



**Mountain Rides Transportation Authority
PUBLIC NOTICE of Regular Board Meeting**

12:00p.m., Wednesday, October 17, 2012

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

Board Members: *Peter Everett (Ketchum), Michael David (Ketchum), Nils Ribi (Sun Valley), Mark Gilbert (Sun Valley), Jim Jaquet (Blaine Co.), Susan McBryant (Hailey), Joe Miczulski (Bellevue), Steve Wolper (at-large)*

1. 12:00pm: 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 items and discussion items
 - a. Discussion Item: Board seats up for appointment - Blaine County seat and Hailey seat. (p.2)
 - b. Discussion Item: Comments on ITD Performance Measures proposal (p.3-7)
 - c. Discussion Item: Comments on ITD proposal on Mobility Management funding in Idaho (p.8-11)
 - d. Discussion Item: Summer 2012 Customer Survey (p.12-20)
 - e. Action item: Approve FY2013 Transit Service Plan (p.21-25)
 - f. Action Item: Approve FY2013-FY2017 Capital Improvement Plan (p.26-31)
 - g. Action Item: Approve annual financial audit engagement letter with Anderson Arritt Robins Waters, Certified Public Accountants (p.32-36)
5. Presentations (if any)
6. Committee reports (p.37-39)
 - a. Planning and Marketing Committee: report from Chair Steve Wolper
 - i. Approve October committee minutes
 - b. Finance and Performance Committee: report from Chair Jim Jaquet
 - i. Approve October committee minutes
7. Staff reports
 - a. Transit report from Operations and Maintenance with September 2012 ridership (p.40-49)
 - b. Bike-Ped report (p.50)
 - c. Business Manager report (p.50)
 - d. Executive Director report (p.50-51)
8. Consent Calendar items (p.52-69)
 - a. Approve minutes – September regular board meeting
 - b. Receive and file September 2012 Financials
 - c. Receive and file September 2012 Bills Paid
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 REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller
SUBJECT: Agenda Item 4.a – Board seats up for appointment - Blaine County seat and Hailey seat
RECOMMENDATION: Discuss

BACKGROUND:

As laid out in our Joint Powers Agreement, board of director seats come up in three year terms in a rotating manner every October. Currently the board seats for the City of Hailey and Blaine County are up for appointment. This is a discussion and reminder item only for those two seats. MRTA generally reminds our joint power partners of this need to appoint or reappoint members to the board of directors.

Committee Review: n/a
Legal Review: none
Funding: n/a
Budget: n/a

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller
SUBJECT: Items 4.b – Comments on ITD Performance Measures proposal
RECOMMENDATION: Discuss

BACKGROUND:

Attached are two documents – a three page public notice regarding the public comment period recently announced by the Idaho Transportation Department regarding performance measures, and a comment letter that I have drafted as public comments on behalf of MRTA.

ITD has long talked about the need for performance measures for accountability and transparency, given federal tax dollars at use, but there are many unknowns when it comes to performance measures including:

1. How do these performance measures compare to ones in place or being contemplated for other divisions of ITD? What performance measures are the ITD-DTP accountable to?
2. Will there be different standards/benchmarks for the different circumstances in which a provider operates (for ex: a rural provider who does mainly demand response vs. an urban provider with more fixed route)?
3. Are there industry standards that will be used to benchmark these measures? If so, what source will be used?
4. Will there be acceptable/unacceptable ranges for each performance measure? How will these be determined? What happens if a provider is outside of the acceptable range?

This is an important and timely issue, as we have been working at the committee level to better define performance and how to measure. Depending on how this is applied, the ability to meet these performance measures could be used in funding decisions, grant applications going forward or ongoing compliance. A one-size-fits-all approach to this may not be possible, given so many different unique scenarios and systems.

Committee Review: Finance and Performance
Legal Review: none
Funding: n/a
Budget: n/a

Jason Miller

From: GA Team <gateam@itd.idaho.gov>
Sent: Tuesday, October 02, 2012 8:35 AM
To: Jason Miller
Subject: Public Comment: Performance Measures

ITD-DTP

Our Mission. Your Mobility

Idaho Transportation Department - Division of Transportation Performance (ITD-DTP) has partnered with Community Transportation Association of Idaho (CTAI) to make i-way.org the single resource for partners to access information on funding, grants administration, policies, and other documents of interest.

**PUBLIC
NOTICE**

Public Comment: Performance Measures

VIEW THE

CHECK OUT THE



The Idaho Transportation Department's Division of Transportation Performance (ITD-DTP) is currently developing Statewide Performance Measures for subrecipient public transportation providers in the state of Idaho. The purpose of these measures is to provide a statewide snapshot of all providers who currently receive federal funding through the ITD-DTP. The proposed measures have been reviewed by ITD staff, the Community Transportation Association of Idaho, and subrecipient public transportation providers. ITD is providing a 30 day public comment period with hopes of receiving feedback on these measures.

ITD-DTP welcomes public input on issues affecting mobility in and around Idaho. The public comment period is a time to allow the public an opportunity to identify issues within the document that are missing, incorrect, or are unclear as written. ITD-DTP takes the public comment period as a time to listen and consider, but not to respond. Comments regarding the Statewide Performance Measures will be considered by the authors, and changes or responses to the comments will be reflected in the final version of

the documents. Final versions of the Statewide Performance Measures will be published on www.i-way.org.

Statewide Performance Measures: collected and reported as a statewide aggregate

- **Federal Operating Subsidy per Trip**
 - o The amount of federal dollars given to subrecipients through ITD-DTP per trip which is defined as a single boarding.
- **Total Statewide Trips**
 - o Defined as a single boarding
- **Gallons of Fuel per Trip**
 - o Total gallons of fuel used by subrecipients per single boarding
- **Vehicle Revenue Miles per Trip**
 - o Amount of miles that a subrecipients vehicle is operating in a capacity to carry passengers
- **Roadside Assistance Calls per 100,000 Vehicle Revenue Miles Statewide**
 - o Number of occurrences of a subrecipient vehicle breaking down and requiring service, while operating in Vehicle Revenue Mile status.
- **Administrative Cost as a percentage of the Total Budget**
 - o Total Administrative cost submitted by subrecipients in their application as a percentage of the total budget submitted

ITD-DTP encourages those wishing to comment to present written statements as follows:

Via email: mark.bathrick@itd.idaho.gov

Electronically: www.i-way.org

Via letter mail:

Attn: Mark Bathrick; Senior Research Analyst

Idaho Transportation Department
Division of Public Transportation
PO Box 7129
Boise, ID 83707-1129

The public comment period will remain open until October 31st at 4:00pm.

All comments, including attachments and other supporting materials, will become part of the public record and subject to public disclosure. Sensitive personal information should not be included. Comments will not be edited for content nor will any identifying or contact information be removed.

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.

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October 17, 2012

Mark Bathrick, Senior Research Analyst
Idaho Transportation Department
PO Box 7129
Boise, ID 83707-1129

Dear Mr. Bathrick:

Thank you for the opportunity to comment on the proposed performance standards for public transportation providers. Being accountable to providing quality service that is safe and efficient is something that Mountain Rides Transportation Authority (MRTA) supports, but it must be carefully done so not to misunderstand the broader picture and the benefits of public transportation, especially in rural areas where needs are diverse, costs are variable, and service delivery fits unique community needs.

MRTA believes that performance standards:

- Must be applicable to the type of the service provided
- Must be applicable to size and setting of the transit provider
- Must be easy to apply
- Must be standardized in how they are measured so that there is an "apples to apples" comparison

Given these criteria, our input is as follows:

- Reduce the performance measures to just 4: one for safety (either accidents/100,000 miles or roadside call rate), one for efficiency (ridership provided), one for community access (geographical area served as a percentage of district), and one for financial (cost per trip in different trip categories).
- Federal subsidy per trip seems like a poor measure of performance, given that Idaho must rely more heavily on federal funding, so it should be eliminated as a potential performance measure.
- Administrative cost as a percentage of total budget could vary if you don't define carefully how to measure this – Is a maintenance manager a part of administrative costs or is he part of maintenance costs? Is a percentage of total budget, including capital, or is it just operating costs? Do you combine both fixed route and demand response? What about non-transit programs like vanpool, carpool, and bike/ped that may be part of a provider's service?
- Use benchmarks that reflect the unique situation of each provider

If done well, performance standards can help Idaho improve the delivery of public transportation. If done poorly, performance standards could significantly reduce the impact of public transportation, especially in rural areas (think of a provider who may deny a trip or stop operating some longer distance services all together because they negatively impact performance measures).

MRTA appreciates your consideration of our comments on performance measures and looks forward to open dialogue on this issue. Feel free to contact me further if there are any questions about these comments.

Sincerely,
Jason Miller

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller
SUBJECT: Item 4.c – Comments on ITD proposal on Mobility Management funding in Idaho
RECOMMENDATION: Discuss

BACKGROUND:

In 2009-10, the Idaho Transportation Department (ITD) established a contractual relationship with the Community Transportation Association of Idaho (CTAI), a member association for public transportation, to establish a process for supporting mobility coordination in the state. The contract allowed for CTAI to employ six mobility managers, one for each ITD district. The contract was funded by federal transit administrative funding that the state had available from carry forward dollars the state is allowed to use for planning support.

Early in 2012, ITD initiated a Request for Proposal (RFP) process to procure these services through a competitive process for the next three fiscal years. CTAI submitted the only proposal. In the contract negotiations, the ITD staff indicated they would be willing to fully fund the program with the administrative funding through fiscal year 2013 (September 30, 2013), but after that they would only fund the program at a 50 percent level. This means there is a shortfall of approximately \$380,000 per year for funding the remaining two years of the contract. ITD suggested the remainder be made up by federal funds that are available for operations and capital assistance under sections 5311 (Rural formula assistance) and 5310 (formula funds for services targeted to older adults and persons with disabilities). ITD staff is proposing this because of the additional funds that have been allocated to the state under the new authorization bill; however, these additional funds will need to be used for capital in the absence of capital funding opportunities in the new funding bill.

