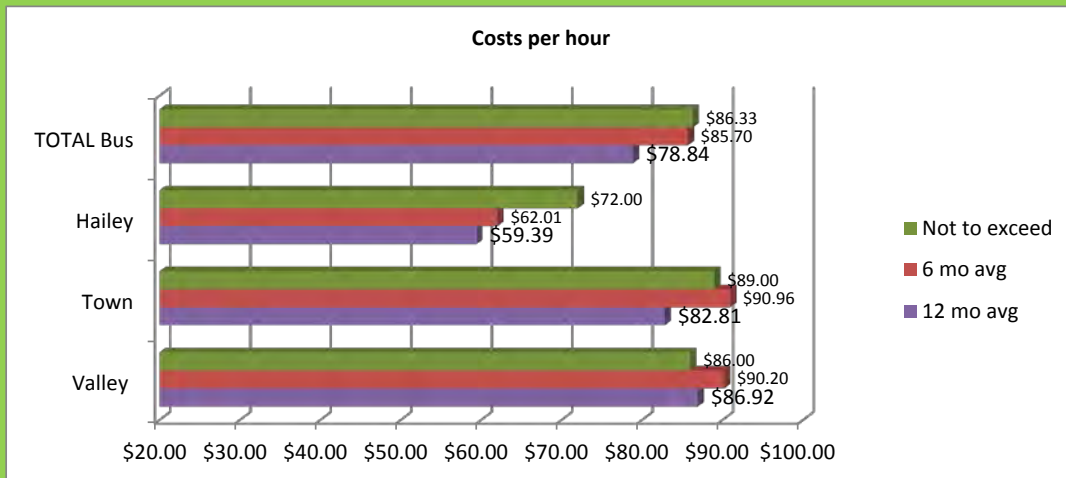
Hailey Route



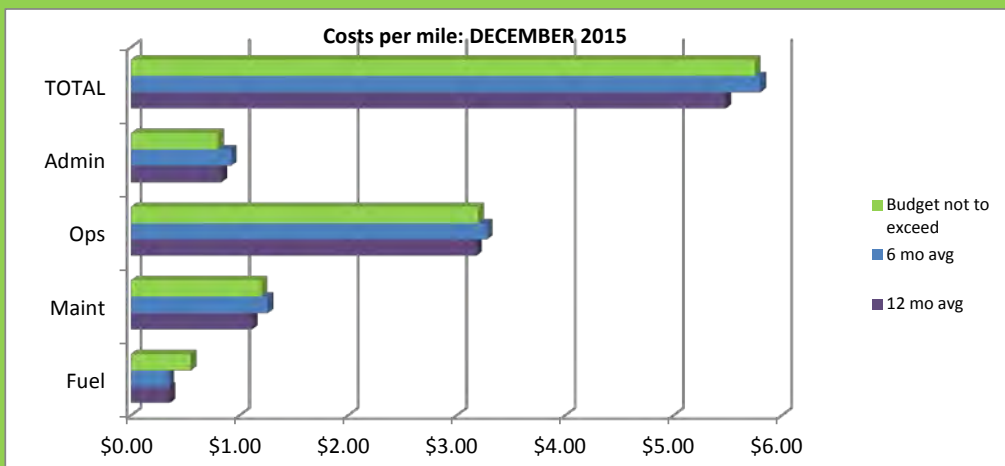
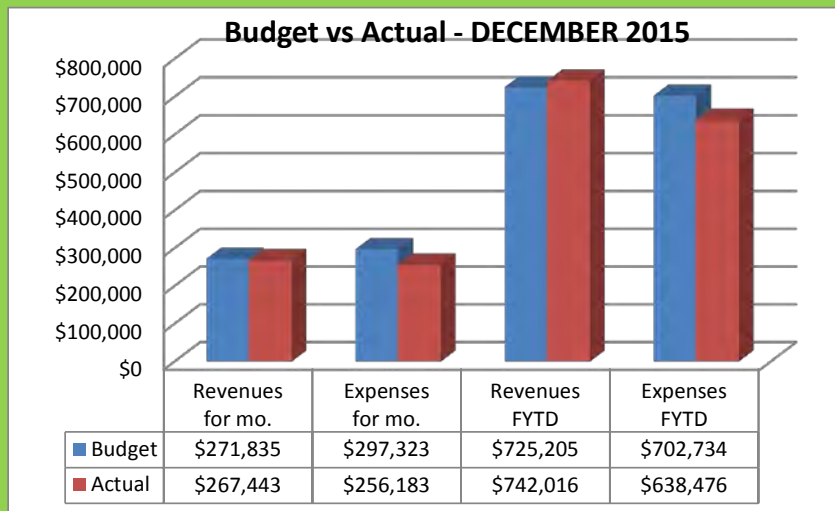
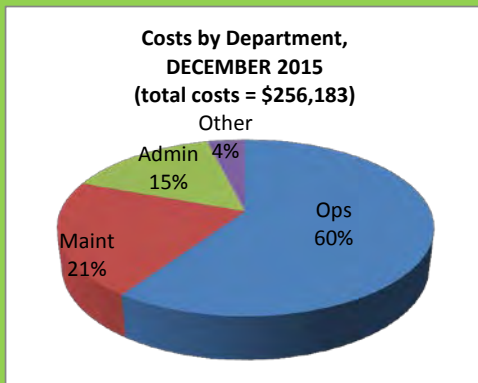
Vanpool



PERFORMANCE DASHBOARD - FINANCIAL, DECEMBER 2015

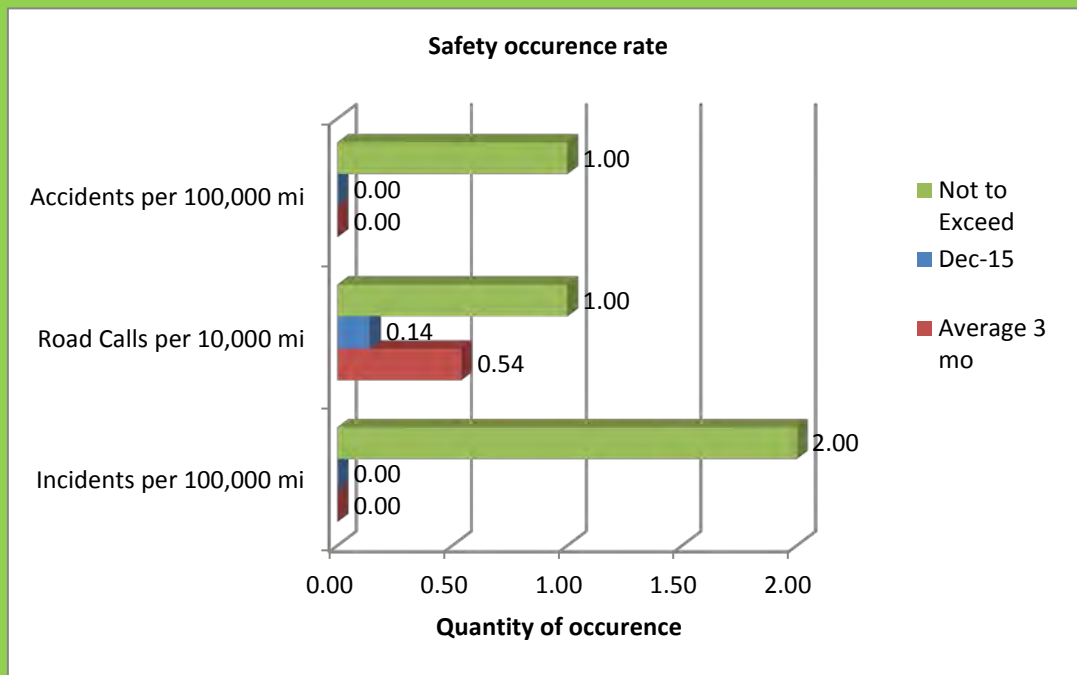


Definition: Monthly costs divided by the number of bus revenue service hours operated for the month. Being lower than goal is good. Monthly numbers are compared to 6 and 12 month averages in order to give a longer time period for reference (monthly fluctuations can be great).



Definition: Costs for services are taken in total for the month and then divided by the mileage operated for the month. Costs are also calculated for each department to show the contribution to costs per mile. The budget is established based on historical averages and what is reasonable on a statewide basis for a rural fixed route system.

PERFORMANCE DASHBOARD - SAFETY, DECEMBER 2015



Definition: This is the rate at which these safety related items are happening at a rate that is consistent with industry

Safety	Oct-15	Nov-15	Dec-15
Incidents	0	0	0
Accidents	0	0	0
Road Calls	0	0	1

**MAINTENANCE DAYS WITHOUT
A LOSS TIME ACCIDENT OR
INJURY: Current**

770

Incident is defined as an event that involved a minor collision, injury or altercation that may have caused physical damage or injury (less than \$200) to MRTA property or persons only. No outside parties involved.

Accident is defined as an event that caused damage to one or more MR vehicles or property in excess of \$200 OR damage to vehicles, property or persons unrelated to MRTA in any amount.

Road Call is defined as a vehicle that is taken out of revenue service because of a need for unscheduled maintenance.

Mountain Rides Staff Report

Date:

02/17/2016

Staff Member:

Jim Finch

Department:

Operations

Department
Highlights from the
Previous Month:

January passengers numbers display the effects of a good winter season. Great snow brings Great visitor numbers.
Total Ridership 69,226 +2%
TOWN ROUTES +10%
VALLEY -16% HAILEY -9% VANPOOL -15%

Progress on
projects/initiatives:

Two Minor Collisions. Narrow roadways, ice, traffic make a for a bad Safety mix!

Challenges/
Opportunities:

Mountain Rides Staff Report

Date:

02/17/2016

Staff Member:

Kim MacPherson

Department:

Marketing Outreach

Department
Highlights from the
Previous Month:

In December, Jason and I met with the Hailey Rotary. Jason spoke about the big picture of Mountain Rides and I spoke about our bus pass scholarship program. I asked for their help in funding the scholarship program and we received \$1000 for the scholarship fund! This fund has become very important as I find out about more and more people who become transit dependent due to their car breaking down, they are looking for employment, or they rely on the bus as their primary source of transportation and the fare becomes a hardship. I have been in touch with a local social worker who comes to me regularly with people who need our help. I want to thank Steve Wolper for helping me write the letter for this grant.

I attended the annual Hailey chamber member dinner last week because Mountain Rides was nominated by the Hailey Chamber in the category of best in customer service. Unfortunately we did not win but as they say in the Oscars, it was great to be nominated!

Progress on
projects/initiatives:

Our annual FREE Fridays in February is going on now.
I am working on updates to the Marketing and Communications Plan.
I attended the St. Luke's benefit fair at the hospital last week. I spoke with many employees about riding the bus.

Challenges/
Opportunities:

At the end of the month I will be attending the APTA Marketing & Communications Workshop in Phoenix, AZ. They have asked us to bring 50 copies of our schedules and other marketing and communication materials that we use. I am very interested in seeing other agencies materials.

Mountain Rides Staff Report

Date:

02/17/2016

Staff Member:

Ben Varner

Department:

Maintenance

Department
Highlights from the
Previous Month:

The busy winter season continues. All Maintenance personnel are doing a fantastic job of keeping the fleet running. Due to the ongoing investment in preventative maintenance, we have only had one large repair recently. This has allowed staff to be on top of all of the little things that come up on a daily basis.

Ben was able to go to Twin Falls and Jerome and visit several large shops to take a look at how they do things. It was a very informative trip.

While in Twin Falls, Ben visited the Diesel Technology school at CSI to talk about recruitment of mechanics as well as ongoing industry struggles. They were happy to hear from us about what we are seeing and it was good to "talk shop" about some industry trends. There will be a long-term potential for some of their students to do their internships with MRTA.

Progress on
projects/initiatives:

Maintenance staff assisted the Operations department with the move to the new facility. There is still much work to be done as far as getting out of the Hailey Facility and getting the new facility into perfect working order for the drivers, but the move went well and so far, operations has run very smoothly out of the facility.

Challenges/
Opportunities:

The Maintenance team is going to start looking more closely at ongoing or repeated maintenance issues and take a look at adding to and improving our already excellent Preventative Maintenance program. Ben has been around long enough now to notice some trends that we can get ahead of.

Mountain Rides Staff Report

Date:

02/17/2016

Staff Member:

Wendy Crosby

Department:

Business-Finance

Department
Highlights from the
Previous Month:

The audited financials have been completed and reviewed by the F + P Committee. They are before you this month to receive and file. Following that, we will distribute to our local funding partners and post on the website.

Progress on
projects/initiatives:

All tax filings are complete.

We have been testing Time Clock Plus payroll software and expect to launch its use mid-March. We need to add additional computers to allow employees to clock in at the SV facility, and to upgrade our Ketchum break room computer. We expect to have those in place later this month.

Challenges/
Opportunities:

I am on vacation for 3 weeks, returning March 7th.



Change Order (CO) report #8

Through Jan. 31, 2016, there have been no additional change orders executed. The only outstanding Change Order (in month of February) is as follows:

CO	Description	Applied vs Contingency
20	exterior light shrouds, timers reader board install disposal power	\$7,295.76
TOTAL		\$7,295.76
Starting base project contingency		\$70,295.00
Additional contingency added with approval of bid alternates		\$32,931.00
Less previous change orders applied to contingency		\$54,789.43
change orders applied to contingency this period		\$7,295.76
Remaining project contingency (Inclusive of IPCO)		\$24,904.81
% of base project COMPLETE TO DATE		98%
% of total contingency USED TO DATE plus IPCO (\$16.24K)		76%

We believe this is the final change order, barring anything arising from the work to be done in the spring. There have been a few items (principally signage for the building, purchase of a compressor) that were done outside the construction contract that will use any remaining contingency.

Mountain Rides Staff Report

Date:

02/17/2016

Staff Member:

Jason Miller

Department:

Executive Director

Department
Highlights from the
Previous Month:

WE DID IT!!! Our South Valley Facility grand opening was well attended and very successful. We had about 40 attendees who witnessed a ribbon cutting and were able to tour the facility. The event was Monday, February 1st and by Friday, February 5th we were operating our Valley Route out of the facility. Everyone is very happy with the new facility, especially those drivers who were having to move buses around in the cold and dark at the old facility. Thank you to all of the board members who were present.

Twin Falls transit development plan - I attended a workshop last month in Twin Falls as part of the first step the City of Twin Falls is taking to develop a plan for starting fixed route bus service. They have hired a consultant, and the consultant led us through several visioning and goal setting exercises. I will be staying involved in this effort, as it relates to Mountain Rides' planned project to connect Blaine County with Twin Falls by a regular fixed route bus.

Progress on
projects/initiatives:

5 year plan - delivering the 2016-2020 Strategic Business Plan at this board meeting is a major milestone and something that has taken a significant amount of my time and staff's time to complete. Having this plan done by a consultant would have cost \$50,000 or more, so this was a significant internal undertaking. Staff is very excited to start implementing this plan.

Challenges/
Opportunities:

The opportunity to get back to restarting the downtown Ketchum transportation center is resurfacing, as I now have more time to dedicate to this project.

Mountain Rides Agenda Action Item Summary

<u>Date:</u>	<input type="text" value="02/17/2016"/>	<u>From:</u>	<input type="text" value="Wendy Crosby"/>
<u>Action Item:</u>	<input type="text" value="7b. Approve the receipt and filing of Mountain Rides' FY2015 audited financials prepared by Dennis Brown CPAs"/>		
<u>Committee Review:</u>	<input checked="" type="radio"/> yes <input type="radio"/> no	<u>Committee Purview:</u>	<input type="text" value="Finance & Performance"/>
<u>Previously discussed at board level:</u>	<input type="radio"/> yes <input checked="" type="radio"/> no		
<u>Recommended Motion:</u>	<input type="text" value="I move to receive and file the FY2015 audited financial statements, as presented (or, with changes as follows...)"/>		
<u>Fiscal Impact:</u>	<input type="text" value="FY2015"/>		
<u>Related Policy or Procedural Impact:</u>	<input type="text" value="none"/>		
<u>Background:</u>	<input type="text" value="Dennis Brown, CPAs completed their financial review of Mountain Rides and the full audited financial statements for the fiscal year ended September 30, 2015 (FY2015) have been provided as a separate, stand-alone document. These statements need to be received and filed so that Mountain Rides may provide these to our funding partners and granting agencies."/>		



RECORDED

**REGULAR MEETING MINUTES
MOUNTAIN RIDES TRANSPORTATION AUTHORITY
Wednesday, January 20, 2016, 12:30 p.m.
Ketchum City Hall Meeting Room, Ketchum, Idaho**

Board Members of the Mountain Rides Transportation Authority met in a Regular Meeting in the Ketchum City Hall Meeting Room, Ketchum, Idaho.

PRESENT: Chair David Patrie (Blaine County), vice – chair Jane Conard (Sun Valley), Secretary Joe Miczulski (Bellevue), Kristin Derrig (Ketchum), Becki Keefer (Hailey) and Mark Gilbert (Sun Valley)

ABSENT: Steve Wolper (At-Large) and Anne Corrock (Ketchum)

ALSO Mountain Rides Executive Director Jason Miller

PRESENT: Mountain Rides Business Manager Wendy Crosby
Mountain Rides Operations Manager Jim Finch
Mountain Rides Maintenance Manager Ben Varner
Mountain Rides Support Specialist Kim MacPherson
Mountain Rides Bike-Ped Coordinator Kaz Thea
Ryan Thorne, *Idaho Mountain Express*

1. CALL TO ORDER

Chair David Patrie called to order the meeting of Wednesday, January 20, 2016 at 12:30pm; Secretary Joe Miczulski took roll and determined that a quorum was present.

2. COMMENTS FROM THE CHAIR AND BOARD MEMBER THOUGHTS

Jane Conard thanked the staff for inviting her to the safety awards dinner. She enjoyed the evening very much. Becki Keefer stated that she is impressed with Mountain Rides safety record. Dave Patrie wanted to recognize the staff that operated with a smile on their faces and safely during the busy Christmas holiday season. Mark Gilbert asked about the construction on the bridge and what that poses for Operations.

3. PUBLIC COMMENT PERIOD FOR ITEMS NOT ON THE AGENDA (including questions from Press)

There were none.

4. ACTION ITEMS AND DISCUSSION ITEMS

a. Action item:

Action to approve authorization of Notice of Substantial Completion to EKC, Inc. for Bellevue maintenance and storage facility

Jason Miller stated that staff did a walk through a week and half ago with EKC contractor and design team from JHS. The building is substantially complete and Mountain Rides is very happy with the outcome. This certification means that we are NOT out of contract with EKC, this is just another step in the process which coincides with Certificate of Occupancy. Wendy Crosby stated that we will be holding back 150% of the spring items to be completed. Amount paid to date is just over \$1.7 million with a penultimate pay application for January for about \$100,000 which put us at about \$1.8 million. The spring items to be completed are about \$30,000. This puts us at about \$1,830,000 and the budget for the project was \$1,863,999 so we came in just under budget. Wendy stated that we do have a wish list and would like to spend the remaining amount of contingency on that list.

Jason stated that we are right at the budget and about two months ahead of schedule. Dave Patrie stated that we are still under contract but that this is a milestone for our south valley facility after years of work.

Mark Gilbert made a motion to give the Executive Director authorization to sign the Notice of Substantial Completion to EKC, Inc, in accordance with our contract and subject to verification of completion of punch list items. Jane Conard seconded. Jane Conard commented that there are three things to look for when building a successful project like this: it is built according to plan, comes in on time and that it comes in under budget. Mark Gilbert agreed with Jane's comments and staff is entitled to a great deal of recognition for having accomplished that. Mark Gilbert asked that staff check in with legal counsel about Idaho's law regarding recording of Substantial Completion. Getting the spring items done after the winter season does not jeopardize the project. Jason stated that we have regular meetings with our contractor and that we have zero issues with the contractor and subcontractors. Dave Patrie suggested looking in the contract prior to closing it out to check the releases of the subcontractors. **The motion passed unanimously.**

b. Action item:

Action to approve remainder of spring work to be completed by EKC, Inc for Bellevue maintenance and storage facility

These items were addressed in the previous action item.

Jane Conard made a motion to approve the list of remaining items to be completed by EKC, Inc. in the spring for the Bellevue facility and the 150% payment to be withheld by Mountain Rides until work is complete. Joe Miczulski seconded. The motion passed unanimously.

c. Action item:

Action to approve resolution to comply with grant match and regulatory requirements when applying for Federal Transit Administration funding through the Idaho Transportation Department

Jason Miller stated that this is a new version of the requirements from ITD and is designed to protect ITD within communities that don't get matching funds.

Joe Miczulski moved to approve the resolution by the Mountain Rides Transportation Authority board of directors to apply for funding, as required by the Idaho Transportation Department that requires local match and compliance. Becki Keefer seconded. Mark Gilbert stated that the board is a policy setting entity not the managing entity of the organization. He would prefer that the resolution state that the board directs Executive Management to comply

with all FTA and ITD program statutes. Jane Conard concurs with Mark's comments but the document needs a few edits. **Mark Gilbert moved to adopt resolution with proposed changes. Joe Miczulski moved to approve the resolution by the Mountain Rides Transportation Authority board of directors to apply for funding, as required by the Idaho Transportation Department that requires local match and compliance with proposed changes. Becki Keefer seconded.** Jason Miller stated that they will take the changes to ITD. **The motion passed unanimously.**

d. Discussion item:

Discuss open house and ribbon cutting event for Bellevue maintenance and storage facility

Jason Miller stated that Wendy Crosby has reached out to FTA and ITD about some potential dates. We are looking at January 28, 29 or February 1st. The group discussed their availability and chose Monday, February 1st in the afternoon at 4:00pm which will include a ribbon cutting and some speeches. Staff will reach out to the Mayor of Bellevue and invite other JPA agreement mayors.

6. Committee Reports

No meetings in January.

7. Staff reports

a. Dashboard performance reports for November 2015

b. Operations report – Jim Finch was the winner of the “Blood, Sweat and Tears” award at the banquet. Jim Finch has concerns about the decline in ridership in the Valley route with low gas prices. With the strategic plan we are looking at ways to add more service which may help drive ridership. Ridership was down a little bit for the year as was Jackson Hole's ridership. With the great snow this year, it will help our ridership. To accommodate the City of Ketchum's request for more service on the Blue Route, we needed to take service from the Green route. We are having challenges this year with the new Green and Red routes. We now have had two consecutive years with zero accidents. Maintenance is doing a great job keeping the buses on the street. The bridge construction could be a problem down the road. Town routes are up 18% and the Hailey ridership is consistent. This has been our best holiday ever and our best December in 20 years in terms of ridership where we reached over 60,000 riders. If we had one more day in the year, we would have broken the half million mark again. 2014 was the best year and 2015 the second best year in Mountain Rides history. Everyone was doing everything to make it all happen. When fuel prices rebound, we do need to think about the possibilities of increased ridership. Wendy Crosby stated that operations were mentioned in the paper about the New Years' service and we have received many accolades from riders. Jim Finch thanked the cities and their staff for all their hard work over the holidays.

c. Marketing and Outreach report – Kim MacPherson is the recipient of the “Glue” award. Jason stated that Kim is the glue that keeps us all together. Kim showed the board the Night Owl postcard that has been distributed to restaurants and bars. Jane Conard noticed the ad in the Weekly Sun about the 10 reasons you should ride the bus.

d. Bike-Ped report – Kaz Thea is the recipient of the “Game changer award” who is changing the face of biking and walking in our communities. Kaz Thea stated that the Bike-Ped master plan working group is excited about the updates that they have made to make it a working

document. She received a nice comment from Jim Slanetz of Ketchum to have the goals written down and that they are goals to reach for. The City of Hailey is really excited about the vision project and she wants to keep moving forward to implement the projects. We put the simulation video on Facebook. They have formed a citizens committee to help the mayor move forward on the projects.

e. Maintenance report – The recipient of the “Hit the Ground Running” award, Ben Varner, stated that his feet are on the ground and trying to get ahead of things in maintenance and not get behind. We’re sweating and we’re working hard. Bus 31 was outside the city hall for board members to see. Ben stated that they were thinking of getting 2 sets of on-spot chains for the buses for those days when the weather is bad so we could keep the Valley buses going. The on-spot chains are about \$5000-10,000 per set.

f. Business Manager report – The recipient of the “Knowledge and Expertise” award, Wendy Crosby, stated that we are testing new payroll software. She stated that in November we ramp up but the miles driven and the hours driven are not as high as in December.

g. Executive Director report - Jason Miller stated that he is lucky to work with this team award. We were hoping to see some capital funding but we will probably have a gap and we will continue with refurbishments on the buses. The FAST act is going up by 60% for bus replacements and the long term outlook is good.

8. Consent Calendar items

a. Approve minutes for December 16th regular board meeting.

Jane Conard moved to approve the minutes of December 16th regular board meeting and Mark Gilbert seconded. The motion passed unanimously.

9. Adjournment

Mark Gilbert moved to adjourn the meeting at 1:35pm. Becki Keefer seconded and the motion carried unanimously.

Chair David Patrie

Mountain Rides Agenda Item Summary

Date: 02/17/2016

From: Wendy Crosby

Subject: 8b. November & December financials

Background:

November 2015- Operations Fund
Revenues for November were nearly 7% over budget, largely due to increased Federal reimbursements. Additional 5316 funding provided an unexpected bump in revenue, however these funds are nearly fully spent and will not be replaced.

Total Expenses were nearly 7% below budget with fuel costs being the primary contributor. Payroll is coming in right on budget despite higher medical & dental costs. Utilities are running higher principally due to the addition of the south valley facility but also weather related. This line item will require adjustment when budgets are reviewed later in the fiscal year. Supplies, Repairs and Maintenance, and Communications expenses are all running higher than budget but will fall into line later in the fiscal year.

November 2015 Checks Issued:
Large (over \$2,500)/Unusual Items of note:
Les Schwab- \$4444.33- winter tire change-over
Rush Truck- \$4005.87- IC bus engine repair
American Funds- \$24974.90- quarterly retirement fund contribution
Utah Transportation Authority- \$3646.83- purchase of tires for UTA buses
Northwest Equipment Sales- \$2589.13-core battery for Bus 2

December 2015- Operations Fund
Total Revenues are right on budget for the month, with lower fare revenues offset by higher than budgeted advertising revenue. 5316 federal awards were fully used in December. This has been a nice source of additional revenue. On the Expense side, Fuel expenses continue to favorably surprise us; running about 52% of budget. This has kept overall expenses under budget despite overruns in Utilities, Repairs & Maintenance, Communications, Advertising and Marketing. Although these costs exceed the budget for the month, on an annual basis they are expected to be within budget.