The public transportation agencies and the Metropolitan Planning Organizations (MPOs) have a concern about utilizing funding that can be used for operating public transportation services to support administrative and planning support. Attached is a request, from the public transportation providers and the MPOs, submitted to the Idaho Mobility Council (IMC), the decision-making body that ITD has established for evaluating issues that pertain to public transportation and mobility coordination. The IMC is a body composed of the Interagency Working Group (IWG) and the Public Transportation Advisory Council (PTAC), both of which are established in state code.

A decision by the IMC to utilize federal funds for mobility support services that are eligible for rural operating and capital assistance could limit MRTA's ability to provide fixed route bus service in our area due to the impact of reduced federal funding.

Committee Review: none
Legal Review: none
Funding: n/a
Budget: FY2013

Mobility Agenda Item:



Subject/Title: *Request for Mobility Support Services Analysis*

Meeting Date: *November 1, 2012*

Time Allocated: *30 minutes*

Presenter: *Public Transportation Agencies/
Metropolitan Planning Organizations*

Presenter's Role: *Provide background and present
an option for consideration*

Responsible Group/Committee(s): Idaho Mobility Council Grant Award Funding Subcommittee

Background Information:

The federal government passed legislation in 2012 under the title MAP-21. The new authorization bill changes many of the programs and processes in which funds are appropriated to the recipients. The State of Idaho established a mobility support system that came out of the Idaho Mobility and Access Pathway (IMAP) process initiated in 2008. The federal programs and funding streams informed the development of this system and the processes by which applicants use to receive federal funds for the services delivered to the communities in the state.

The public transportation agencies work closely with many of the local communities throughout the state. This representation covers rural, small urban and large urban communities. The local communities share in the burden of funding these programs through the local match they provide. The recent proposed changes to how mobility support services are funded will have a direct effect on the public transportation services provided to local communities throughout the state. Local governments have been faced with the reality of funding cuts like the circumstances that CTAI is facing now. Funding shortfalls are challenging, but often can lead to a period of evaluation, analysis and prioritization. These decisions are most often based on data and input from key stakeholders and a clear understanding of the trade-offs that occur when considering the different options.

The changes in federal funding programs and revenue streams along with the need to consider a new approach to funding mobility services offers an opportunity to evaluate the original goals and priorities for the mobility system to make sure the approach is meeting the measures of success and the outcomes that the Idaho Mobility Council and the community elected leaders support.

The following is a proposed approach to the decision regarding how the mobility support services should be funded. Regardless of the approach considered these kinds of decisions must allow for a broader discussion about the pros and cons and cause and effects of different options. The analysis should include a review of the state's vision for mobility coordination; an evaluation of the percent of the federal funds being spent on administrative overhead, operations, planning and capital functions; an evaluation of where there may be duplication of administrative functions in the state and determination of the best course for the citizens of how these elements of our public transportation systems are prioritized. In addition, this process would allow for a broader development of performance measures that all stakeholders can agree to so we can do regular evaluation of the results of mobility support services weighed against the goals and objectives of all the stakeholders within the system.

Action Requested:

Request a comprehensive review and analysis of the mobility support services in Idaho to include an evaluation of the percent breakdown of the funding for administrative, operations, capital, planning, training, etc.; unmet needs in each of the regions for services, equipment infrastructure and programs; a

Mobility Agenda Item:



review of the mission and how different elements of the federal funding programs are prioritized against competing interests. This evaluation would be presented to the IMC as they are deliberating on how mobility support services are funded in the future.

Staff Recommendation:

Action/Decision: - No Action - Approved - Denied - Deferred to _____

October 17, 2012

Ross Mason, Chair Idaho Mobility Council
Idaho Department of Health & Welfare
1720 N. Westgate Drive
Boise, ID 83704

Dear Chairman Mason:

Mountain Rides Transportation Authority (MRTA), the regional provider of multi-modal transportation services in Blaine County, Idaho, formally requests that the Idaho Mobility Council (IMC) carefully consider options to and impacts of the approach being suggested by ITD to fund the shortfall in available resources for Mobility Support Services.

It is critical that every available dollar is maximized. To that end, all potential funding sources for filling the gap must be looked at before taking operational funding away from service providers like MRTA that go to providing much needed transportation services for Idaho. MRTA encourages you to urge ITD to evaluate all other ways to pay for the funding shortfall in Mobility Support Services. A full and in-depth look at alternative funding sources would be helpful to establish if taking funding from the operations of public transportation services is the only way to fill this gap. Under the new federal transportation funding bill MAP-21, formula funding for the state of Idaho has increased but capital funding opportunities are now limited and capital funding needs will need to come out of the increase in formula funding.

Additionally, MRTA believes it is important for the IMC to understand how mobility management could be carried out under different funding scenarios and the pros and cons of each funding scenario. When resources tighten, it is unfair to assume that one area of public transportation delivery would remain the same while other areas are asked to change and adapt. MRTA requests that the IMC undertake an analysis to fully understand the performance of the current mobility management delivery system as well as the potential performance of alternate scenarios. One way to understand options for mobility management may be to look at what other similar sized states are spending on mobility management.

MRTA appreciates your consideration of this request and looks forward to open dialogue on this issue. Feel free to contact me further if there are any questions about this request.

Sincerely,

Jason Miller

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller; Kim MacPherson
SUBJECT: Item 4.d – Summer 2012 Customer Survey
RECOMMENDATION: Discuss

BACKGROUND:

We conducted the Customer Satisfaction Survey for Summer 2012 from August 15th-October 15th. The survey was conducted on board the buses by the bus drivers and Kim MacPherson. We received 157 responses total and offered the survey in both English and Spanish. Our survey includes riders on board all the summer routes: Valley, Hailey, Blue, Red, and Green.

Most of our riders in the summer are locals coming from Hailey, Bellevue, Ketchum, and Sun Valley and using the bus for work related reasons. There is less tourist impact on the system during this time whereas there is a great seasonal impact of tourists in the winter. The overall numbers show that our riders are completely satisfied with our bus service.

Committee Review: Planning & Marketing
Legal Review: none
Funding: n/a
Budget: n/a

Summer 2012 vs SUMMER 2011 Survey Results

(Winter #'s are there for comparison)

% of Satisfied (Good, Very good, Excellent)

	Clean	Comfort	Safe	Driver help	Driver friendly	On-time	Route Sched	Proximity	Pass \$	Seating avail	Avail Bike/ski racks	Overall Exp
Summer 2011	99%	98%	96%	96%	97%	94%	93%	99%	76%	98%	62%	99%
Winter 2012	95%	98%	94%	99%	99%	97%	96%	98%	79%	96%	81%	99%
Summer 2012	100%	99%	100%	98%	99%	97%	96%	97%	81%	97%	87%	100%
Variance Sum 2012vs2011	1.01%	1.02%	4.17%	2.08%	2.06%	3.19%	3.23%	-2.02%	6.58%	-1.02%	40.32%	1.01%

% of Excellent

	Clean	Comfort	Safe	Driver help	Driver friendly	On-time	Route Sched	Proximity	Pass \$	Seating avail	Avail Bike/ski racks	Overall Exp
Summer 2011	55%	51%	51%	65%	68%	38%	28%	45%	36%	55%	37%	50%
Winter 2012	45%	45%	42%	59%	59%	42%	41%	50%	38%	42%	40%	52%
Summer 2012	54%	50%	54%	61%	61%	46%	40%	40%	36%	51%	38%	52%
Variance Sum 2012vs2011	-1.82%	-1.96%	5.88%	-6.15%	-10.29%	21.05%	42.86%	-11.11%	0.00%	-7.27%	18.75%	4.00%

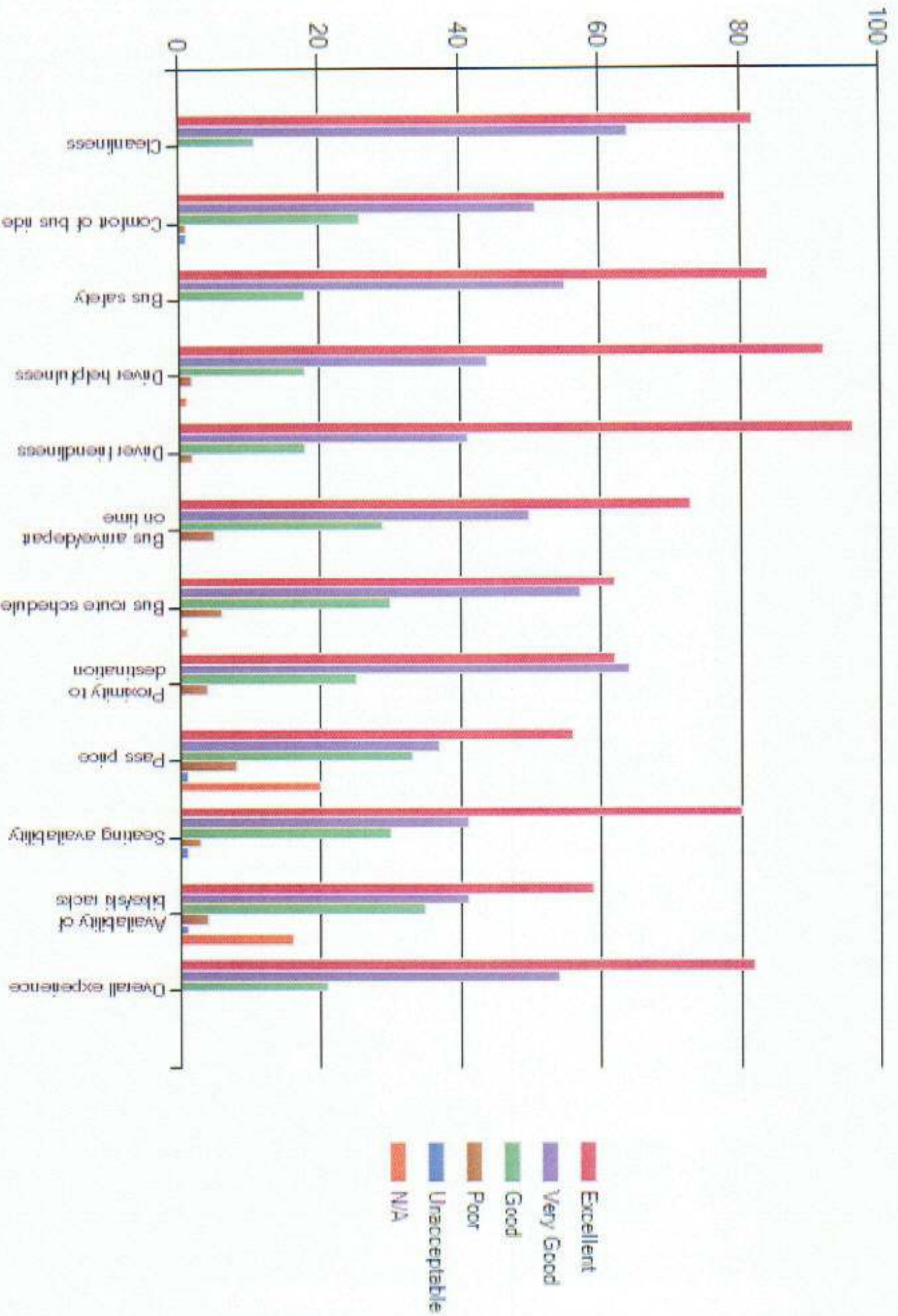
% Very Good or Excellent (combined)

	Clean	Comfort	Safe	Driver help	Driver friendly	On-time	Route Sched	Proximity	Pass \$	Seating avail	Avail Bike/ski racks	Overall Exp
Summer 2011	87%	86%	83%	90%	90%	69%	66%	84%	62%	83%	48%	91%
Winter 2012	88%	81%	78%	88%	87%	73%	72%	81%	62%	81%	68%	90%
Summer 2012	93%	82%	89%	87%	87%	78%	76%	81%	59%	77%	64%	87%
Variance Sum 2012vs2011	6.90%	-4.65%	7.23%	-3.33%	-3.33%	13.04%	15.15%	-3.57%	-4.84%	-7.23%	33.33%	-4.40%

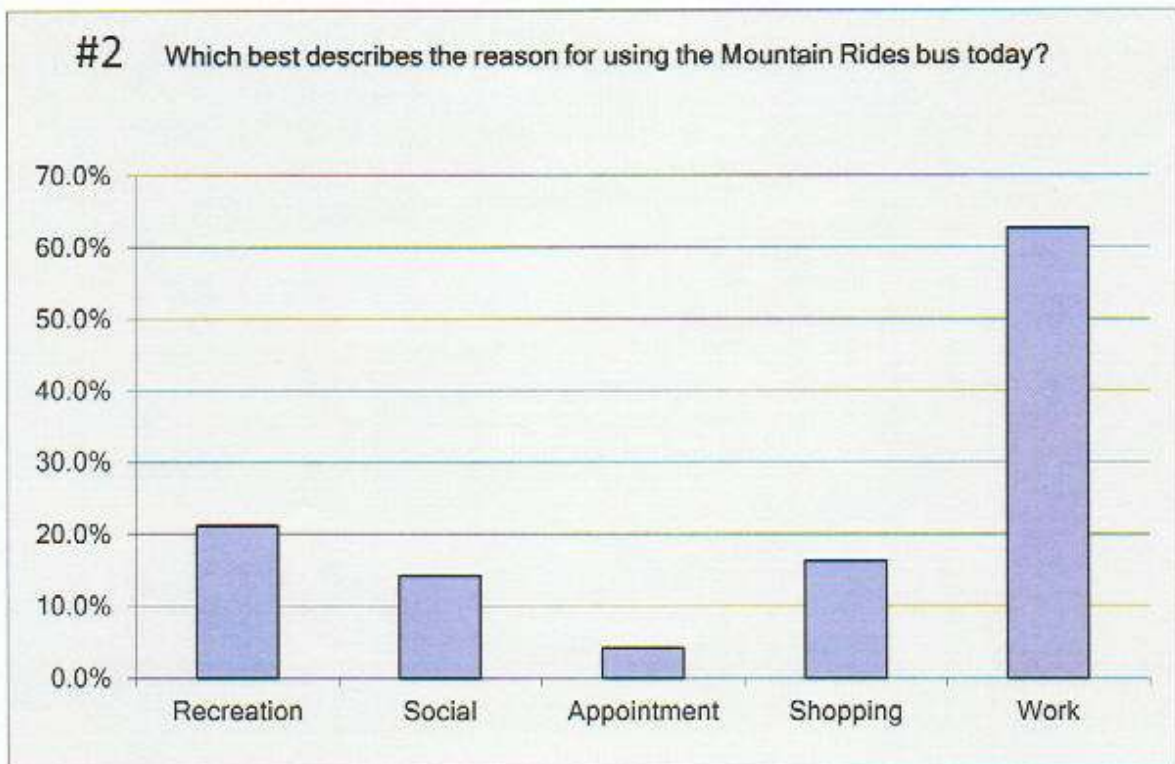
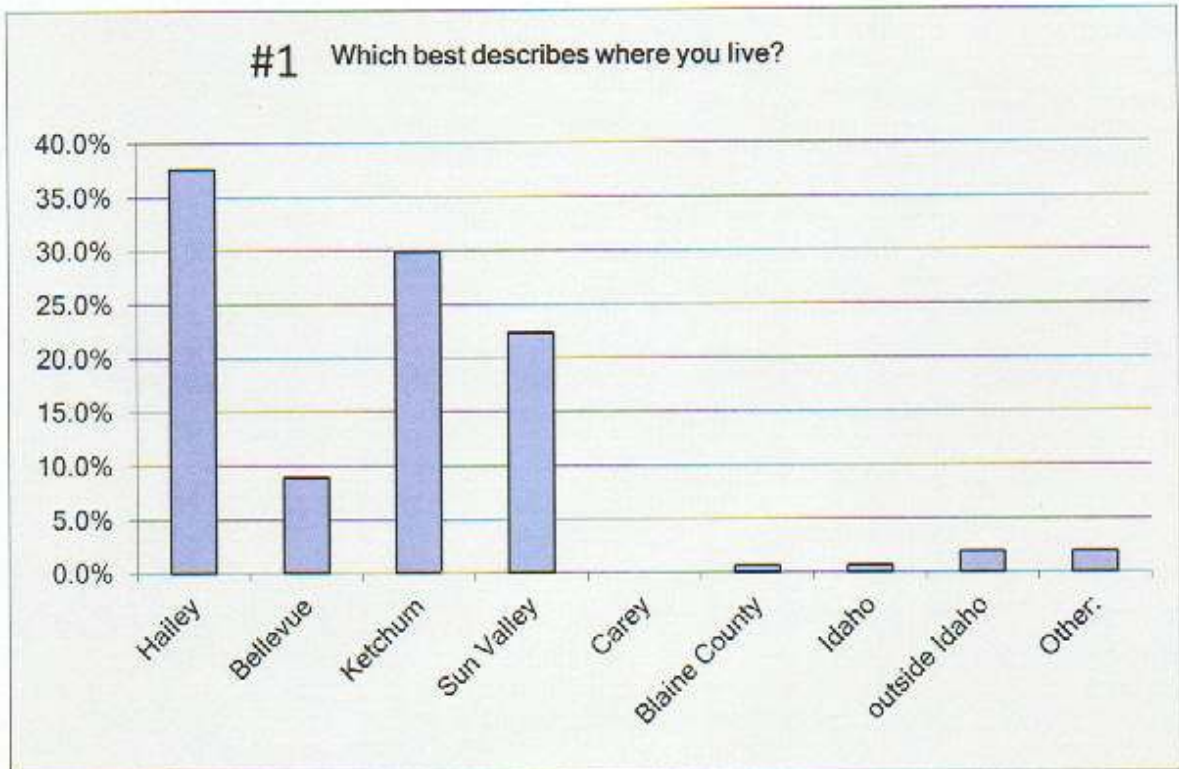
% Poor or Unacceptable

	Clean	Comfort	Safe	Driver help	Driver friendly	On-time	Route Sched	Proximity	Pass \$	Seating avail	Avail Bike/ski racks	Overall Exp
Summer 2011	1%	2%	1%	1%	2%	6%	4%	0%	3%	0%	10%	1%
Winter 2012	1%	1%	2%	0%	0%	3%	3%	1%	3%	3%	3%	0%
Summer 2012	0%	1%	0%	1%	1%	3%	4%	3%	6%	2%	3%	0%
Variance Sum 2012vs2011	-100.00%	-50.00%	-100.00%	11.11%	-50.00%	-50.00%	0.00%	#DIV/0!	100.00%	#DIV/0!	-75.00%	-100.00%