December 2015 Checks Issued:
Large (over \$2,500)/Unusual Items of note:
Alexander Clark Printing- \$5233.50- winter schedule printing costs
Les Schwab- \$8775.65- winter tire change-over
Wells Fargo- \$3302.32- travel expenses to collect the UTA buses, motion lights for Ketchum shop
Windy City Arts- \$3148.06- bus graphics updated with new logo

Mountain Rides Agenda Item Summary

Date: 02/17/2016

From: Wendy Crosby

Subject: 8b. November & December 2015 financials continued

Background:

1st Quarter financials for MR's other funds are attached and show:

- Facilities Fund- Surplus of about \$103K as a result of receipt of the additional one-time ITD funding. This provided reimbursement for expenses paid out of cash reserves. The south valley facility project was about 97% complete at the end of Dec 2015 and accounted for virtually all of the activity in the FF. Cash balances in the Facility Fund are sufficient to complete the project.
- Capital Equipment Fund- MRTA took delivery of Bus 30, a new Gillig heavy duty bus in November. Payment for and reimbursement from federal funds occurred during the quarter. MRTA also sold 2 vans and 2 buses deemed surplus in FY2015, resulting in approx. \$10K in miscellaneous revenue. Despite a transfer of cash from the CE Fund into the Facilities Fund (\$40K, per budget), cash reserves remain adequate to meet budgeted needs for FY2016.
- Contingency Fund-The only activity is the transfer of funds to the Facilities Fund. Cash reserves are down to \$70K which is in excess of the \$55K expected under the revised South Valley facility construction budget.
- Work Force Housing Fund- There was a deficit of about \$3700 as a result of repairs to the heating unit in apartment 1 and the bathroom in apartment 2 in the first quarter. Fund balances adequately covered this deficit. Cash position of this fund is low following the budgeted transfer of \$25K to the Facilities Fund and these unexpected repair costs, but with the units fully occupied and no additional repairs expected, cash is sufficient to cover budgeted costs for the balance of the fiscal year.

12:47 PM

01/29/16

Accrual Basis

MRTA - Operations Main
Checks Issued
As of November 30, 2015

Type	Date	Num	Name	Memo	Amount	Balance
11100 - Mountain West Checking						56,869.91
Bill Pmt -Check	11/01/2015	5275	Virginia Rhinehart	Monthly Rent- 4171 ...	-2,000.00	54,869.91
Check	11/02/2015	5276	Leamon, Chase	reimburse CDL test ...	-60.00	54,809.91
Deposit	11/02/2015			Deposit	100.00	54,909.91
Deposit	11/03/2015			Deposit	865.00	55,774.91
Liability Check	11/04/2015		QuickBooks Payroll Service	Created by Payroll ...	-33,402.96	22,371.95
Deposit	11/04/2015			Deposit	652.60	23,024.55
Paycheck	11/05/2015	DD	Aguilar, Hortencia	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Conlago, Maira P.	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Djasran JR, Johnny	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Ellsworth, Bryson D	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Finch, James F	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Garcia-Izarraras, Gerardo	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Gray, Stuart	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Grubbs, Torrey E	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Johnson, Mark F	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Kelly, David W	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	DD	Knudson, Michael W	Direct Deposit	0.00	23,024.55
Paycheck	11/05/2015	5279	Leamon, Chase		-623.83	22,400.72
Paycheck	11/05/2015	DD	MacPherson, Kim	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Miller, Jason M	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Nestor, Robert A	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Pyle, David C	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Romero-Campos, Raul	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Smith, Scott A	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Sproule, William	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Tellez, Carlos	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Thea, Karen J	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Torres, April L	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Uberuaga, Richard S	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Varner, Benjamin N	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Vasquez, Pamela	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Victorino, Jose L	Direct Deposit	0.00	22,400.72
Paycheck	11/05/2015	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	22,400.72
Liability Check	11/05/2015	5277	Idaho Child Support Receipting	326231	-200.76	22,199.96
Liability Check	11/05/2015	5278	National Benefit Services, LLC	Mountain Rides FSA	-516.91	21,683.05
Bill Pmt -Check	11/05/2015	5280	AmeriBen Solutions/IEC Group		-1,000.00	20,683.05
Bill Pmt -Check	11/05/2015	5281	Integrated Technologies		-40.00	20,643.05
Bill Pmt -Check	11/05/2015	5282	Jason Miller	expense reimburse...	-855.23	19,787.82
Bill Pmt -Check	11/05/2015	5283	Ketchum Computers, Inc.		-168.75	19,619.07
Bill Pmt -Check	11/05/2015	5284	Quality Tool Connection Inc.	48	-184.24	19,434.83
Bill Pmt -Check	11/05/2015	5285	Zilch Art & Design		-1,300.00	18,134.83
Deposit	11/05/2015			Deposit	84.35	18,219.18
Deposit	11/06/2015			Deposit	134.67	18,353.85
Deposit	11/06/2015			Deposit	339.25	18,693.10
Deposit	11/06/2015			Deposit	251.72	18,944.82
Liability Check	11/06/2015	E-pay	United States Treasury	82-0382250 QB Tra...	-11,152.78	7,792.04
Bill Pmt -Check	11/06/2015	5286	AmeriBen Solutions/IEC Group		-2,125.00	5,667.04

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MRTA - Operations Main
Checks Issued
As of November 30, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Bill Pmt -Check	11/06/2015	5287	Hailey Chamber of Commerce		-165.00	5,502.04
Bill Pmt -Check	11/06/2015	5288	Names and Numbers		-156.85	5,345.19
Bill Pmt -Check	11/06/2015	5289	SV Marketing Alliance formerly ...		-200.00	5,145.19
Bill Pmt -Check	11/06/2015	5290	AlSCO		-217.72	4,927.47
Bill Pmt -Check	11/06/2015	5291	Associated Petroleum Products...		-7,336.06	-2,408.59
Bill Pmt -Check	11/06/2015	5292	NAPA Auto Parts		-573.02	-2,981.61
Bill Pmt -Check	11/06/2015	5293	Allstar Property Services, Inc.		-190.49	-3,172.10
Bill Pmt -Check	11/06/2015	5294	Certified Folder Display Service...	14-0086946	-76.00	-3,248.10
Bill Pmt -Check	11/06/2015	5295	Copy & Print		-247.14	-3,495.24
Bill Pmt -Check	11/06/2015	5296	GEM State Paper & Supply Co.		-107.24	-3,602.48
Bill Pmt -Check	11/06/2015	5297	Northwest Equipment Sales, Inc.		-174.72	-3,777.20
Bill Pmt -Check	11/06/2015	5298	Window Welder Inc.		-345.00	-4,122.20
Bill Pmt -Check	11/06/2015	5299	Fire Services of Idaho		-497.00	-4,619.20
Bill Pmt -Check	11/06/2015	ACH	Intermtm Gas Co #525 140 300...	#525 140 3000 7	-3.61	-4,622.81
Bill Pmt -Check	11/06/2015	ACH	Intermtm Gas Co #826 580 300...	#826 580 3000 0	-83.49	-4,706.30
Deposit	11/06/2015			Deposit	185.00	-4,521.30
Bill Pmt -Check	11/06/2015	5300	Les Schwab	117-00888	-4,444.33	-8,965.63
Check	11/06/2015	5301	Idaho Chapter of PRIMA	Fall Training10/20/2...	-35.00	-9,000.63
Bill Pmt -Check	11/06/2015	5302	Express Publishing Inc.		-237.22	-9,237.85
Bill Pmt -Check	11/06/2015	5303	Gillig LLC	36869600	-233.25	-9,471.10
Deposit	11/10/2015			Deposit	506.70	-8,964.40
Deposit	11/11/2015			Deposit	112,294.75	103,330.35
Check	11/11/2015	ACH	Capital Equipment Fund	monthly transfer Oct...	-3,175.00	100,155.35
Check	11/11/2015	ACH	Facilities Fund	monthly transfer	-9,525.00	90,630.35
Bill Pmt -Check	11/11/2015	5304	Atkinsons' Grocery		-28.86	90,601.49
Bill Pmt -Check	11/11/2015	5305	Business As Usual		-64.80	90,536.69
Bill Pmt -Check	11/11/2015	5306	Clear Creek Disposal	1327	-940.93	89,595.76
Bill Pmt -Check	11/11/2015	5307	Freightliner of Idaho		-42.87	89,552.89
Bill Pmt -Check	11/11/2015	5308	Greyhound Design		-52.50	89,500.39
Bill Pmt -Check	11/11/2015	5309	Johnny G's Sub Shack		-80.46	89,419.93
Bill Pmt -Check	11/11/2015	5310	Ketchum Computers, Inc.		-67.50	89,352.43
Bill Pmt -Check	11/11/2015	5311	L.L. Green's Hardware		-31.49	89,320.94
Bill Pmt -Check	11/11/2015	5312	Names and Numbers	VOID:invoice sent in...	0.00	89,320.94
Bill Pmt -Check	11/11/2015	5313	National Benefit Services, LLC		-138.00	89,182.94
Bill Pmt -Check	11/11/2015	5314	Rush Truck Centers		-4,005.87	85,177.07
Bill Pmt -Check	11/11/2015	ACH	American Funds	plan ID BRK100102	-24,974.90	60,202.17
Deposit	11/11/2015			Deposit	572.60	60,774.77
Check	11/12/2015	5315	Dave Glasscock	reimbursement	-110.16	60,664.61
Bill Pmt -Check	11/12/2015	5316	Cummins Rocky Mountain LLC		-24.65	60,639.96
Deposit	11/13/2015			Deposit	14.26	60,654.22
Deposit	11/13/2015			Deposit	7,800.00	68,454.22
Deposit	11/13/2015			Deposit	57,211.00	125,665.22
Liability Check	11/16/2015	TAP	Idaho State Tax Commission	000186434	-3,425.00	122,240.22
Check	11/16/2015	5317	Utah Transportation Authority	purchase tires per c...	-3,646.83	118,593.39
Deposit	11/17/2015			Deposit	10,749.80	129,343.19
Bill Pmt -Check	11/17/2015	5320	Access Idaho		-122.00	129,221.19
Bill Pmt -Check	11/17/2015	5321	Harmony Design & Engineering		-71.25	129,149.94
Bill Pmt -Check	11/17/2015	5322	Luke's Family Pharmacy/Fisher...		-46.22	129,103.72
Bill Pmt -Check	11/17/2015	5323	Minert & Associates, Inc.		-364.50	128,739.22

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MRTA - Operations Main
Checks Issued
As of November 30, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Bill Pmt -Check	11/17/2015	5324	Northwest Equipment Sales, Inc.		-2,589.13	126,150.09
Bill Pmt -Check	11/17/2015	5325	Sentinel Fire & Security		-70.63	126,079.46
Bill Pmt -Check	11/17/2015	5326	Steve's Quick Service		-73.23	126,006.23
Bill Pmt -Check	11/17/2015	5327	Wells Fargo		-1,941.42	124,064.81
Bill Pmt -Check	11/17/2015	5328	White Cloud Communications I...		-288.00	123,776.81
Deposit	11/17/2015			Deposit	973.85	124,750.66
Liability Check	11/18/2015		QuickBooks Payroll Service	Created by Payroll ...	-32,138.62	92,612.04
Bill Pmt -Check	11/18/2015	ACH	City of Hailey	40205001	-66.57	92,545.47
Bill Pmt -Check	11/18/2015	ACH	Verizon Wireless	942013229	-28.36	92,517.11
Bill Pmt -Check	11/18/2015	ACH	idaho Power Acct#2221850114		-41.38	92,475.73
Bill Pmt -Check	11/18/2015	5329	Gem State Welders Supply Inc.		-8.06	92,467.67
Deposit	11/18/2015			Deposit	212.15	92,679.82
Deposit	11/18/2015			Deposit	4,556.00	97,235.82
Paycheck	11/19/2015	DD	Aguilar, Hortencia	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Conlago, Maira P.	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Cosio-Tamayo, Jeronimo	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Djasran JR, Johnny	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Ellsworth, Bryson D	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Fairbrook, Douglas H	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Finch, James F	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Garcia-Izarraras, Gerardo	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Glasscock, David T	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Gray, Stuart	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Grubbs, Torrey E	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Hoechtl, Gerhard	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Johnson, Mark F	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Kelly, David W	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	DD	Knudson, Michael W	Direct Deposit	0.00	97,235.82
Paycheck	11/19/2015	5335	Leamon, Chase		-458.97	96,776.85
Paycheck	11/19/2015	DD	MacPherson, Kim	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	McCarty, Isabelle	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Miller, Jason M	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Nestor, Robert A	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Parker, Michael J	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Parker, Roger G	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Pyle, David C	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Romero-Campos, Raul	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Sanchez, Jose J	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Selisch, Kurt	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Smith, Scott A	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Sproule, William	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Tellez, Carlos	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Thea, Karen J	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Torres, April L	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Uberuaga, Richard S	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Varnier, Benjamin N	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Victorino, Jose L	Direct Deposit	0.00	96,776.85
Paycheck	11/19/2015	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	96,776.85