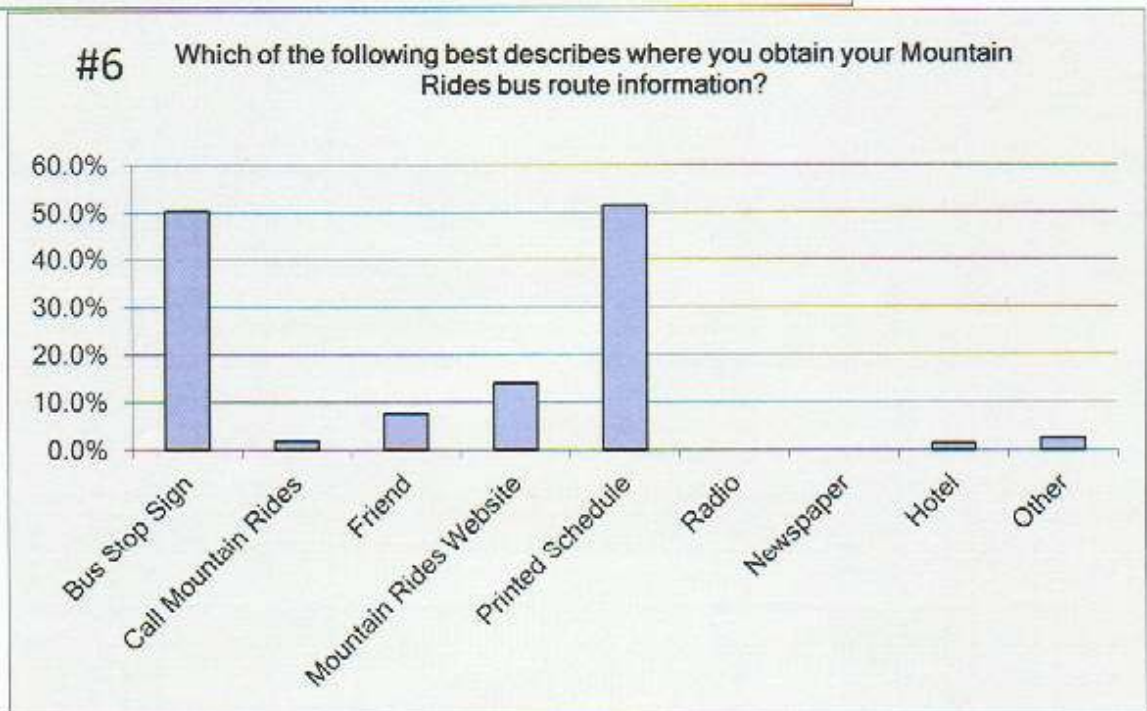
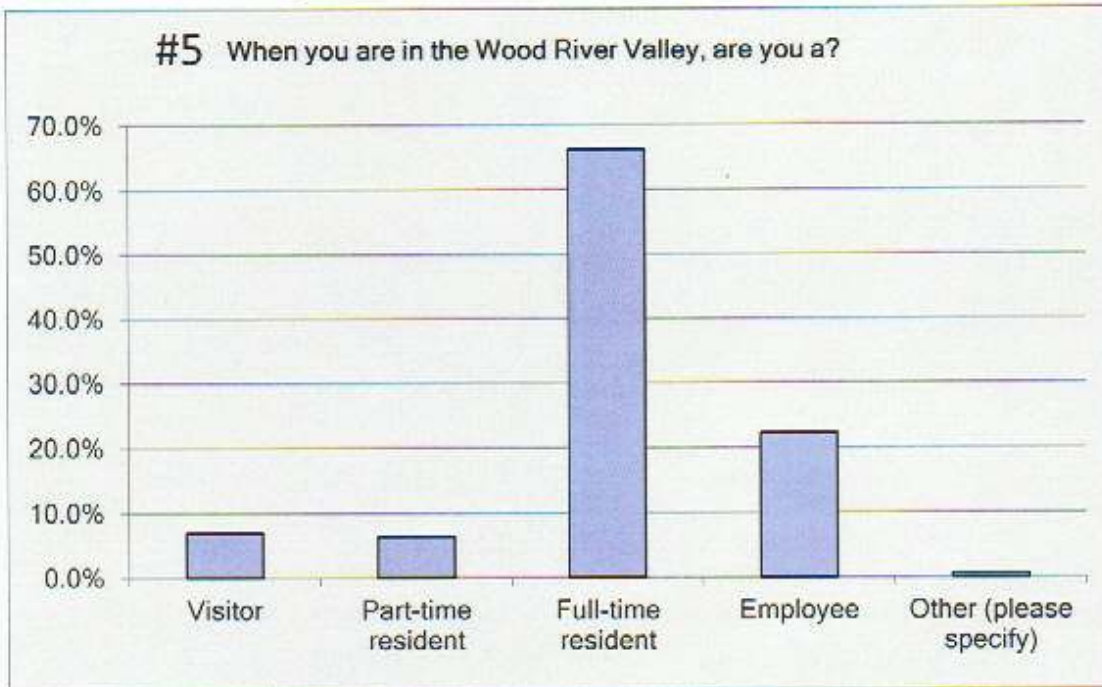
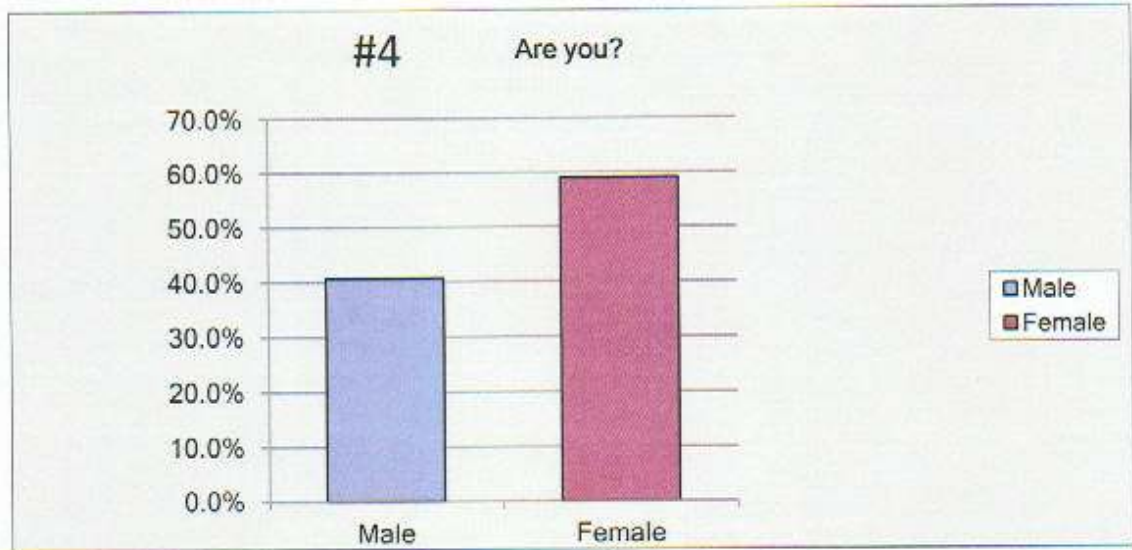
Please rate the following factors based on your Mountain Rides bus experience today?



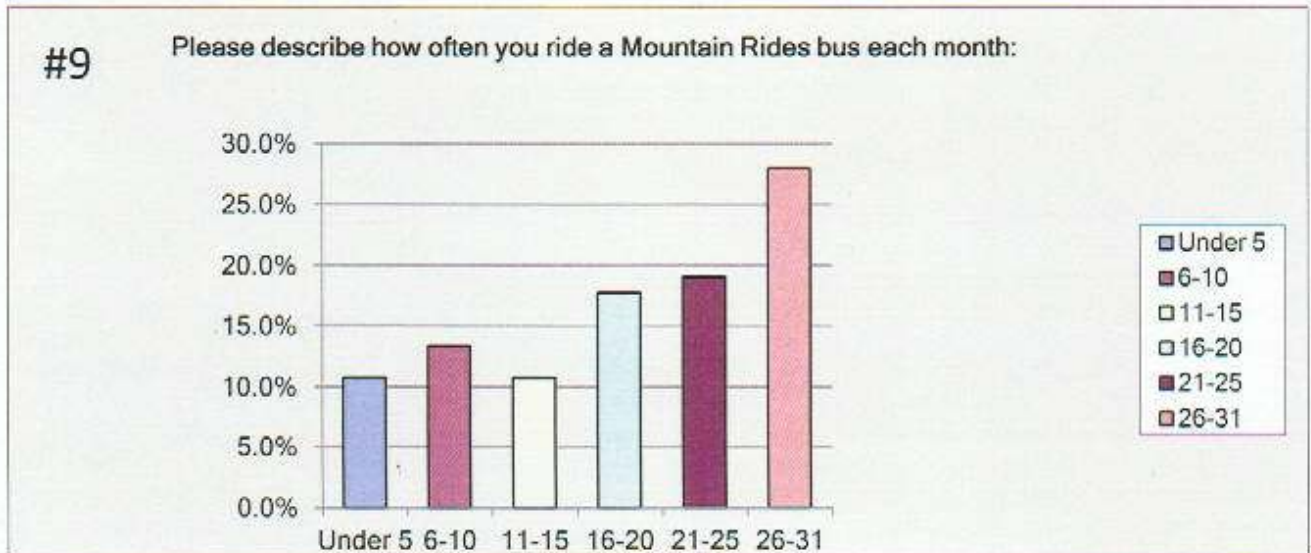
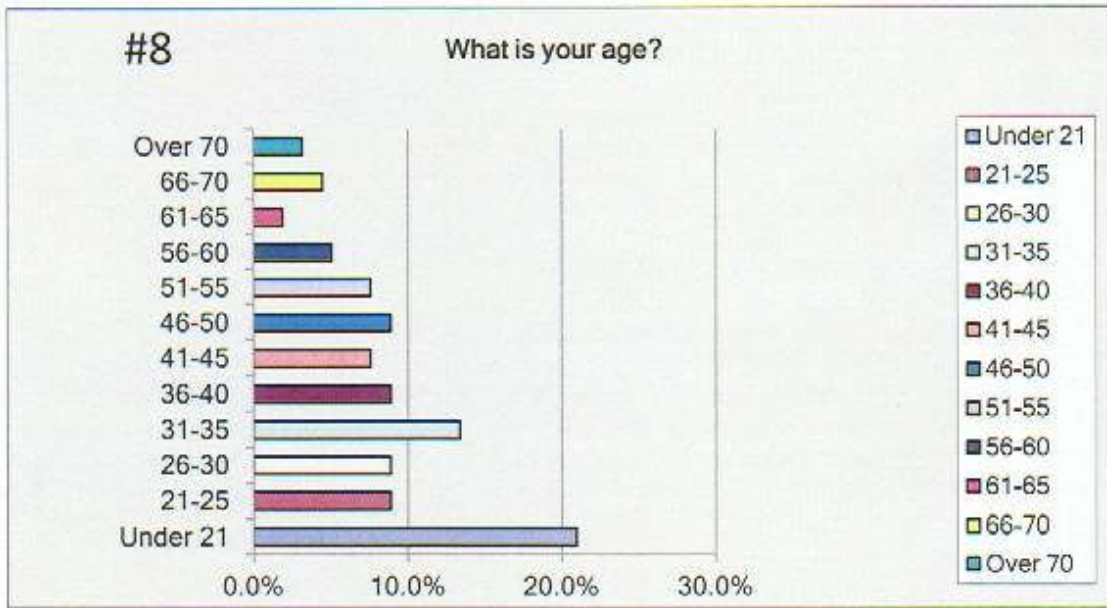
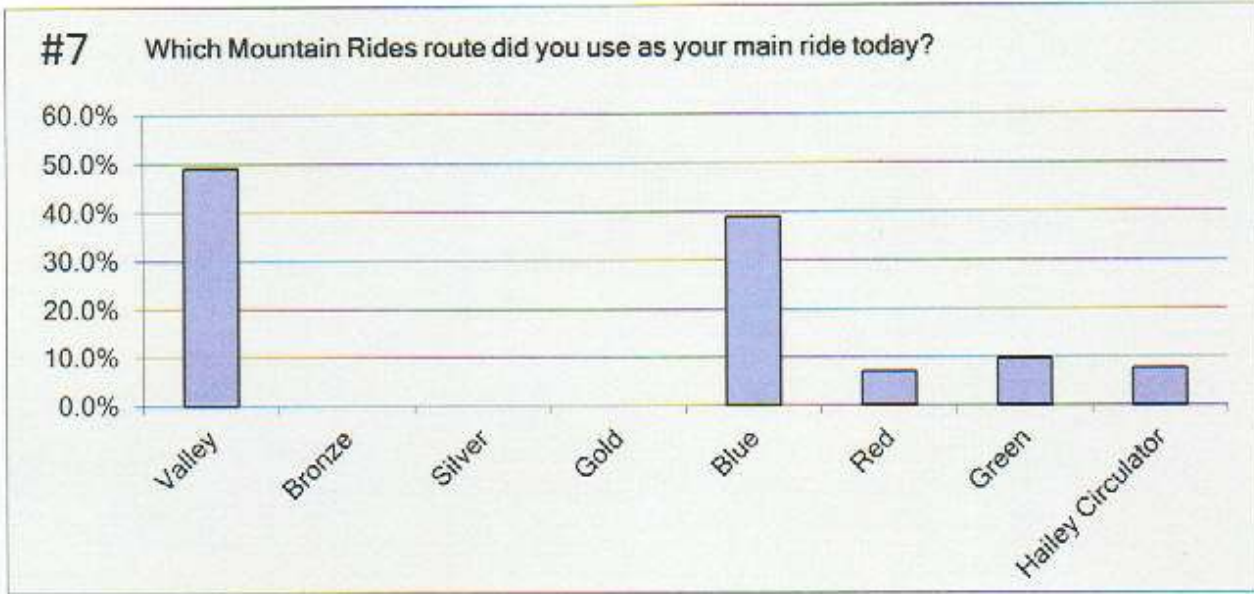
Summer Survey 2012