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of November 30, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Paycheck	11/19/2015	DD	Williams, Gordon K	Direct Deposit	0.00	96,776.85
Liability Check	11/19/2015	5318	Idaho Child Support Receipting	326231	-200.76	96,576.09
Liability Check	11/19/2015	5319	National Benefit Services, LLC	Mountain Rides FSA	-516.91	96,059.18
Bill Pmt -Check	11/19/2015	5338	Idaho Transportation Dept.		-92.00	95,967.18
Bill Pmt -Check	11/19/2015	5330	Integrated Technologies		-364.00	95,603.18
Bill Pmt -Check	11/19/2015	5331	Mark Gilbert		-1,696.54	93,906.64
Bill Pmt -Check	11/19/2015	5332	Mason's Trophies & Gifts		-99.32	93,807.32
Bill Pmt -Check	11/19/2015	5333	Ben Varner'		-45.00	93,762.32
Bill Pmt -Check	11/19/2015	5334	Jim Finch	expense reimburse...	-45.00	93,717.32
Liability Check	11/20/2015	E-pay	United States Treasury	82-0382250 QB Tra...	-10,420.72	83,296.60
Deposit	11/20/2015			Deposit	57,251.75	140,548.35
Deposit	11/20/2015			Deposit	220.00	140,768.35
Deposit	11/20/2015			Deposit	329.50	141,097.85
Deposit	11/20/2015			Deposit	604.95	141,702.80
Bill Pmt -Check	11/23/2015	5336	Brody Chemical Inc.		-151.44	141,551.36
Bill Pmt -Check	11/23/2015	5337	Wood River Lock & Safe		-26.99	141,524.37
Bill Pmt -Check	11/23/2015	ACH	Idaho Power Acct#2204788885		-267.22	141,257.15
Bill Pmt -Check	11/23/2015	ACH	Idaho Power Acct.#2204640144		-75.06	141,182.09
Deposit	11/24/2015			Deposit	340.00	141,522.09
Bill Pmt -Check	11/24/2015	5339	David Pyle		-60.00	141,462.09
Bill Pmt -Check	11/24/2015	5340	Davis Embroidery		-2,884.82	138,577.27
Bill Pmt -Check	11/24/2015	5341	Evans Plumbing, Inc.	MOURID	-549.85	138,027.42
Bill Pmt -Check	11/24/2015	5342	United Oil		-209.55	137,817.87
Bill Pmt -Check	11/24/2015	5343	Zee Medical Inc.		-138.37	137,679.50
Deposit	11/25/2015			Deposit	49.22	137,728.72
Deposit	11/25/2015			Deposit	223.11	137,951.83
Bill Pmt -Check	11/25/2015	5344	Associated Petroleum Products...		-7,283.78	130,668.05
Bill Pmt -Check	11/25/2015	5345	Integrated Technologies		-183.89	130,484.16
Bill Pmt -Check	11/25/2015	5346	Schaeffer MFG. CO.	1140316	-1,039.50	129,444.66
Bill Pmt -Check	11/25/2015	5347	State Insurance Fund	Policy # 495600	-11,660.00	117,784.66
Deposit	11/25/2015			Deposit	625.80	118,410.46
Bill Pmt -Check	11/27/2015	5350	Ben Varner'		-45.00	118,365.46
Bill Pmt -Check	11/27/2015	5351	Clearwater Landscaping		-53.00	118,312.46
Bill Pmt -Check	11/27/2015	5352	Ketchum Computers, Inc.		-135.00	118,177.46
Bill Pmt -Check	11/27/2015	5353	Rob Nestor		-7.73	118,169.73
Bill Pmt -Check	11/27/2015	5354	Wendy Crosby	expense reimburse...	-15.00	118,154.73
Bill Pmt -Check	11/27/2015	5355	White Cloud Communications I...		-364.00	117,790.73
Bill Pmt -Check	11/27/2015	ACH	CenturyLink 208-726-7140 623B	208-726-1690 623B	-113.55	117,677.18
Bill Pmt -Check	11/27/2015	ACH	Cox Communications	001-2401-205184001	-33.76	117,643.42
Bill Pmt -Check	11/27/2015	ACH	idaho Power Acct#2221850114		-616.24	117,027.18
Deposit	11/27/2015			Deposit	174.25	117,201.43
Liability Check	11/30/2015	ACH	Aflac	DQR88	-403.08	116,798.35
Liability Check	11/30/2015	5348	Blue Cross of Idaho	10034150-R001	-16,224.71	100,573.64
Liability Check	11/30/2015	5349	Blue Cross of Idaho	10034150-R001	-1,492.29	99,081.35
Bill Pmt -Check	11/30/2015	5356	Davis Embroidery		-961.31	98,120.04
Bill Pmt -Check	11/30/2015	5357	Virginia Rhinehart	Monthly Rent- 4171 ...	-2,000.00	96,120.04
Deposit	11/30/2015			Deposit	11.00	96,131.04
Check	11/30/2015	ACH	Capital Equipment Fund	monthly transfer No...	-9,387.55	86,743.49
Check	11/30/2015	ACH	Facilities Fund	monthly transfer	-9,712.50	77,030.99

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of November 30, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Check	11/30/2015	ACH	Contingency Fund	monthly transfer Oct...	-10,000.00	67,030.99
Deposit	11/30/2015			Deposit	1,666.66	68,697.65
Deposit	11/30/2015			Deposit	92.00	68,789.65
Deposit	11/30/2015			Deposit	647.50	69,437.15
Deposit	11/30/2015			Interest	3.47	69,440.62
Total 11100 - Mountain West Checking					12,570.71	69,440.62
TOTAL					12,570.71	69,440.62

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Accrual Basis

MRTA - Operations Main
Revenue & Expenditures Budget Performance
November 2015

	Nov 15	Budget	% of Budget	Oct - Nov 15	YTD Budget	% of Budget	Annual Budget
Ordinary Income/Expense							
Income							
41000 · Federal Funding							
41200 · Federal - 5311	83,485.00	75,000.00	111.3%	162,437.00	150,000.00	108.3%	975,000.00
41300 · Federal - 5316	7,897.00	0.00	100.0%	17,331.00	8,000.00	216.6%	8,000.00
41400 · Federal - 5317	6,491.00	5,000.00	129.8%	13,974.00	10,000.00	139.7%	48,000.00
41600 · Federal - SRTS	0.00	0.00	0.0%	0.00	0.00	0.0%	15,000.00
Total 41000 · Federal Funding	97,873.00	80,000.00	122.3%	193,742.00	168,000.00	115.3%	1,046,000.00
42000 · State Funding							
42400 · State - Training	4,556.00	2,000.00	227.8%	4,552.50	4,000.00	113.8%	5,000.00
Total 42000 · State Funding	4,556.00	2,000.00	227.8%	4,552.50	4,000.00	113.8%	5,000.00
43000 · Local Funding							
43100 · Local - Ketchum	39,666.67	39,666.67	100.0%	79,333.34	79,333.34	100.0%	476,000.00
43200 · Local - Hailey	4,816.67	4,816.67	100.0%	9,633.34	9,633.34	100.0%	57,800.00
43300 · Local - Bellevue	0.00	0.00	0.0%	1,700.00	1,700.00	100.0%	1,700.00
43400 · Local - Blaine County	8,570.83	8,570.83	100.0%	17,141.66	17,141.66	100.0%	102,850.00
43500 · Local - Sun Valley	18,770.79	18,770.83	100.0%	37,541.63	37,541.66	100.0%	225,250.00
43600 · Local - Sun Valley Company	34,850.00	34,000.00	102.5%	34,850.00	34,000.00	102.5%	153,000.00
Total 43000 · Local Funding	106,674.96	105,825.00	100.8%	180,199.97	179,350.00	100.5%	1,016,600.00
44000 · Fares							
44100 · Fares - Valley Cash	4,880.50	9,000.00	54.2%	9,945.50	14,000.00	71.0%	85,000.00
44200 · Fares - Valley Passes	9,509.50	12,000.00	79.2%	31,386.25	35,000.00	89.7%	155,000.00
44250 · Fares- Hailey Route- Cash	174.25			174.25			
44300 · Fares - Vanpool	10,942.38	10,000.00	109.4%	28,989.96	28,000.00	103.5%	130,000.00
44400 · Fares - ADA	92.00	83.33	110.4%	178.00	166.66	106.8%	1,000.00
Total 44000 · Fares	25,598.63	31,083.33	82.4%	70,673.96	77,166.66	91.6%	371,000.00
45000 · Revenue							
45100 · Rev - Advertising	10,350.00	10,000.00	103.5%	18,071.87	17,500.00	103.3%	65,000.00
45500 · Rev - Charter/Special Event	400.00	500.00	80.0%	3,520.00	3,500.00	100.6%	17,500.00
45600 · Rev - Bike Share- Bike Swap	11.00	100.00	11.0%	415.09	500.00	83.0%	5,000.00
Total 45000 · Revenue	10,761.00	10,600.00	101.5%	22,006.96	21,500.00	102.4%	87,500.00
47000 · Private Donations							
47100 · Priv. Donation - Foundations	0.00	0.00	0.0%	0.00	0.00	0.0%	500.00
Total 47000 · Private Donations	0.00	0.00	0.0%	0.00	0.00	0.0%	500.00
48000 · Transfers							
48400 · Transfer - Housing Fund	1,666.66	1,666.67	100.0%	3,333.32	3,333.34	100.0%	20,000.00
Total 48000 · Transfers	1,666.66	1,666.67	100.0%	3,333.32	3,333.34	100.0%	20,000.00
49000 · Interest Income	37.47	10.00	374.7%	63.99	20.00	320.0%	100.00
49500 · Diesel Tax Refunds	0.00	0.00	0.0%	0.00	0.00	0.0%	20,000.00
49800 · Excess Operating Funds	0.00	0.00	0.0%	0.00	0.00	0.0%	50,000.00
Total Income	247,167.72	231,185.00	106.9%	474,572.70	453,370.00	104.7%	2,616,700.00
Gross Profit	247,167.72	231,185.00	106.9%	474,572.70	453,370.00	104.7%	2,616,700.00

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Accrual Basis

MRTA - Operations Main
Revenue & Expenditures Budget Performance
November 2015

	Nov 15	Budget	% of Budget	Oct - Nov 15	YTD Budget	% of Budget	Annual Budget
Expense							
51000 · Payroll Expenses							
51100 · Salaries and Wages	90,001.68	90,000.00	100.0%	173,846.55	175,000.00	99.3%	1,281,020.00
51300 · FICA Expense	5,325.31	6,000.00	88.8%	10,237.28	11,000.00	93.1%	75,000.00
51350 · Medicare Tax Expense	1,245.44	1,470.00	84.7%	2,394.20	2,940.00	81.4%	18,000.00
51400 · Retirement Plan Expenses	6,723.72	9,000.00	74.7%	15,335.76	11,200.00	136.9%	93,000.00
51500 · Workers Comp Expense	11,660.00	12,000.00	97.2%	11,660.00	12,000.00	97.2%	45,000.00
51600 · SUI Expense	670.75	1,650.00	40.7%	1,389.20	3,050.00	45.5%	20,000.00
51700 · Medical Ins. Expense	13,747.61	13,000.00	105.8%	25,736.75	26,000.00	99.0%	156,380.00
51800 · Dental Ins. Expense	1,183.21	1,100.00	107.6%	2,187.11	2,200.00	99.4%	13,000.00
51975 · Employee Assistance expense	0.00	400.00	0.0%	0.00	800.00	0.0%	5,000.00
51000 · Payroll Expenses - Other	116.25	166.67	69.7%	216.75	333.34	65.0%	2,000.00
Total 51000 · Payroll Expenses	130,673.97	134,786.67	96.9%	243,003.60	244,523.34	99.4%	1,708,400.00
52000 · Insurance Expense							
52100 · Ins. - Vehicles	8,750.00	8,750.00	100.0%	17,500.00	17,500.00	100.0%	105,000.00
52150 · Ins- Deductibles/claims	131.44	0.00	100.0%	131.44	0.00	100.0%	6,000.00
Total 52000 · Insurance Expense	8,881.44	8,750.00	101.5%	17,631.44	17,500.00	100.8%	111,000.00
53000 · Professional Fees							
53100 · Accounting & Audit	0.00	0.00	0.0%	0.00	0.00	0.0%	9,000.00
53200 · IT Systems	202.50	1,250.00	16.2%	572.50	2,500.00	22.9%	15,000.00
53400 · Legal Fees	78.00	625.00	12.5%	78.00	1,250.00	6.2%	7,500.00
53450 · Planning/ Design	71.25	0.00	100.0%	71.25	0.00	100.0%	1,500.00
53500 · Other Professional Fees	1,022.00	800.00	127.8%	1,604.00	1,300.00	123.4%	8,000.00
Total 53000 · Professional Fees	1,373.75	2,675.00	51.4%	2,325.75	5,050.00	46.1%	41,000.00
54000 · Equipment/ Tool Expense							
54100 · Shop Equipment expense	199.98	0.00	100.0%	199.98	0.00	100.0%	12,000.00
54200 · Shop Tools	36.98	100.00	37.0%	325.66	400.00	81.4%	4,000.00
54300 · Office Equipment	0.00	250.00	0.0%	0.00	500.00	0.0%	3,000.00
Total 54000 · Equipment/ Tool Expense	236.96	350.00	67.7%	525.64	900.00	58.4%	19,000.00
55000 · Rent and Utilities							
55100 · Rent	2,000.00	2,000.00	100.0%	4,000.00	4,000.00	100.0%	13,500.00
55200 · Utilities	3,416.85	2,000.00	170.8%	4,853.12	3,500.00	138.7%	18,000.00
Total 55000 · Rent and Utilities	5,416.85	4,000.00	135.4%	8,853.12	7,500.00	118.0%	31,500.00
56000 · Supplies							
56100 · Office Supplies	425.82	150.00	283.9%	465.82	500.00	93.2%	2,000.00
56200 · Janitorial & Safety Supplies	473.05	400.00	118.3%	1,661.35	1,600.00	103.8%	5,000.00
56300 · Department Supplies	228.37	625.00	36.5%	409.39	1,250.00	32.8%	7,500.00
56400 · Uniforms	4,001.78	3,300.00	121.3%	4,133.30	3,500.00	118.1%	6,500.00
56500 · Postage and Delivery	22.50	75.00	30.0%	33.72	150.00	22.5%	900.00
Total 56000 · Supplies	5,151.52	4,550.00	113.2%	6,703.58	7,000.00	95.8%	21,900.00
57000 · Repairs and Maintenance							
57100 · Equipment Repairs/Maintenance	52.50	208.33	25.2%	102.50	416.66	24.6%	2,500.00
57200 · Building Repairs/Maintenance	1,455.64	1,000.00	145.6%	3,636.95	3,000.00	121.2%	12,000.00
57250 · Bus Stop Repairs/Maint	206.19	500.00	41.2%	206.19	1,500.00	13.7%	9,000.00
57300 · Grounds Repairs/Maintenance	1,453.85	500.00	290.8%	1,524.48	600.00	254.1%	2,500.00
57400 · Bike Share Repairs/Maintenance	0.00	0.00	0.0%	0.00	0.00	0.0%	3,000.00
57500 · Janitorial Services	182.00	150.00	121.3%	1,517.25	1,450.00	104.6%	2,500.00
Total 57000 · Repairs and Maintenance	3,350.18	2,358.33	142.1%	6,987.37	6,966.66	100.3%	31,500.00
58000 · Communications Expense							
58100 · Office Phone Expense	279.84	300.00	93.3%	561.31	600.00	93.6%	4,500.00
58200 · Cell & Two-Way Mobile	1,389.86	1,000.00	139.0%	2,256.24	1,800.00	125.3%	10,000.00
58300 · Internet/Website	188.75	250.00	75.5%	395.01	500.00	79.0%	3,000.00
Total 58000 · Communications Expense	1,858.45	1,550.00	119.9%	3,212.56	2,900.00	110.8%	17,500.00