Summer Survey 2012



Summer Survey 2012



Mountain Rides Customer
Satisfaction Survey summer 2012
Question #10

Schedule Changes

- Later buses
- Better late night service last call bus
- Run more often
- Reduce the wait between buses (1 hour)
- Later and more often during slack.
- I would like more frequent running times.
- Late buses/aka midnight express
- I understand slack, I just wish blue was still every 30 minutes.
- need a route every night at 9pm
- Valley bus goes later
- Stop by Chestnut in Bellevue. You are doing great!
- Run a normal schedule on Holidays.
- 7:15 am bus Saturday & Sunday
- 7:15 am Saturday & Sunday
- 7:15 am bus on Saturday & Sunday
- 7 am bus Saturday & Sunday
- We need same schedule on Saturday & Sunday as Monday-Friday
- 7 am Saturday & Sunday, please. Thank you for the service.
- 7 am bus on weekends. Don't raise pass prices
- 7 am Saturday & Sunday. Don't raise pass price.
- 7 am bus on Saturday & Sunday. Don't raise pass price.
- More weekend options. Put 3:30 down valley back on schedule for winter. get rid of new very uncomfortable buses. Late buses.
- bus at 7am on sat/sun
- Need 7am sat & sun
- More stops between Hailey and hospital
- More hours on weekends-6:00am Love the bus drivers Jose and Pam thank you
- Later run schedules, especially Sat & Fri to go to music at SV brewery & other places that have music
- Go to the meadows, have Valley go to High and Middle school, go after in the summer
- More availability on Sat & Sun, too much time between pick up times, 6:00am pick up, Jose is the best driver ever, Pam is also the best driver too.
- 1 more stop between Hailey P&R and mini mart.
- Hoping to ride 5 days/week to Hailey from Ketchum, so 20x/month (2x/day), Why isn't there an 8:30 bus from Ketchum to Hailey? I need to be at work at 9am.
- More buses during slack
- Not to cut bus times during slack periods
- Start the 30 minute schedule for blue sooner

Pass Suggestions

Don't charge for in city such as from Albertson's to the Community Campus. Don't charge those .50's
The price is too high, it's almost the same as gas for my car.
The season pass is too expensive
Drivers should have change in case i don't have an exact amount of money

Accolades

All is good.
Doing great!
Mountain Rides performs an excellent helpful service. Exceptional transportation.
All good to go.
Great Job! We really appreciate it!
I think it is a very great bus.
None, you guys are awesome!
Nothing, everything is great.
Don't ever get rid of the bus lines! they are amazing!
Everything is good, you don't need improving.
Nothing
None, I love the bus routes, very helpful.
Everything is excellent for me. Thank you for the good service.
All drivers are nice.
Keep up the good work.
Everything is good.
All is good.
everything is great.
all is good.
Everything is fine
Very good service and they listen when route times need to change. thanks from Housekeeping in SV
Everything is good.thank you for 4:34pm
Jose was excellent driving
Jose is an excellent driver, very friendly--n-helpful.
Keep up the good work!!!
Jose was very polite and helpful to the passengers.
Very nice service
It was great! Thank you!
Excellent Service
Love you guys! Thanks for the ride.

Other Suggestions/Complaints

Woodside construction-can't get close to my bus stop. too many bikes inside.

Make sure drivers pull into dollar lodge

Do not blow thru stops & leave before/within departure time- for hourly buses, this is bad

More Bike racks

Get rid of the buses with the high dash boards-passengers want a view too. I call MR very seldom but when I do they are very polite

Website fee/free clarity

More buses with A/C

Bus #6 is bad (it sucks)

stops are too far away

bus stops are too far away

Better customer service. Last week the Valley bus was 20 minutes late, missed connection to go home, bus driver and staff were not very helpful or friendly.

There are a couple of the drivers that are rough to ride with. I am pleased with the service

All buses should have air conditioning

To see bikers get turned away on one route only to be allowed to bring bike into bus on other routes is frustrating to riders and bikers.

Bus has room and riders want to help buses are always dusty. Some drivers let up to 3 bikes in bus, others 0. Being consistent is crucial.

Bigger Bus

Post sign advising teenagers there are other passengers on board!

Don't let school children ride the bus

A/C in all.

More on time rides on time

More comfortable seats

Mountain Rides AGENDA REPORT

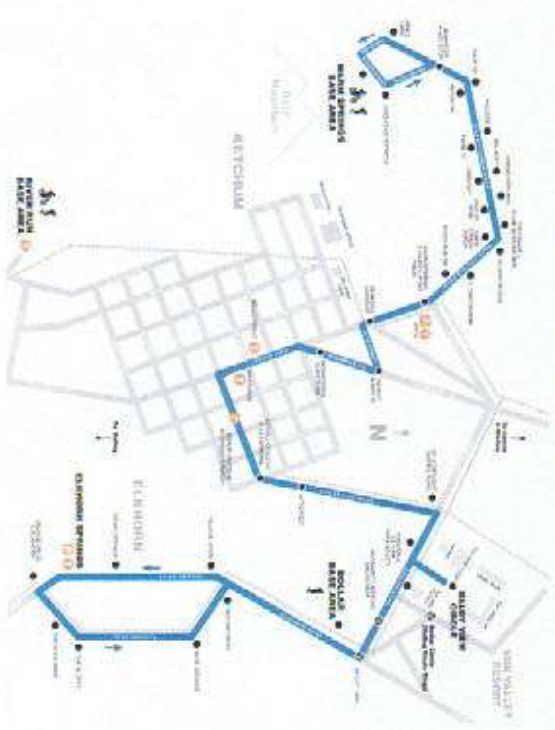
AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller and Jim Finch
SUBJECT: Item 4.e – Approve FY2013 Transit Service Plan
RECOMMENDATION: Approve

BACKGROUND:

Staff recommendations for the upcoming service year are attached in a route by route look at what we are recommending for the next 12 months of service. If adopted, some of these recommendations would go into effect immediately, but in most cases these recommendations would be effective upon release of our next 6 month schedule, which would be distributed just before Thanksgiving. These staff suggestions balance funding resources, productivity, funding allocation, funding partner desires, and public input.