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Accrual Basis

MRTA - Operations Main
Revenue & Expenditures Budget Performance
November 2015

	Nov 15	Budget	% of Budget	Oct - Nov 15	YTD Budget	% of Budget	Annual Budget
59000 · Travel and Training							
59100 · Vehicle/Airfare	106.09	750.00	14.1%	1,820.96	2,500.00	72.8%	4,000.00
59200 · Lodging	580.31	200.00	290.2%	2,854.08	2,400.00	118.9%	2,500.00
59300 · Food/Meals/Entertainment	542.76	1,000.00	54.3%	709.21	1,200.00	59.1%	5,000.00
59400 · Training/Education	35.00	166.67	21.0%	35.00	333.34	10.5%	2,000.00
59500 · Safety Curriculum	241.70	1,000.00	24.2%	241.70	1,000.00	24.2%	10,500.00
Total 59000 · Travel and Training	1,505.86	3,116.67	48.3%	5,660.95	7,433.34	76.2%	24,000.00
60000 · Business Expenses							
60100 · Business Registration Fees	132.71	0.00	100.0%	132.71	0.00	100.0%	0.00
60400 · Dues & Subscriptions	-35.00	400.00	-8.8%	802.70	1,250.00	64.2%	5,000.00
60500 · Bank Fees	17.77	41.67	42.6%	34.61	83.34	41.5%	500.00
60700 · Bad Debt	0.00	0.00	0.0%	20.00	0.00	100.0%	0.00
Total 60000 · Business Expenses	115.48	441.67	26.1%	990.02	1,333.34	74.3%	5,500.00
61000 · Advertising							
61100 · Print Advertising	589.14	5,000.00	11.8%	983.21	5,500.00	17.9%	10,000.00
61200 · Radio Advertising	0.00	0.00	0.0%	0.00	0.00	0.0%	2,000.00
61300 · Online Advertising	40.00	125.00	32.0%	80.00	250.00	32.0%	1,500.00
61400 · Vehicle Graphics	0.00	0.00	0.0%	0.00	0.00	0.0%	5,000.00
61500 · Bus. Adv. Contract	2,035.00	1,500.00	135.7%	5,435.94	4,500.00	120.8%	15,000.00
Total 61000 · Advertising	2,664.14	6,625.00	40.2%	6,499.15	10,250.00	63.4%	33,500.00
62000 · Marketing and Promotion							
62100 · Info. Displays-Stop Signage	116.78	1,000.00	11.7%	192.78	1,300.00	14.8%	4,000.00
62200 · Graphic Design	650.00	500.00	130.0%	2,100.00	2,000.00	105.0%	4,000.00
62300 · Promotional Items	0.00	0.00	0.0%	0.00	0.00	0.0%	3,000.00
62400 · Customer Events and Misc.	78.80	0.00	100.0%	102.80	25.00	411.2%	3,500.00
62500 · Staff Appreciation/ Events	218.36	0.00	100.0%	28.33	0.00	100.0%	500.00
Total 62000 · Marketing and Promotion	1,063.94	1,500.00	70.9%	2,423.91	3,325.00	72.9%	15,000.00
63000 · Printing and Reproduction							
63100 · Copies, Passes & Flyers	296.30	200.00	148.2%	627.26	550.00	114.0%	2,500.00
63200 · Schedules, Maps & Brochures	5,233.50	5,300.00	98.7%	5,233.50	5,300.00	98.7%	10,000.00
Total 63000 · Printing and Reproduction	5,529.80	5,500.00	100.5%	5,860.76	5,850.00	100.2%	12,500.00
64000 · Fuel Expense	12,886.46	20,000.00	64.4%	27,506.30	35,000.00	78.6%	300,425.00
65000 · Vehicle Maintenance							
65100 · Parts Expense	4,802.85	9,706.25	49.5%	11,222.01	19,412.50	57.8%	116,475.00
65200 · Fluids Expense	209.55	1,416.67	14.8%	1,389.90	2,833.34	49.1%	17,000.00
65300 · Tires Expense	12,495.71	10,000.00	125.0%	16,743.76	14,500.00	115.5%	38,000.00
65400 · Purchased Services	2,819.00	800.00	352.4%	4,753.11	2,800.00	169.8%	10,500.00
65500 · Vehicle Computer/Diagnostic	0.00	166.67	0.0%	0.00	333.34	0.0%	2,000.00
Total 65000 · Vehicle Maintenance	20,327.11	22,089.59	92.0%	34,108.78	39,879.18	85.5%	183,975.00
69500 · Contingency Expense-Operations	5,000.00	5,000.00	100.0%	10,000.00	10,000.00	100.0%	60,000.00
Total Expense	206,035.91	223,292.93	92.3%	382,292.93	405,410.86	94.3%	2,616,700.00
Net Ordinary Income	41,131.81	7,892.07	521.2%	92,279.77	47,959.14	192.4%	0.00
Net Income	41,131.81	7,892.07	521.2%	92,279.77	47,959.14	192.4%	0.00

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of December 31, 2015

Type	Date	Num	Name	Memo	Amount	Balance
11100 - Mountain West Checking						69,440.62
Check	12/01/2015	5358	Rich Broadcasting/ KECH	over payment on inv...	-200.00	69,240.62
Deposit	12/01/2015			Deposit	1,025.00	70,265.62
Liability Check	12/02/2015		QuickBooks Payroll Service	Created by Payroll ...	-33,890.48	36,375.14
Paycheck	12/03/2015	DD	Aguilar, Hortencia	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Conlago, Maira P.	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Cosio-Tamayo, Jeronimo	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Djasran JR, Johnny	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Ellsworth, Bryson D	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Finch, James F	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Garcia-Izarraras, Gerardo	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Glasscock, David T	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Gray, Stuart	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Grubbs, Torrey E	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Hoechtl, Gerhard	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Johnson, Mark F	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Kelly, David W	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	DD	Knudson, Michael W	Direct Deposit	0.00	36,375.14
Paycheck	12/03/2015	5361	Leamon, Chase		-788.30	35,586.84
Paycheck	12/03/2015	DD	Leon, Teofilo O	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	MacPherson, Kim	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Miller, Jason M	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Nestor, Robert A	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Parker, Michael J	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Parker, Roger G	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Pyle, David C	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Romero-Campos, Raul	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Sanchez, Jose J	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Selisch, Kurt	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Smith, Scott A	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Sproule, William	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Tellez, Carlos	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Thea, Karen J	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Torres, April L	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Uberuaga, Richard S	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Varnier, Benjamin N	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Victorino, Jose L	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	35,586.84
Paycheck	12/03/2015	DD	Williams, Gordon K	Direct Deposit	0.00	35,586.84
Liability Check	12/03/2015	5359	Idaho Child Support Receipting	326231	-200.76	35,386.08
Liability Check	12/03/2015	5360	National Benefit Services, LLC	Mountain Rides FSA	-420.76	34,965.32
Deposit	12/03/2015			Deposit	80.00	35,045.32
Deposit	12/03/2015			Deposit	449.40	35,494.72
Liability Check	12/04/2015	E-pay	United States Treasury	82-0382250 QB Tra...	-10,755.98	24,738.74
Bill Pmt -Check	12/07/2015	5362	Alsco		-272.15	24,466.59
Bill Pmt -Check	12/07/2015	5363	L.L. Green's Hardware		-245.24	24,221.35
Bill Pmt -Check	12/07/2015	5364	Window Welder Inc.		-270.00	23,951.35
Bill Pmt -Check	12/07/2015	5365	Six Roblees' Inc formerly Valle...	64830	-447.76	23,503.59

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of December 31, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Bill Pmt -Check	12/07/2015	5366	Copy & Print		-164.91	23,338.68
Bill Pmt -Check	12/07/2015	5367	NAPA Auto Parts		-1,249.19	22,089.49
Bill Pmt -Check	12/07/2015	5368	Kim MacPherson'	expense reimburse...	-168.17	21,921.32
Bill Pmt -Check	12/07/2015	5369	Nicole Brown		-2,035.00	19,886.32
Bill Pmt -Check	12/07/2015	5370	Zee Medical Inc.		-79.05	19,807.27
Bill Pmt -Check	12/07/2015	5371	Zilch Art & Design		-650.00	19,157.27
Bill Pmt -Check	12/07/2015	ACH	Intermtn Gas Co #525 140 300...	#525 140 3000 7	-101.20	19,056.07
Bill Pmt -Check	12/07/2015	ACH	Intermtn Gas Co #826 580 300...	#826 580 3000 0	-1,186.99	17,869.08
Bill Pmt -Check	12/07/2015	5372	Alexander Clark Printing	Cust #66170	-5,233.50	12,635.58
Bill Pmt -Check	12/07/2015	5373	Idaho Hydrojetting	VOID: partially paid ...	0.00	12,635.58
Bill Pmt -Check	12/07/2015	5374	Mattson Fire Sprinklers, Inc.		-50.00	12,585.58
Bill Pmt -Check	12/07/2015	5375	Sentinel Fire & Security		-50.00	12,535.58
Bill Pmt -Check	12/07/2015	5376	Allstar Property Services, Inc.		-190.49	12,345.09
Bill Pmt -Check	12/07/2015	5377	GEM State Paper & Supply Co.	#105020	-191.68	12,153.41
Bill Pmt -Check	12/07/2015	5378	Idaho Hydrojetting		-600.00	11,553.41
Bill Pmt -Check	12/07/2015	5379	National Benefit Services, LLC		-135.00	11,418.41
Bill Pmt -Check	12/07/2015	5380	AC Houston Lumber Company	16203-1	-39.10	11,379.31
Bill Pmt -Check	12/07/2015	5381	Associated Petroleum Products...		-6,728.83	4,650.48
Bill Pmt -Check	12/07/2015	5382	Gillig LLC	36869600	-586.87	4,063.61
Bill Pmt -Check	12/07/2015	5383	River Run Auto Parts, Inc.		-35.74	4,027.87
Deposit	12/07/2015			Deposit	615.00	4,642.87
Deposit	12/08/2015			Deposit	39,627.50	44,270.37
Bill Pmt -Check	12/08/2015	5384	Davis Embroidery		-483.82	43,786.55
Bill Pmt -Check	12/08/2015	5385	Johnny G's Sub Shack		-86.94	43,699.61
Bill Pmt -Check	12/08/2015	5386	Thornton Heating & Sheet Met...		-771.02	42,928.59
Bill Pmt -Check	12/08/2015	5387	Petty Cash		-98.00	42,830.59
Bill Pmt -Check	12/08/2015	5388	Chateau Drug & True Value Ha...		-5.99	42,824.60
Bill Pmt -Check	12/08/2015	5389	Les Schwab	117-00888	-8,775.65	34,048.95
Bill Pmt -Check	12/09/2015	ACH	Verizon Wireless	942013229	-260.00	33,788.95
Deposit	12/09/2015			Deposit	235.00	34,023.95
Check	12/10/2015	5390	City Of Bellevue	sign permit fee- 121...	-50.00	33,973.95
Deposit	12/10/2015			Deposit	331.85	34,305.80
Deposit	12/10/2015			Deposit	284.00	34,589.80
Deposit	12/11/2015			Deposit	535.00	35,124.80
Deposit	12/14/2015			Deposit	48,286.66	83,411.46
Bill Pmt -Check	12/14/2015	5391	Cummins Rocky Mountain LLC		-1,227.75	82,183.71
Bill Pmt -Check	12/14/2015	5392	Atkinsons' Grocery		-241.09	81,942.62
Bill Pmt -Check	12/14/2015	5393	Certified Folder Display Service...	14-0086946	-76.00	81,866.62
Bill Pmt -Check	12/14/2015	5394	Clear Creek Disposal	1327	-1,062.48	80,804.14
Bill Pmt -Check	12/14/2015	5395	Greyhound Design		-35.00	80,769.14
Bill Pmt -Check	12/14/2015	5396	Jason Miller	expense reimburse...	-143.49	80,625.65
Bill Pmt -Check	12/14/2015	5397	Jim Finch	expense reimburse...	-45.00	80,580.65
Bill Pmt -Check	12/14/2015	5398	Ketchum Computers, Inc.		-67.50	80,513.15
Bill Pmt -Check	12/14/2015	5399	Lawson Laski Clark & Pogue, ...		-78.00	80,435.15
Bill Pmt -Check	12/14/2015	5400	Perry's Baker & Eatery		-99.13	80,336.02
Bill Pmt -Check	12/14/2015	5401	UPS Store - 2444 (Ketchum)		-11.07	80,324.95
Bill Pmt -Check	12/14/2015	5402	Webb Landscape		-120.00	80,204.95
Deposit	12/15/2015			Deposit	262.25	80,467.20
Liability Check	12/16/2015		QuickBooks Payroll Service	Created by Payroll ...	-37,884.33	42,582.87

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of December 31, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Deposit	12/16/2015			Deposit	7,000.00	49,582.87
Bill Pmt -Check	12/16/2015	5406	Freightliner of Idaho		-653.52	48,929.35
Deposit	12/16/2015			Deposit	812.50	49,741.85
Paycheck	12/17/2015	DD	Aguilar, Hortencia	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Conlago, Maira P.	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Cosio-Tamayo, Jeronimo	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Djasran JR, Johnny	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Ellsworth, Bryson D	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Finch, James F	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Garcia-Izarraras, Gerardo	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Glasscock, David T	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Gray, Stuart	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Grubbs, Torrey E	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Johnson, Mark F	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Kelly, David W	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	DD	Knudson, Michael W	Direct Deposit	0.00	49,741.85
Paycheck	12/17/2015	5403	Leamon, Chase		-730.19	49,011.66
Paycheck	12/17/2015	DD	Leon, Teofilo O	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	MacPherson, Kim	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	McCarty, Isabelle	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Miller, Jason M	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Nestor, Robert A	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Parker, Michael J	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Pyle, David C	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Romero-Campos, Raul	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Sanchez, Jose J	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Selisch, Kurt	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Smith, Scott A	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Sproule, William	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Tellez, Carlos	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Thea, Karen J	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Torres, April L	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Uberuaga, Richard S	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Varnier, Benjamin N	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Victorino, Jose L	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	49,011.66
Paycheck	12/17/2015	DD	Williams, Gordon K	Direct Deposit	0.00	49,011.66
Deposit	12/17/2015			Deposit	1,330.20	50,341.86
Liability Check	12/17/2015	5404	Idaho Child Support Receipting	326231	-200.76	50,141.10
Liability Check	12/17/2015	5405	National Benefit Services, LLC	Mountain Rides FSA	-517.14	49,623.96
Bill Pmt -Check	12/17/2015	5407	Access Idaho		-18.00	49,605.96
Bill Pmt -Check	12/17/2015	5408	Business As Usual		-189.53	49,416.43
Bill Pmt -Check	12/17/2015	5409	Davis Embroidery		-36.00	49,380.43
Bill Pmt -Check	12/17/2015	5410	Express Publishing Inc.		-589.14	48,791.29
Bill Pmt -Check	12/17/2015	5411	Jackson Group Peterbilt, Inc.	3551	-116.46	48,674.83
Bill Pmt -Check	12/17/2015	5412	Minert & Associates, Inc.		-470.00	48,204.83
Bill Pmt -Check	12/17/2015	5413	Wells Fargo		-3,302.32	44,902.51
Bill Pmt -Check	12/17/2015	5414	White Cloud Communications I...		-288.00	44,614.51

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of December 31, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Bill Pmt -Check	12/17/2015	5415	Windy City Arts Inc.		-3,148.06	41,466.45
Liability Check	12/18/2015	E-pay	United States Treasury	82-0382250 QB Tra...	-12,142.72	29,323.73
Liability Check	12/20/2015	TAP	Idaho State Tax Commission	000186434	-3,770.00	25,553.73
Deposit	12/21/2015			Deposit	5,651.00	31,204.73
Bill Pmt -Check	12/21/2015	5416	Associated Petroleum Products...		-6,839.02	24,365.71
Bill Pmt -Check	12/21/2015	5417	Gem State Welders Supply Inc.		-7.80	24,357.91
Bill Pmt -Check	12/21/2015	5418	Roberts Electric		-268.34	24,089.57
Bill Pmt -Check	12/21/2015	5419	RouteMatch Software		-300.00	23,789.57
Bill Pmt -Check	12/21/2015	5420	St Luke's Clinic - Hailey	940000328	-364.00	23,425.57
Bill Pmt -Check	12/21/2015	5421	White Cloud Communications I...		-519.40	22,906.17
Bill Pmt -Check	12/21/2015	ACH	City of Hailey	40205001	-66.28	22,839.89
Deposit	12/21/2015			Deposit	275.00	23,114.89
Deposit	12/21/2015			Deposit	226.15	23,341.04
Deposit	12/21/2015			Deposit	513.10	23,854.14
Deposit	12/23/2015			Deposit	95,869.00	119,723.14
Deposit	12/23/2015			Deposit	1,000.00	120,723.14
Deposit	12/23/2015			Deposit	516.90	121,240.04
Bill Pmt -Check	12/24/2015	ACH	Idaho Power Acct#2204788885		-403.70	120,836.34
Bill Pmt -Check	12/24/2015	ACH	Verizon Wireless	942013229	-285.36	120,550.98
Bill Pmt -Check	12/24/2015	5422	Integrated Technologies		-212.86	120,338.12
Bill Pmt -Check	12/24/2015	5423	Wood River Lock & Safe		-45.00	120,293.12
Bill Pmt -Check	12/24/2015	ACH	Idaho Power Acct.#2204640144		-116.62	120,176.50
Deposit	12/24/2015			Deposit	584.40	120,760.90
Deposit	12/28/2015			Deposit	74.17	120,835.07
Bill Pmt -Check	12/28/2015	5424	Davis Embroidery		-186.05	120,649.02
Bill Pmt -Check	12/28/2015	ACH	CenturyLink 208-726-7140 623B	208-726-1690 623B	-113.53	120,535.49
Bill Pmt -Check	12/28/2015	ACH	Cox Communications	001-2401-205184001	-33.76	120,501.73
Bill Pmt -Check	12/28/2015	ACH	idaho Power Acct#2221850114		-1,214.88	119,286.85
Deposit	12/29/2015			Deposit	74.08	119,360.93
Liability Check	12/30/2015		QuickBooks Payroll Service	Created by Payroll ...	-40,630.86	78,730.07
Bill Pmt -Check	12/30/2015	5428	Kim MacPherson'	expense reimburse...	-15.00	78,715.07
Deposit	12/30/2015			Deposit	17,185.00	95,900.07
Deposit	12/30/2015			Deposit	175.10	96,075.17
Deposit	12/30/2015			Deposit	697.70	96,772.87
Paycheck	12/31/2015	DD	Aguilar, Hortencia	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Conlago, Maira P.	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Cosio-Tamayo, Jeronimo	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Djasran JR, Johnny	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Ellsworth, Bryson D	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Fairbrook, Douglas H	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Finch, James F	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Garcia-Izarraras, Gerardo	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Glasscock, David T	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Gray, Stuart	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Grubbs, Torrey E	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Hoechtl, Gerhard	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Johnson, Mark F	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Juarez, Felimon	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Kelly, David W	Direct Deposit	0.00	96,772.87

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Accrual Basis

MRTA - Operations Main
Checks Issued
As of December 31, 2015

Type	Date	Num	Name	Memo	Amount	Balance
Paycheck	12/31/2015	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Knudson, Michael W	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Leamon, Chase	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Leon, Teofilo O	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	MacPherson, Kim	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	McCarty, Isabelle	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Miller, Jason M	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Nestor, Robert A	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Parker, Roger G	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Pyle, David C	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Romero-Campos, Raul	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Sanchez, Jose J	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Selisch, Kurt	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Smith, Scott A	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Sproule, William	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Tellez, Carlos	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Thea, Karen J	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Torres, April L	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Uberuaga, Richard S	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Varner, Benjamin N	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Victorino, Jose L	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	96,772.87
Paycheck	12/31/2015	DD	Williams, Gordon K	Direct Deposit	0.00	96,772.87
Liability Check	12/31/2015	E-pay	United States Treasury	82-0382250 QB Tra...	-12,709.58	84,063.29
Liability Check	12/31/2015	5425	Idaho Child Support Receipting	326231	-200.76	83,862.53
Liability Check	12/31/2015	5427	United States Treasury	Gordon Williams LE...	-113.73	83,748.80
Liability Check	12/31/2015	5426	National Benefit Services, LLC	Mountain Rides FSA	-96.30	83,652.50
Liability Check	12/31/2015	ACH	Aflac	DQR88	-604.62	83,047.88
Bill Pmt -Check	12/31/2015	5429	Luke's Family Pharmacy/Fisher...		-76.85	82,971.03
Bill Pmt -Check	12/31/2015	5430	Wendy Crosby	expense reimburse...	-15.00	82,956.03
Deposit	12/31/2015			Deposit	83.00	83,039.03
Deposit	12/31/2015			Deposit	59.93	83,098.96
Deposit	12/31/2015			Deposit	11,950.38	95,049.34
Liability Check	12/31/2015	5431	Blue Cross of Idaho	VOID: 10034150-R0...	0.00	95,049.34
Liability Check	12/31/2015	5432	Blue Cross of Idaho	VOID: 10034150-R0...	0.00	95,049.34
Deposit	12/31/2015			Deposit	607.75	95,657.09
Deposit	12/31/2015			Interest	2.18	95,659.27
Liability Check	12/31/2015	5433	Blue Cross of Idaho	10034150-R001	-1,486.05	94,173.22
Liability Check	12/31/2015	5434	Blue Cross of Idaho	10034150-R001	-17,407.84	76,765.38
Total 11100 - Mountain West Checking					7,324.76	76,765.38
TOTAL					7,324.76	76,765.38

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Accrual Basis

MRTA - Operations Main
Revenue & Expenditures Budget Performance
December 2015

	Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Ordinary Income/Expense							
Income							
41000 · Federal Funding							
41200 · Federal - 5311	107,967.00	125,000.00	86.4%	270,404.00	275,000.00	98.3%	975,000.00
41300 · Federal - 5316	4,368.00	0.00	100.0%	21,699.00	8,000.00	271.2%	8,000.00
41400 · Federal - 5317	7,072.00	6,500.00	108.8%	21,046.00	16,500.00	127.6%	48,000.00
41600 · Federal - SRTS	486.21	0.00	100.0%	486.21	0.00	100.0%	15,000.00
Total 41000 · Federal Funding	119,893.21	131,500.00	91.2%	313,635.21	299,500.00	104.7%	1,046,000.00
42000 · State Funding							
42400 · State - Training	1,330.20	0.00	100.0%	5,882.70	4,000.00	147.1%	5,000.00
Total 42000 · State Funding	1,330.20	0.00	100.0%	5,882.70	4,000.00	147.1%	5,000.00
43000 · Local Funding							
43100 · Local - Ketchum	39,916.66	39,666.67	100.6%	119,250.00	119,000.01	100.2%	476,000.00
43200 · Local - Hailey	4,816.66	4,816.67	100.0%	14,450.00	14,450.01	100.0%	57,800.00
43300 · Local - Bellevue	0.00	0.00	0.0%	1,700.00	1,700.00	100.0%	1,700.00
43400 · Local - Blaine County	8,570.84	8,570.83	100.0%	25,712.50	25,712.49	100.0%	102,850.00
43500 · Local - Sun Valley	18,770.77	18,770.83	100.0%	56,312.40	56,312.49	100.0%	225,250.00
43600 · Local - Sun Valley Company	29,750.00	29,750.00	100.0%	64,600.00	63,750.00	101.3%	153,000.00
Total 43000 · Local Funding	101,824.93	101,575.00	100.2%	282,024.90	280,925.00	100.4%	1,016,600.00
44000 · Fares							
44100 · Fares - Valley Cash	5,331.75	7,000.00	76.2%	15,277.25	21,000.00	72.7%	85,000.00
44200 · Fares - Valley Passes	5,143.53	12,000.00	42.9%	36,529.78	47,000.00	77.7%	155,000.00
44250 · Fares- Hailey Route- Cash	663.50			837.75			
44300 · Fares - Vanpool	11,470.40	10,000.00	114.7%	40,460.36	38,000.00	106.5%	130,000.00
44400 · Fares - ADA	95.00	83.33	114.0%	273.00	249.99	109.2%	1,000.00
Total 44000 · Fares	22,704.18	29,083.33	78.1%	93,378.14	106,249.99	87.9%	371,000.00
45000 · Revenue							
45100 · Rev - Advertising	14,400.00	7,500.00	192.0%	32,471.87	25,000.00	129.9%	65,000.00
45500 · Rev - Charter/Special Event	320.00	500.00	64.0%	3,840.00	4,000.00	96.0%	17,500.00
45600 · Rev - Bike Share- Bike Swap	0.00	0.00	0.0%	415.09	500.00	83.0%	5,000.00
Total 45000 · Revenue	14,720.00	8,000.00	184.0%	36,726.96	29,500.00	124.5%	87,500.00
47000 · Private Donations							
47100 · Priv. Donation - Foundations	0.00	0.00	0.0%	0.00	0.00	0.0%	500.00
Total 47000 · Private Donations	0.00	0.00	0.0%	0.00	0.00	0.0%	500.00
48000 · Transfers							
48400 · Transfer - Housing Fund	1,666.66	1,666.67	100.0%	4,999.98	5,000.01	100.0%	20,000.00
Total 48000 · Transfers	1,666.66	1,666.67	100.0%	4,999.98	5,000.01	100.0%	20,000.00
49000 · Interest Income	37.23	10.00	372.3%	101.22	30.00	337.4%	100.00
49500 · Diesel Tax Refunds	5,267.00	0.00	100.0%	5,267.00	0.00	100.0%	20,000.00
49800 · Excess Operating Funds	0.00	0.00	0.0%	0.00	0.00	0.0%	50,000.00
Total Income	267,443.41	271,835.00	98.4%	742,016.11	725,205.00	102.3%	2,616,700.00
Gross Profit	267,443.41	271,835.00	98.4%	742,016.11	725,205.00	102.3%	2,616,700.00