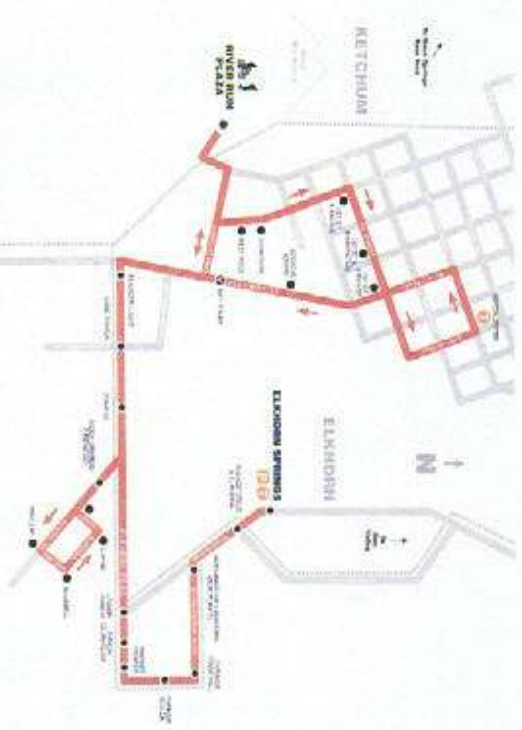
Committee Review: Both
Legal Review: n/a
Funding: Operations Fund
Budget: FY2013

Blue Route



Route Description	Connecting Elkhorn Springs, Dollar, Sun Valley Village, downtown Ketchum, and Warm Springs	
Peak Season	Off-peak Baseline	
Current Frequency & Hours of Service	7a - 1a; 30 min freq 7a-9:30p, Hourly 9p-1a (summer has hourly freq 7a-10a and 9p-11p)	7a - 9:30p; Hourly freq
Current Annual Hours of Service	8000	
Staff recommended changes for FY2013 vs FY2012	Maintain existing Blue Route configuration and route timing. Add more 30 min frequency service during peak summer (early morning service and late evening)	
Implications of recommendations FY2013 vs FY2012	Additional Blue Route service will be paid for from shift of hours from evening Green Route peak winter service	

Red Route



Route Description	Connecting Elkhorn Springs, Morningstar, Twin Creeks, River Run and downtown Ketchum	
Peak Season	Off-peak Baseline	
Current Frequency & Hours of Service	8:30a - 4:55p; 30 min freq until 3:00p, Hourly 3p-4:55p (summer has later service 5p-7:25p)	830a-1125a and 2p-4:55p; Hourly freq
Current Annual Hours of Service	3500	
Staff recommended changes for FY2013 vs FY2012	Eliminate service in slack period starting Oct 22 until Thanksgiving and end of ski season until June 14th. Improve Red in winter to extend 1/2 hour frequency until 3p during peak winter. And maintain Red 1 all winter with no midday break.	
Implications of recommendations FY2013 vs FY2012	Net savings of \$25,000 (\$30,000 savings due to slack cut, \$5,000 additional due to winter improvements)	

Green Route



Route Description	Connecting Meadows Trailer park, St. Lukes, River Run, West Ketchum, downtown Ketchum	
	Peak	Baseline
Current Frequency & Hours of Service	7a - 6pm Hourly (Winter Peak) 7 days/week, last winter had 6p-9p service	7a-11a; 2p-6p Hourly service. M-F only
Current Frequency & Hours of Service	2825	
Staff recommended changes for FY2013 vs FY2012	Maintain existing Green Route configuration and timing for both peak and baseline service. Eliminate evening Green Route service during peak winter.	
Implications of recommendations FY2013 vs FY2012	Less Green service during winter peak evenings but more Blue Route service, which will have more system impact	

Silver Route



Route Description	Connecting Dollar, Sun Valley Village, downtown Ketchum, and River Run Plaza	
	Peak	Baseline
Current Frequency & Hours of Service	8a-6pm 15 min frequency	Winter route only. 30 minute frequency early/late winter season
Current Frequency & Hours of Service	2600	
Staff recommended changes for FY2013 vs FY2012	Maintain existing Silver Route configuration, timing, and level of service. No changes.	
Implications of recommendations FY2013 vs FY2012	n/a	

Gold Route



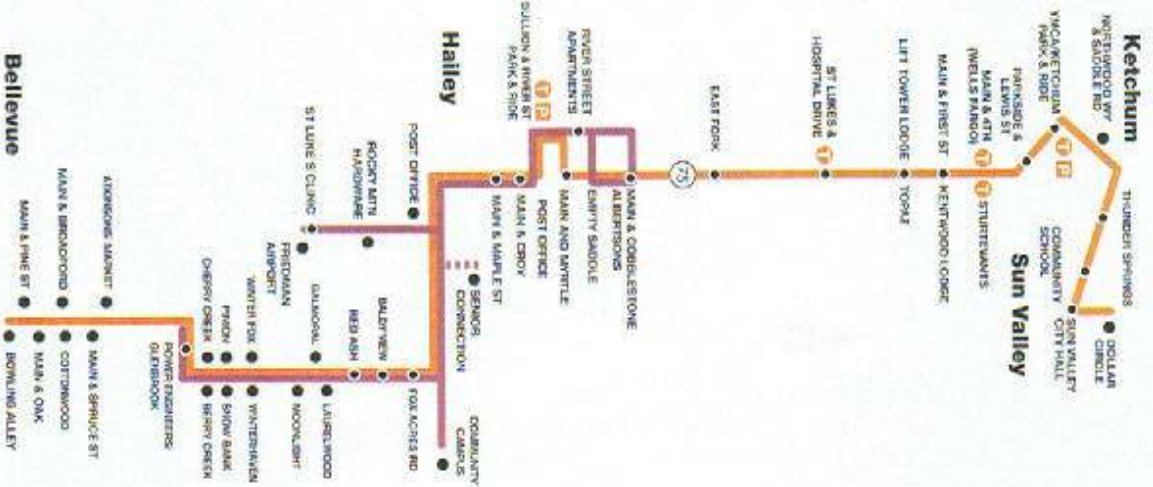
Route Description	Connecting Elkhorn Springs, Dollar, Sun Valley Village, Sun Valley club	
Current Frequency & Hours of Service	30 minute frequency 9a-3p Dec 15-April 1	Baseline
Current Estimated Annual Hours of Service	648	
Staff recommended changes for FY2013 vs FY2012	Eliminate service to Sun Valley Club. Use extra time to serve Villagers.	
Implications of recommendations FY2013 vs FY2012	No Sun Valley Club service, better service to condos in Sun Valley.	

Bronze Route



Route Description	Connecting Sun Valley Village, Saddle Rd, and Warm Springs	
Current Frequency & Hours of Service	830a-330pm 30 min freq Dec 15, 2012- April 1, 2013	Baseline
Current Estimated Annual Hours of Service	756	
Staff recommended changes for FY2013 vs FY2012	Maintain existing Bronze Route service levels for Winter Peak service. No changes to route or schedule.	
Implications of recommendations FY2013 vs FY2012	n/a	

Valley Route



Route Description	Connecting Bellevue, Hailey, Ketchum, Sun Valley	
	Peak	Baseline
Frequency & Hours of Service	NB 5:50am-8:14pm, SB 6:35am-9:20pm. 30 minute commute time, Hourly midday Weekends/Holidays 6:35am-8:05pm 1-2 hr freq	
Estimated Annual Hours of Service	9100	
Staff recommended changes for FY2013 vs FY2012	Add additional morning peak commute trip. Also, have weekend deviation in morning and afternoon to River Run.	
Implications of recommendations FY2013 vs FY2012	More service, more consistent with hourly service all day long. Service paid for by existing grant funds for commute trips.	

Hailey Route

Route Description	Connecting Hailey neighborhoods, Community Campus, St. Luke's Medical, Downtown	
	Peak	Baseline
Current Frequency & Hours of Service	hourly service 8a-12p; 1p-5p Monday - Friday	
Estimated Annual Hours of Service	2032	
Staff recommended changes for FY2013 vs FY2012	Maintain existing routing and service level	
Implications of recommendations FY2013 vs FY2012	n/a	

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller, Wendy Crosby and Finance and Performance Committee
SUBJECT: Item 4.f – Approve FY2013-FY2017 Capital Improvement Plan (CIP)
RECOMMENDATION: Approve

BACKGROUND:

The CIP is a living document that is adopted in conjunction with the annual FY budget. This CIP is attached and consists of a narrative and project list description. The project list for FY2013 corresponds with the capital fund budgets included in our adopted FY budget.

Committee Review: Finance and Performance
Legal Review: none
Funding: All capital funds
Budget: FY2013-FY2017



Capital Improvement Plan

FY2013-2017

For Adoption at October 2012 Board Meeting

Purpose

The purpose of this Capital Improvement Plan (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 primary facility in Ketchum, development of a downtown transportation hub in Ketchum, and acquiring a new southern transportation facility in Bellevue or Hailey.

This CIP will be adopted annually in September or October at the same time that our full fiscal annual budget is adopted. This CIP is designed to be a working document that is updated regularly and is always adjusted to look at the next immediate five years of capital needs.

Projects Categories to be Funded

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 transit 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 every year. Some of the critical locations include East Fork, downtown Hailey and downtown Ketchum. With 14 bus shelters in our system, we also need to maintain these facilities over time. A downtown Ketchum transit hub is also critical to better coordinating our overall transit system. This facility would allow all of our routes to better interact and facilitate transfers, as well as serve as a simple place for customers to go to figure out how to get anywhere in our system.
2. **Rolling stock:** Mountain Rides operates roughly 650,000 to 750,000 miles per year, which results in the depreciation of 1-2 vehicles 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.

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.
4. **Improvements to Ketchum facility:** Our existing facility that includes bus maintenance, offices, and apartments is in need of 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 like lighting upgrades and a more efficient furnace (or perhaps one that utilizes a more efficient, clean energy source). Some funding exists to upgrade to much cleaner energy technologies like solar, and Mountain Rides will be evaluating and applying for these grants as possible.
5. **New Bellevue facility:** As Mountain Rides expands regionally, especially to the south, it is absolutely necessary to support these services with a new facility in Bellevue. This facility is envisioned to include a bus storage and maintenance facility, a park and ride lot with at least 100 spaces, office space, a community room, a bus turn-out and shelter, and possibly community housing units. We are currently negotiating for the land and building just south of the intersection of Highway 75 and Gannet Rd. If successful, this property will require remodeling, upgrades and site work in order to meet our requirements.