MRTA - Operations Main
Revenue & Expenditures Budget Performance
December 2015

	Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Expense							
51000 · Payroll Expenses							
51100 · Salaries and Wages	151,894.66	165,000.00	92.1%	325,741.21	340,000.00	95.8%	1,281,020.00
51300 · FICA Expense	9,003.08	9,500.00	94.8%	19,240.36	20,500.00	93.9%	75,000.00
51350 · Medicare Tax Expense	2,105.56	2,200.00	95.7%	4,499.76	5,140.00	87.5%	18,000.00
51400 · Retirement Plan Expenses	10,845.30	9,000.00	120.5%	26,181.06	20,200.00	129.6%	93,000.00
51500 · Workers Comp Expense	0.00	0.00	0.0%	11,660.00	12,000.00	97.2%	45,000.00
51600 · SUI Expense	1,101.05	2,500.00	44.0%	2,490.25	5,550.00	44.9%	20,000.00
51700 · Medical Ins. Expense	12,699.19	13,000.00	97.7%	38,435.94	39,000.00	98.6%	156,380.00
51800 · Dental Ins. Expense	1,010.42	1,100.00	91.9%	3,197.53	3,300.00	96.9%	13,000.00
51975 · Employee Assistance expense	0.00	400.00	0.0%	0.00	1,200.00	0.0%	5,000.00
51000 · Payroll Expenses - Other	196.25	166.67	117.7%	413.00	500.01	82.6%	2,000.00
Total 51000 · Payroll Expenses	188,855.51	202,866.67	93.1%	431,859.11	447,390.01	96.5%	1,708,400.00
52000 · Insurance Expense							
52100 · Ins. - Vehicles	8,750.00	8,750.00	100.0%	26,250.00	26,250.00	100.0%	105,000.00
52150 · Ins- Deductibles/claims	0.00	0.00	0.0%	131.44	0.00	100.0%	6,000.00
Total 52000 · Insurance Expense	8,750.00	8,750.00	100.0%	26,381.44	26,250.00	100.5%	111,000.00
53000 · Professional Fees							
53100 · Accounting & Audit	0.00	9,000.00	0.0%	0.00	9,000.00	0.0%	9,000.00
53200 · IT Systems	337.50	1,250.00	27.0%	910.00	3,750.00	24.3%	15,000.00
53400 · Legal Fees	0.00	625.00	0.0%	78.00	1,875.00	4.2%	7,500.00
53450 · Planning/ Design	0.00	1,500.00	0.0%	71.25	1,500.00	4.8%	1,500.00
53500 · Other Professional Fees	535.00	1,000.00	53.5%	2,139.00	2,300.00	93.0%	8,000.00
Total 53000 · Professional Fees	872.50	13,375.00	6.5%	3,198.25	18,425.00	17.4%	41,000.00
54000 · Equipment/ Tool Expense							
54100 · Shop Equipment expense	91.96	0.00	100.0%	291.94	0.00	100.0%	12,000.00
54200 · Shop Tools	42.97	100.00	43.0%	368.63	500.00	73.7%	4,000.00
54300 · Office Equipment	0.00	250.00	0.0%	0.00	750.00	0.0%	3,000.00
Total 54000 · Equipment/ Tool Expense	134.93	350.00	38.6%	660.57	1,250.00	52.8%	19,000.00
55000 · Rent and Utilities							
55100 · Rent	2,000.00	2,000.00	100.0%	6,000.00	6,000.00	100.0%	13,500.00
55200 · Utilities	5,242.81	2,500.00	209.7%	10,095.93	6,000.00	168.3%	18,000.00
Total 55000 · Rent and Utilities	7,242.81	4,500.00	161.0%	16,095.93	12,000.00	134.1%	31,500.00
56000 · Supplies							
56100 · Office Supplies	7.95	150.00	5.3%	473.77	650.00	72.9%	2,000.00
56200 · Janitorial & Safety Supplies	403.71	400.00	100.9%	2,065.06	2,000.00	103.3%	5,000.00
56300 · Department Supplies	107.98	625.00	17.3%	517.37	1,875.00	27.6%	7,500.00
56400 · Uniforms	874.87	0.00	100.0%	5,008.17	3,500.00	143.1%	6,500.00
56500 · Postage and Delivery	179.79	75.00	239.7%	213.51	225.00	94.9%	900.00
Total 56000 · Supplies	1,574.30	1,250.00	125.9%	8,277.88	8,250.00	100.3%	21,900.00
57000 · Repairs and Maintenance							
57100 · Equipment Repairs/Maintenance	97.50	208.33	46.8%	200.00	624.99	32.0%	2,500.00
57200 · Building Repairs/Maintenance	379.35	0.00	100.0%	4,016.30	3,000.00	133.9%	12,000.00
57250 · Bus Stop Repairs/Maint	721.20	500.00	144.2%	927.39	2,000.00	46.4%	9,000.00
57300 · Grounds Repairs/Maintenance	490.00	300.00	163.3%	2,014.48	900.00	223.8%	2,500.00
57400 · Bike Share Repairs/Maintenance	0.00	0.00	0.0%	0.00	0.00	0.0%	3,000.00
57500 · Janitorial Services	689.15	150.00	459.4%	2,206.40	1,600.00	137.9%	2,500.00
Total 57000 · Repairs and Maintenance	2,377.20	1,158.33	205.2%	9,364.57	8,124.99	115.3%	31,500.00
58000 · Communications Expense							
58100 · Office Phone Expense	276.64	300.00	92.2%	837.95	900.00	93.1%	4,500.00
58200 · Cell & Two-Way Mobile	1,421.50	800.00	177.7%	3,677.74	2,600.00	141.5%	10,000.00
58300 · Internet/Website	153.76	250.00	61.5%	548.77	750.00	73.2%	3,000.00
Total 58000 · Communications Expense	1,851.90	1,350.00	137.2%	5,064.46	4,250.00	119.2%	17,500.00

MRTA - Operations Main
Revenue & Expenditures Budget Performance
December 2015

	Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
59000 · Travel and Training							
59100 · Vehicle/Airfare	201.77	150.00	134.5%	2,022.73	2,650.00	76.3%	4,000.00
59200 · Lodging	0.00	0.00	0.0%	2,854.08	2,400.00	118.9%	2,500.00
59300 · Food/Meals/Entertainment	139.21	1,000.00	13.9%	848.42	2,200.00	38.6%	5,000.00
59400 · Training/Education	640.00	166.67	384.0%	675.00	500.01	135.0%	2,000.00
59500 · Safety Curriculum	0.00	500.00	0.0%	241.70	1,500.00	16.1%	10,500.00
Total 59000 · Travel and Training	980.98	1,816.67	54.0%	6,641.93	9,250.01	71.8%	24,000.00
60000 · Business Expenses							
60100 · Business Registration Fees	46.92	0.00	100.0%	179.63	0.00	100.0%	0.00
60400 · Dues & Subscriptions	61.97	400.00	15.5%	864.67	1,650.00	52.4%	5,000.00
60500 · Bank Fees	17.25	41.67	41.4%	51.86	125.01	41.5%	500.00
60700 · Bad Debt	0.00	0.00	0.0%	20.00	0.00	100.0%	0.00
Total 60000 · Business Expenses	126.14	441.67	28.6%	1,116.16	1,775.01	62.9%	5,500.00
61000 · Advertising							
61100 · Print Advertising	2,237.38	500.00	447.5%	3,220.59	6,000.00	53.7%	10,000.00
61200 · Radio Advertising	0.00	500.00	0.0%	0.00	500.00	0.0%	2,000.00
61300 · Online Advertising	40.00	125.00	32.0%	120.00	375.00	32.0%	1,500.00
61400 · Vehicle Graphics	3,148.06	750.00	419.7%	3,148.06	750.00	419.7%	5,000.00
61500 · Bus. Adv. Contract	0.00	1,500.00	0.0%	5,435.94	6,000.00	90.6%	15,000.00
Total 61000 · Advertising	5,425.44	3,375.00	160.8%	11,924.59	13,625.00	87.5%	33,500.00
62000 · Marketing and Promotion							
62100 · Info. Displays-Stop Signage	189.28	100.00	189.3%	382.06	1,400.00	27.3%	4,000.00
62200 · Graphic Design	0.00	0.00	0.0%	2,100.00	2,000.00	105.0%	4,000.00
62300 · Promotional Items	2.00	0.00	100.0%	2.00	0.00	100.0%	3,000.00
62400 · Customer Events and Misc.	24.00	0.00	100.0%	126.80	25.00	507.2%	3,500.00
62500 · Staff Appreciation/ Events	2,089.63	500.00	417.9%	2,117.96	500.00	423.6%	500.00
Total 62000 · Marketing and Promotion	2,304.91	600.00	384.2%	4,728.82	3,925.00	120.5%	15,000.00
63000 · Printing and Reproduction							
63100 · Copies, Passes & Flyers	288.51	200.00	144.3%	915.77	750.00	122.1%	2,500.00
63200 · Schedules, Maps & Brochures	0.00	200.00	0.0%	5,233.50	5,500.00	95.2%	10,000.00
Total 63000 · Printing and Reproduction	288.51	400.00	72.1%	6,149.27	6,250.00	98.4%	12,500.00
64000 · Fuel Expense	18,343.50	35,000.00	52.4%	45,849.80	70,000.00	65.5%	300,425.00
65000 · Vehicle Maintenance							
65100 · Parts Expense	7,050.80	9,706.25	72.6%	18,272.81	29,118.75	62.8%	116,475.00
65200 · Fluids Expense	1,007.92	1,416.67	71.1%	2,397.82	4,250.01	56.4%	17,000.00
65300 · Tires Expense	2,849.73	5,000.00	57.0%	19,593.49	19,500.00	100.5%	38,000.00
65400 · Purchased Services	241.25	800.00	30.2%	4,994.36	3,600.00	138.7%	10,500.00
65500 · Vehicle Computer/Diagnostic	905.00	166.67	543.0%	905.00	500.01	181.0%	2,000.00
Total 65000 · Vehicle Maintenance	12,054.70	17,089.59	70.5%	46,163.48	56,968.77	81.0%	183,975.00
69500 · Contingency Expense-Operations	5,000.00	5,000.00	100.0%	15,000.00	15,000.00	100.0%	60,000.00
Total Expense	256,183.33	297,322.93	86.2%	638,476.26	702,733.79	90.9%	2,616,700.00
Net Ordinary Income	11,260.08	-25,487.93	-44.2%	103,539.85	22,471.21	460.8%	0.00
Net Income	11,260.08	-25,487.93	-44.2%	103,539.85	22,471.21	460.8%	0.00

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01/18/16

Accrual Basis

MRTA - Facilities Fund
Revenue & Expenditures Budget Performance
 October through December 2015

	Oct - Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Income							
41000 · Federal Funding							
41100 · Federal - 5309							
41106 · Federal- SV Facility							
41106.5 · Federal- SV Facility-construct	39,075.00	567,000.00	6.9%	39,075.00	567,000.00	6.9%	567,000.00
Total 41106 · Federal- SV Facility	39,075.00	567,000.00	6.9%	39,075.00	567,000.00	6.9%	567,000.00
41107 · Federal - Bus Liv- Transit Hub	500,000.00	0.00	100.0%	500,000.00	0.00	100.0%	0.00
Total 41100 · Federal - 5309	539,075.00	567,000.00	95.1%	539,075.00	567,000.00	95.1%	567,000.00
Total 41000 · Federal Funding	539,075.00	567,000.00	95.1%	539,075.00	567,000.00	95.1%	567,000.00
43000 · Local Funding							
43100 · Local - Ketchum	15,750.00	15,750.00	100.0%	15,750.00	15,750.00	100.0%	63,000.00
43200 · Local - Hailey	1,912.50	1,912.50	100.0%	1,912.50	1,912.50	100.0%	7,650.00
43300 · Local - Bellevue	225.00	225.00	100.0%	225.00	225.00	100.0%	225.00
43400 · Local - Blaine County	3,403.11	3,402.99	100.0%	3,403.11	3,402.99	100.0%	13,612.00
43500 · Local - Sun Valley	7,453.14	7,453.23	100.0%	7,453.14	7,453.23	100.0%	29,813.00
Total 43000 · Local Funding	28,743.75	28,743.72	100.0%	28,743.75	28,743.72	100.0%	114,300.00
47000 · Use of Cash Reserves	0.00	113,243.00	0.0%	0.00	113,243.00	0.0%	113,243.00
48000 · Transfers	237,000.00	177,901.00	133.2%	237,000.00	177,901.00	133.2%	177,901.00
49000 · Interest Earned	52.37	0.00	100.0%	52.37	0.00	100.0%	0.00
50000 · Excess Operating Reserves	0.00	0.00	0.0%	0.00	0.00	0.0%	100,000.00
Total Income	804,871.12	886,887.72	90.8%	804,871.12	886,887.72	90.8%	1,072,444.00
Expense							
66000 · Construction/Acquisition							
66100 · Materials & Labor							
66105 · East Fork pathways, sidewalks	28.75	0.00	100.0%	28.75	0.00	100.0%	0.00
Total 66100 · Materials & Labor	28.75	0.00	100.0%	28.75	0.00	100.0%	0.00
66300 · Design/Planning							
66310 · Ketchum Transit Plaza	0.00	0.00	0.0%	0.00	0.00	0.0%	15,000.00
66320 · South Valley facility	9,613.50	9,000.00	106.8%	9,613.50	9,000.00	106.8%	10,000.00
Total 66300 · Design/Planning	9,613.50	9,000.00	106.8%	9,613.50	9,000.00	106.8%	25,000.00
66400 · South Valley Facility							
66420 · South Valley Improvements	690,045.16	1,037,444.00	66.5%	690,045.16	1,037,444.00	66.5%	1,037,444.00
66430 · South Valley - Move-in Expense	0.00	0.00	0.0%	0.00	0.00	0.0%	5,000.00
Total 66400 · South Valley Facility	690,045.16	1,037,444.00	66.5%	690,045.16	1,037,444.00	66.5%	1,042,444.00
66500 · Ketchum Facility upgrades	1,879.00	2,500.00	75.2%	1,879.00	2,500.00	75.2%	5,000.00
Total 66000 · Construction/Acquisition	701,566.41	1,048,944.00	66.9%	701,566.41	1,048,944.00	66.9%	1,072,444.00
Total Expense	701,566.41	1,048,944.00	66.9%	701,566.41	1,048,944.00	66.9%	1,072,444.00
Net Income	103,304.71	-162,056.28	-63.7%	103,304.71	-162,056.28	-63.7%	0.00

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01/18/16

Accrual Basis

MRTA - Facilities Fund
Balance Sheet
As of December 31, 2015

	<u>Dec 31, 15</u>
ASSETS	
Current Assets	
Checking/Savings	
11100 · Mountain West Checking	259,342.22
11600 · LGIP Facilities Account	7,102.18
Total Checking/Savings	266,444.40
Other Current Assets	
12000 · Due From Operations Main Fund	9,506.25
Total Other Current Assets	9,506.25
Total Current Assets	275,950.65
Fixed Assets	
16000 · Buildings	1,399,791.00
17000 · Land	125,000.00
Total Fixed Assets	1,524,791.00
TOTAL ASSETS	<u>1,800,741.65</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
20500 · Accounts Payable	710.00
Total Accounts Payable	710.00
Total Current Liabilities	710.00
Total Liabilities	710.00
Equity	
30000 · Opening Bal Equity	1,659,987.00
32000 · Retained Earnings	36,739.94
Net Income	103,304.71
Total Equity	1,800,031.65
TOTAL LIABILITIES & EQUITY	<u>1,800,741.65</u>

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01/18/16

Accrual Basis

MRTA - Capital Equipment Fund
Revenue & Expenditures Budget Performance
 October through December 2015

	Oct - Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Income							
41000 · Federal Funding							
41100 · Federal-5339							
41101 · Federal -5339- Buses	312,000.00	312,000.00	100.0%	312,000.00	312,000.00	100.0%	398,000.00
41102 · Federal- 5339-Vans	0.00	0.00	0.0%	0.00	0.00	0.0%	65,000.00
41100 · Federal-5339 - Other	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 41100 · Federal-5339	312,000.00	312,000.00	100.0%	312,000.00	312,000.00	100.0%	463,000.00
41500 · Federal - Other	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 41000 · Federal Funding	312,000.00	312,000.00	100.0%	312,000.00	312,000.00	100.0%	463,000.00
42000 · State Funding							
42300 · State - Rideshare Vans	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 42000 · State Funding	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
43000 · Local Funding							
43100 · Local - Ketchum	5,250.00	5,250.00	100.0%	5,250.00	5,250.00	100.0%	21,000.00
43200 · Local - Hailey	637.50	637.50	100.0%	637.50	637.50	100.0%	2,550.00
43300 · Local - Bellevue	75.00	75.00	100.0%	75.00	75.00	100.0%	75.00
43400 · Local - Blaine County	1,134.41	1,134.39	100.0%	1,134.41	1,134.39	100.0%	4,537.50
43500 · Local - Sun Valley	2,484.44	2,484.39	100.0%	2,484.44	2,484.39	100.0%	9,937.50
43600 · Local -Sun Valley Company	11,400.00	11,250.00	101.3%	11,400.00	11,250.00	101.3%	27,000.00
Total 43000 · Local Funding	20,981.35	20,831.28	100.7%	20,981.35	20,831.28	100.7%	65,100.00
44000 · Fares							
44300 · Fares - Vanpool	0.00	0.00	0.0%	0.00	0.00	0.0%	35,000.00
Total 44000 · Fares	0.00	0.00	0.0%	0.00	0.00	0.0%	35,000.00
48000 · Transfers/ Use of Reserve Cash	0.00	0.00	0.0%	0.00	0.00	0.0%	60,063.00
49000 · Interest Earned	93.11	12.51	744.3%	93.11	12.51	744.3%	50.00
49900 · Misc. Income	10,162.00	5,000.00	203.2%	10,162.00	5,000.00	203.2%	5,000.00
Total Income	343,236.46	337,843.79	101.6%	343,236.46	337,843.79	101.6%	628,213.00
Expense							
54000 · Equipment/Tool Expense	0.00	0.00	0.0%	0.00	0.00	0.0%	29,000.00
68000 · Capital Expenses							
68100 · Expenditures for Vans	0.00	0.00	0.0%	0.00	0.00	0.0%	107,500.00
68200 · Exp. for Buses-mid/heavy duty	399,390.00	405,000.00	98.6%	399,390.00	405,000.00	98.6%	405,000.00
68250 · Buses- Refurbish	0.00	0.00	0.0%	0.00	0.00	0.0%	81,000.00
68400 · Expenditures for Bike Programs	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
68500 · Technology	0.00	0.00	0.0%	0.00	0.00	0.0%	5,713.00
Total 68000 · Capital Expenses	399,390.00	405,000.00	98.6%	399,390.00	405,000.00	98.6%	599,213.00
Total Expense	399,390.00	405,000.00	98.6%	399,390.00	405,000.00	98.6%	628,213.00
Net Income	-56,153.54	-67,156.21	83.6%	-56,153.54	-67,156.21	83.6%	0.00

11:03 AM

01/18/16

Accrual Basis

MRTA - Capital Equipment Fund
Balance Sheet
As of December 31, 2015

	Dec 31, 15
ASSETS	
Current Assets	
Checking/Savings	
11100 · Mountain West Checking	3,413.80
11600 · LGIP Capital Equipment Acct.	89,202.34
Total Checking/Savings	92,616.14
Other Current Assets	
12000 · Due From Operations Main Fund	3,168.80
Total Other Current Assets	3,168.80
Total Current Assets	95,784.94
Fixed Assets	
15000 · Fixed Assets	
15100 · Vehicles	
15125 · Buses - mid and heavy duty	1,426,660.00
15175 · Vans	562,963.00
Total 15100 · Vehicles	1,989,623.00
15200 · Equipment - Maintenance	39,590.00
15300 · Equipment - Office	1,723.00
Total 15000 · Fixed Assets	2,030,936.00
Total Fixed Assets	2,030,936.00
TOTAL ASSETS	2,126,720.94
LIABILITIES & EQUITY	
Equity	
30000 · Opening Bal Equity	1,139,987.00
32000 · Retained Earnings	1,048,137.48
Net Income	-61,403.54
Total Equity	2,126,720.94
TOTAL LIABILITIES & EQUITY	2,126,720.94

12:07 PM

01/18/16

Accrual Basis

MRTA - Contingency Fund
Revenue & Expenditures Budget Performance
 October through December 2015

	Oct - Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Income							
48000 · Transfers							
48100 · Transfer from Operations Fund	15,000.00	15,000.00	100.0%	15,000.00	15,000.00	100.0%	60,000.00
48200 · Transfer from Reserves	0.00	14,975.00	0.0%	0.00	14,975.00	0.0%	14,975.00
Total 48000 · Transfers	15,000.00	29,975.00	50.0%	15,000.00	29,975.00	50.0%	74,975.00
49000 · Interest Earned	151.93	10.00	1,519.3%	151.93	10.00	1,519.3%	25.00
Total Income	15,151.93	29,985.00	50.5%	15,151.93	29,985.00	50.5%	75,000.00
Expense							
68000 · Transfers out	177,000.00	75,000.00	236.0%	177,000.00	75,000.00	236.0%	75,000.00
Total Expense	177,000.00	75,000.00	236.0%	177,000.00	75,000.00	236.0%	75,000.00
Net Income	-161,848.07	-45,015.00	359.5%	-161,848.07	-45,015.00	359.5%	0.00

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01/18/16

Accrual Basis

**MRTA - Contingency Fund
Balance Sheet
As of December 31, 2015**

	<u>Dec 31, 15</u>
ASSETS	
Current Assets	
Checking/Savings	
11600 · LGIP Contingency Fund Acct.	65,445.19
Total Checking/Savings	65,445.19
Accounts Receivable	
11800 · Accounts Receivable	5,000.00
Total Accounts Receivable	5,000.00
Total Current Assets	70,445.19
TOTAL ASSETS	<u>70,445.19</u>
LIABILITIES & EQUITY	
Equity	
30000 · Opening Bal Equity	20,000.00
32000 · Retained Earnings	212,293.26
Net Income	-161,848.07
Total Equity	70,445.19
TOTAL LIABILITIES & EQUITY	<u>70,445.19</u>

4:29 PM

01/29/16

Accrual Basis

MRTA - Work Force Housing Fund
Revenue & Expenditures Budget Performance
 October through December 2015

	Oct - Dec 15	Budget	% of Budget	Oct - Dec 15	YTD Budget	% of Budget	Annual Budget
Ordinary Income/Expense							
Income							
45000 · Revenue							
45300 · Rev - Housing Units							
45325 · Apartment Deposits	500.00	0.00	100.0%	500.00	0.00	100.0%	0.00
45350 · Apartment Rent	6,850.00	7,350.00	93.2%	6,850.00	7,350.00	93.2%	29,500.00
45300 · Rev - Housing Units - Other	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 45300 · Rev - Housing Units	7,350.00	7,350.00	100.0%	7,350.00	7,350.00	100.0%	29,500.00
45400 · Rev - Laundry	146.00	300.00	48.7%	146.00	300.00	48.7%	1,200.00
45000 · Revenue - Other	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 45000 · Revenue	7,496.00	7,650.00	98.0%	7,496.00	7,650.00	98.0%	30,700.00
47000 · Use of Reserves	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
49000 · Interest Earned	14.34	6.24	229.8%	14.34	6.24	229.8%	25.00
Total Income	7,510.34	7,656.24	98.1%	7,510.34	7,656.24	98.1%	30,725.00
Expense							
55000 · Rent and Utilities							
55200 · Utilities	1,447.74	1,200.00	120.6%	1,447.74	1,200.00	120.6%	5,000.00
Total 55000 · Rent and Utilities	1,447.74	1,200.00	120.6%	1,447.74	1,200.00	120.6%	5,000.00
57000 · Repairs and Maintenance							
57100 · Equipment Repairs/Maintenance	84.79	300.00	28.3%	84.79	300.00	28.3%	1,025.00
57200 · Building Repairs/Maintenance	4,587.74	2,000.00	229.4%	4,587.74	2,000.00	229.4%	3,000.00
57400 · Elevator Expense	25.00	25.00	100.0%	25.00	25.00	100.0%	1,700.00
Total 57000 · Repairs and Maintenance	4,697.53	2,325.00	202.0%	4,697.53	2,325.00	202.0%	5,725.00
60000 · Business Expenses							
60500 · Bank Fees	64.70	0.00	100.0%	64.70	0.00	100.0%	0.00
60000 · Business Expenses - Other	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
Total 60000 · Business Expenses	64.70	0.00	100.0%	64.70	0.00	100.0%	0.00
69000 · Transfer out to Operations Acct	4,999.98	5,000.01	100.0%	4,999.98	5,000.01	100.0%	20,000.00
Total Expense	11,209.95	8,525.01	131.5%	11,209.95	8,525.01	131.5%	30,725.00
Net Ordinary Income	-3,699.61	-868.77	425.8%	-3,699.61	-868.77	425.8%	0.00
Net Income	-3,699.61	-868.77	425.8%	-3,699.61	-868.77	425.8%	0.00

11:51 AM

01/18/16

Accrual Basis

MRTA - Work Force Housing Fund
Balance Sheet
As of December 31, 2015

	<u>Dec 31, 15</u>
ASSETS	
Current Assets	
Checking/Savings	
11100 · Mountain West Checking	842.33
11600 · LGIP Work Force Housing Acct.	8,047.26
Total Checking/Savings	<u>8,889.59</u>
Total Current Assets	<u>8,889.59</u>
TOTAL ASSETS	<u>8,889.59</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	
20500 · Accounts Payable	2,661.24
Total Accounts Payable	<u>2,661.24</u>
Total Current Liabilities	<u>2,661.24</u>
Total Liabilities	2,661.24
Equity	
30000 · Opening Bal Equity	15,000.00
32000 · Retained Earnings	-5,107.04
Net Income	<u>-3,664.61</u>
Total Equity	<u>6,228.35</u>
TOTAL LIABILITIES & EQUITY	<u>8,889.59</u>

After review, I have determined that each payment listed on this report is correct as to payee and amount, and is for a proper and authorized purpose, except as otherwise explained below.

Exceptions: 1) None or 2) See below. (Circle One)

W. King Signed

Business Manager Title

2/17/2016 Date