Funding Sources

In order to fund all of the projects in the coming years, Mountain Rides must utilize a variety of funding sources. At this time, Mountain Rides is unsure of what capital funding sources will look like going forward, as there is a new federal transportation bill, MAP-21, that eliminates many traditional sources for capital projects. Luckily, Mountain Rides does have existing funding in a variety of funding sources to fund immediate capital needs:

- 5309 Bus and Bus Facilities and State of Good Repair – this is a discretionary Federal Transit Administration (FTA) program that provides capital funding for vehicles and facilities that support bus operations. We have used this program to purchase buses in the past. Funding for 5309 is hit or miss depending on the success of the statewide coalition. The funding for this program is 83% federal funding with a local match of 17% for vehicles and 80% federal funding with a local match of 20% for facilities. For 2009 FTA 5309 funding, Mountain Rides obtained approximately \$800,000 of Federal grant money to be used for vehicle replacement originally. We recently repurposed this funding for a Bellevue facility. The 5309 program was eliminated under MAP-21.
- New Under MAP-21: Rural formula funding for buses and bus facilities – The new 2-year federal funding bill that goes into effect in October 2012 has a program that includes a fixed amount of formula funding for each state. It is anticipated that Idaho will receive \$1.25MM annually for bus and bus facilities, which is lower than the \$2-\$3 million annual average that Idaho received under the earmark system.

- Statewide funding source taken from operational funding – under MAP-21 there are additional dollars in the 5311 and 5310 funding programs. It is anticipated that ITD will take some money off the top of these programs and put them into a dedicated fund for capital that agencies within the state can apply for and compete. The details of how this might work are completely unknown at this point.
- Fund Balances – Mountain Rides has dedicated capital funds for facility projects, maintenance of workforce housing units, and capital equipment purchases. These fund balances are relatively low currently, but we are working to grow these balances over time. Contributions to these fund balances come primarily from our local municipal partners through direct funding.
- Private funds and miscellaneous grants – this would include any funding from grants not known at this time, foundations, or private businesses who may wish to help Mountain Rides achieve its CIP goals.

Project List by Year

CIP Attachment A lists the various projects with their associated costs and estimated year for expenditure. Some projects span multiple years and some, like maintenance and upkeep projects, are more focused on the coming fiscal year. The costs are listed in the year they are estimated to be incurred. Some purchases like buses need to be made sooner due to long lead times. The project list also shows the total project funding, local funding and federal funding estimated to complete the project. This shows what must be funded by our own capital fund balances, through funding from our local partners, and what would be paid for from federal sources. This also shows the match needed for these federal funds.

CIP Success Factors

Successful CIP implementation is dependent on many internal and external factors, some of which we can affect and some of which are out of our control. In order to fund all of our capital projects, the following assumptions are built in:

- ✓ Municipal funding partners continue to support Mountain Rides with funds that can be used as match for capital projects (above and beyond operational support)
- ✓ We are able to find a suitable property for our south facility and park and ride
- ✓ FTA finds a way to fund larger projects once MAP-21 expires (earmarks have been eliminated under MAP-21 with no replacement)
- ✓ ITD creates a fair and balanced system that meets provider needs for capital projects under the new MAP-21 bill
- ✓ Mountain Rides continues to advance planning efforts for all of these projects
- ✓ Smaller grants are discovered and successfully applied for in the coming years
- ✓ We have stable enough operating funds that justify the capital expenses (equity between service level and capital requirements)
- ✓ We have community support for the development of some of these capital projects

PROJECTS	Priority 1 - 3 = Highest 2 = medium 3 = lowest	Purpose/details	FY2013		FY2014		FY2015		FY2016		FY2017				
			Total Proj \$	Local \$	Fed \$	Funds secured?	Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$
			MAINTAIN KETCH SHOP Interior Upgrades 1 Exterior Paint 2 Building security 1 Roll-up doors 2 Boiler and Heaters 3 Vehicle Hoist 1												
Paint, new carpet, driver room remodel Repair original building sections, can wait until next fiscal Improve overall building security and access Replace one maintenance bay door Operator Reduce heating bills with new oil burning boiler maintenance Maintenance			\$5,000	\$5,000	\$0	Yes - facilities	\$5,000	\$5,000	\$0	\$3,500	\$3,500	\$0	\$7,500	\$7,500	\$0
NEW FACILITIES Ketchum Fuel Station * 1 Downtown Ketchum transit hub 2 South Facility-purchase 1 South Facility-move in 1 costs South Facility-phase 1 1 South Facility-phase 2 1 small pit lot South Facility-phase 3 large pit lot 1															
Save money on fuel Centralized bus stop with passenger amenities in Ketchum core Critical to overall operations Upgrades to make usable Remodel and add storage/wash bays 30-40 cars to support existing valley			\$390,000	\$78,000	\$312,000	Yes - existing	\$100,000	\$50,000	\$0	\$100,000	\$20,000	\$80,000	\$10,000	\$2,000	\$8,000
Passenger shelter & signage New shelters 1 Repair, replace, upgrade signage 1			\$48,000	\$7,000	\$41,000	Yes - ARCA and Bus Liability	\$10,000	\$2,000	\$8,000	\$10,000	\$2,000	\$8,000	\$10,000	\$2,000	\$8,000
CAPITAL EQUIPMENT Bus washer for Ketch shop 1 Waste oil furnace for Ketch shop 3 Bus washer for South Valley 1 Fuel path study Machinery for shop (South Valley) 1															
A portable machine that reduces bus wash time by 75% Burn used oil for heat to save money Integrate wash system for Bellevue site Research to figure out best fuel source for buses going forward Additional tools to allow for more involved engine and transmission work			\$24,000	\$0	\$24,000	Yes - existing ARCA funding	\$5,000	\$5,000	\$0	\$200,000	\$40,000	\$160,000	\$10,000	\$4,000	\$6,000
TECHNOLOGY Stop annunciators 2 Electronic fare boxes 2 Automatic passenger counters 2															
Devices that automatically announce stops via GPS and pre-recorded messages Fareboxes that would allow for electronic media and cash verification Integrated electronic eyes that recognize and track passengers on and off automatically			\$7,500	\$7,500	\$0	Yes - existing fund balance	\$65,000	\$13,000	\$52,000	\$65,000	\$13,000	\$52,000	\$65,000	\$13,000	\$52,000

ATTACHMENT A: CIP PROJECT LIST FY2013-FY2017

PROJECTS	Purpose/details	FY2013			FY2014			FY2015			FY2016			FY2017		
		Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$	Total Proj \$	Local \$	Fed \$
Maintenance management software	Software system to manage vehicle maintenance, inspections, work orders and parts	\$25,000	\$5,000	\$20,000												
	Yes - 2012 SoGR															
VEHICLES																
	Yes - Local funding and some ride-share															
Vans	For veripool	\$50,000	\$54,000	\$6,000	\$65,000	\$40,000	\$25,000									
Small Bus (Sprinter)	For neighborhood routes	1														
Mid-duty Bus (C)	For Valley and some Town routes	2														
Large Bus (Gillie)	For Town and Valley routes	1			\$375,000	\$75,000	\$300,000	\$220,000	\$44,000	\$176,000	\$380,000	\$76,000	\$304,000	\$360,000	\$72,000	\$288,000
TOTALS		\$1,579,500	\$392,500	\$1,187,000	\$690,000	\$247,000	\$393,000	\$803,500	\$167,500	\$636,000	\$860,000	\$192,000	\$668,000	\$932,500	\$199,500	\$733,000
	Funding beyond device in FY2013 budget				\$111,150	\$56,810	\$54,340	\$75,375	\$38,525	\$36,850	\$86,400	\$44,160	\$42,240	\$89,775	\$45,885	\$43,890
					K	SV	SVC	K	SV	SVC	K	SV	SVC	K	SV	SVC
					SV	SVC	H	SV	SVC	H	SV	SVC	H	SV	SVC	H
					SVC	H	BC	SVC	H	BC	SVC	H	BC	SVC	H	BC
					H	BC	BC	H	BC	BC	H	BC	BC	H	BC	BC
					BC	\$27,170		BC	\$18,475		BC	\$21,120		BC	\$21,945	

Federal funding is dependent on successful grants and no recissions; Local Funding is secure for FY2013 but only estimated beyond FY13

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Wendy Crosby
SUBJECT: Agenda Item 4.g – Engagement letter with Anderson Arritt Robins Waters, Certified Public Accountants, for FY2012 audit services

RECOMMENDATION: Approve

BACKGROUND: Attached is the annual engagement letter from Anderson Arritt Robins Waters stating the terms and standard for this year's audit. The letter has been updated slightly to afford Anderson Arritt Robins Waters some additional protections based on updated best practices for auditors. Terms of engagement are essentially unchanged from prior years.

Committee Review: none
Legal Review: none
Funding: Operations Fund
Budget: FY2013



October 5, 2012

Mountain Rides Transportation Authority
PO Box 3091
Ketchum, ID 83340

We are pleased to confirm our understanding of the services we are to provide Mountain Rides Transportation Authority for the year ended September 30, 2012. We will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, which collectively comprise the basic financial statements, of Mountain Rides Transportation Authority as of and for the year ended September 30, 2012. Accounting standards generally accepted in the United States of America provide for certain required supplementary information (RSI), such as management's discussion and analysis (MD&A), to accompany Mountain Rides Transportation Authority's basic financial statements. As part of our engagement, we will apply certain limited procedures to Mountain Rides Transportation Authority's RSI. These limited procedures will consist principally of inquiries of management regarding the methods of measurement and presentation, which management is responsible for affirming to us in its representation letter. Unless we encounter problems with the presentation of the RSI or with procedures relating to it, we will disclaim an opinion on it. The following RSI is required by generally accepted accounting principles and will be subjected to certain limited procedures (unless MRTA opts to not include MD&A with the report), but will not be audited:

1) Management's Discussion and Analysis

We have also been engaged to report on supplementary information other than RSI that accompanies Mountain Rides Transportation Authority's financial statements. We will subject the following supplementary information to the auditing procedures applied in our audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America and will provide an opinion on it in relation to the financial statements as a whole:

1) Schedule of expenditures of federal awards.

The following other information accompanying the financial statements will not be subjected to the auditing procedures applied in our audit of the financial statements, and our auditor's report will not provide an opinion or any assurance on that other information:

- 1) Combined Schedule of Revenues, Expenditures, and Changes in Fund Balance – Bud to Actual All Funds
- 2) Supplemental information from Management of MRTA

Audit Objectives

The objective of our audit is the expression of opinions as to whether your basic financial statements are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles and to report on the fairness of the additional information referred to in the first paragraph when considered in relation to the basic financial statements taken as a whole. The objective also includes reporting on –

- Internal control related to the financial statements and compliance with laws, regulations, and the provisions of contracts or grants agreements, noncompliance with which could have a material effect on the financial statements in accordance with *Government Auditing Standards*.
- Internal control related to major programs and an opinion (or disclaimer of opinion) on compliance with laws, regulations, and the provisions of contracts or grant agreements that could have a direct and material effect on each major program in accordance with the Single Audit Act Amendments of 1996 and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*.

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The reports on internal control and compliance will each include a statement that the report is intended solely for the information and use of management, the body or individuals charged the governance, others within the entity specific legislative or regulatory bodies, federal awarding agencies, and if applicable, pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Our audit will be conducted in accordance with generally accepted auditing standards established by the Auditing Standards Board (United States); the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; the Single Audit Act Amendments of 1996; and the provisions of OMB Circular A-133, and will include tests of accounting records, a determination of major program(s) in accordance with OMB Circular A-133, and other procedures we consider necessary to enable us to express such opinions and to render the required reports. If our opinions on the financial statements or the Single Audit compliance opinions are other than unqualified, we will fully discuss the reasons with you in advance. If, for any reason, we are unable to complete the audit or are unable to form or have not formed opinions, we may decline to express opinions or to issue a report as a result of this engagement.

Management Responsibilities

Management is responsible for the basic financial statements and all accompanying information as well as all representations contained therein. Management is also responsible for identifying government award programs and understanding and complying with the compliance requirements, and for presentation of the schedule of expenditures of federal awards in accordance with the requirements of OMB Circular A-133. As part of the audit, we will assist with preparation of your financial statements, schedule of expenditures of federal awards, and related notes. You are responsible for making all management decisions and performing all management functions relating to the financial statements, schedule of expenditures of federal awards, and related notes and for accepting full responsibility for such decisions. You will be required to acknowledge in the written representation letter our assistance with preparation of the financial statements and schedule of expenditures of federal awards and that you have reviewed and approved the financial statements, schedule of expenditures of federal awards, and related notes prior to their issuance and have accepted responsibility for them. Further, you are required to designate an individual with suitable skill, knowledge, or experience to oversee any nonaudit services we provide and for evaluating the adequacy and results of those services and accepting responsibility for them.

Management is responsible for establishing and maintaining effective internal controls, including internal controls over compliance, and for evaluating and monitoring ongoing activities, to help ensure that appropriate goals and objectives are met and that there is reasonable assurance that government programs are administered in compliance with compliance requirements. You are also responsible for the selection and application of accounting principles; for the fair presentation in the financial statements of the respective financial position of the governmental activities, and the respective changes in financial position and, where applicable, cash flows in conformity with U.S. generally accepted accounting principles; and for compliance with applicable laws and regulations and the provisions of contracts and grant agreements.

Management is also responsible for making all financial records and related information available to us and for ensuring that management is reliable and financial information is reliable and properly recorded. You are also responsible for providing us with (1) access to all information of which you are aware that is relevant to the preparation and fair presentation of the financial statements, (2) additional information that we may request for the purpose of the audit, and (3) unrestricted access to persons within the government from whom we determine it necessary to obtain audit evidence.

Your responsibilities also include identifying significant vendor relationships in which the vendor has responsibility for program compliance and for the accuracy and completeness of that information. Your responsibilities include adjusting the financial statements to correct material misstatements and confirming to us in the written representation letter that the effects of any uncorrected misstatements aggregated by us during the current engagement and pertaining to the latest period presented are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

You are responsible for the design and implementation of programs and controls to prevent and detect fraud, and for informing us about all known or suspected fraud or illegal acts affecting the government involving (1) management, (2) employees who have significant roles in internal control, and (3) others where the fraud or illegal acts could have a material effect on the financial statements. Your responsibilities include informing us of your knowledge of any allegations of fraud or suspected fraud affecting the government received in communications from employees, former employees, grantors, regulators, or others. In addition, you are responsible for identifying and ensuring that the entity complies with applicable laws, regulations, contracts, agreements, and grants. Additionally, as required by OMB Circular A-133, it is management's responsibility to follow up and take corrective action on reported audit findings and to prepare a summary schedule of prior audit findings and a corrective action plan.

You are responsible for presentation of the schedule of expenditures of federal awards in conformity with OMB Circular A-133. You agree to include our report on the schedule of expenditures of federal awards in any document that contains and indicates that we have reported on the schedule of expenditures of federal awards. Your responsibilities include acknowledging to us in the written representation letter that (1) you are responsible for presentation of the schedule of expenditures of federal awards in accordance with OMB Circular A-133; (2) that you believe the schedule of expenditures of federal awards, including its form and content, is fairly presented in accordance with OMB Circular A-133; (3) that the methods of measurement or presentation have not changed from those used in the prior period (or, if they have changed, the reasons for such changes); and (4) you

have disclosed to us any significant assumptions or interpretations underlying the measurement or presentation of the supplementary information.

Management is responsible for establishing and maintaining a process for tracking the status of audit findings and recommendations. Management is also responsible for identifying for us previous financial audits, attestation engagements, performance audits, or other studies related to the objectives discussed in the Audit Objectives section of this letter. This responsibility includes relaying to us corrective actions taken to address significant findings and recommendations resulting from those audits, attestation engagements, performance audits, or studies. You are also responsible for providing management's views on our current findings, conclusions, and recommendations, as well as your planned corrective actions, for the report, and for the timing and format for providing that information.

Audit Procedures—General

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit will involve judgment about the number of transactions to be examined and the areas to be tested. We will plan and perform the audit to obtain reasonable rather than absolute assurance about whether the financial statements are free of material misstatement, whether from (1) errors, (2) fraudulent financial reporting, (3) misappropriation of assets, or (4) violations of laws or governmental regulations that are attributable to entity or to acts by managements or employees acting on behalf of the entity. Because the determination of abuse is subjective, *Government Auditing Standards* do not expect auditors to provide reasonable assurance of detecting abuse.

Because an audit is designed to provide reasonable, but not absolute assurance and because we will not perform a detailed examination of all transactions, there is a risk that material misstatements or noncompliance may exist and not be detected by us. In addition, an audit is not designed to detect immaterial misstatements or violations of laws or governmental regulations that do not have a direct and material effect on the financial statements or major programs. However, we will inform you of any material errors and any fraudulent financial reporting or misappropriation of assets that come to our attention. We will also inform you of any violations of laws or governmental regulations that come to our attention, unless clearly inconsequential. We will include such matters in the reports required for a Single Audit. Our responsibility, as auditors, is limited to the period covered by our audit and does not extend to any later periods for which we are not engaged as auditors.

Our procedures will include tests of documentary evidence supporting the transactions recorded in the accounts, and may include tests of the physical existence of inventories, and direct confirmation of receivables and certain other assets and liabilities by correspondence with selected individuals, funding sources, creditors, and financial institutions. We will request written representations from your attorneys as part of the engagement, and they may bill you for responding to this inquiry. At the conclusion of our audit, we will require certain written representations from you about the financial statements and related matters.

Audit Procedures—Internal Controls

Our audit will include obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Tests of controls may be performed to test the effectiveness of certain controls that we consider relevant to preventing and detecting errors and fraud that are material to the financial statements and to preventing and detecting misstatements resulting from illegal acts and other noncompliance matters that have a direct and material effect on the financial statements. Our test, if performed, will be less in scope than would be necessary to render an opinion on internal control and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to *Government Auditing Standards*.

As required by OMB Circular A-133, we will perform tests of controls over compliance to evaluate the effectiveness of the design and operation of controls that we consider relevant to preventing or detecting material noncompliance with compliance requirements applicable to each major federal award program. However, our tests will be less in scope than would be necessary to render an opinion on those controls and, accordingly, no opinion will be expressed in our report on internal control issued pursuant to OMB Circular A-133.

An audit is not designed to provide assurance on internal control or to identify significant deficiencies. However, during the audit, we will communicate to management and those charged with governance internal control related matters that are required to be communicated under AICPA professional standards, *Government Auditing Standards*, and OMB Circular A-133.

Audit Procedures—Compliance

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we will perform tests of Mountain Rides Transportation Authority's compliance with applicable laws and regulations and the provisions of contracts and agreements, including grant agreements. However, the objective of those procedures will not be to provide an opinion on overall compliance and we will not express such an opinion in our report on compliance issued pursuant to *Government Auditing Standards*.

OMB Circular A-133 requires that we also plan and perform the audit to obtain reasonable assurance about whether the addressee has complied with applicable laws and regulations and the provisions of contracts and grant agreements applicable to

major programs. Our procedures will consist of tests of transactions and other applicable procedures described in the *OMB Circular A-133 Compliance Supplement* for the types of compliance requirements that could have a direct and material effect on each of Mountain Rides Transportation Authority's major programs. The purpose of these procedures will be to express an opinion on Mountain Rides Transportation Authority's compliance with requirements applicable to each of its major programs in our report on compliance issued pursuant to OMB Circular A-133.

Audit Administration, Fees, and Other

We understand that your employees will prepare all cash, accounts receivable, or other confirmations we request and will locate any documents selected by us for testing.

At the conclusion of the engagement, we will complete the appropriate sections of the Data Collection Form that summarizes our audit findings. It is management's responsibility to submit the reporting package (including financial statements, schedule of expenditures of federal awards, summary schedule of prior audit findings, auditors' reports, and corrective action plan) along with the Data Collection Form to the federal audit clearinghouse. We will coordinate with you the electronic submission and certification. If applicable, we will provide copies of our report for you to include with the reporting package you will submit to pass-through entities. The Data Collection Form and the reporting package must be submitted within the earlier of 30 days after receipt of the auditors' reports or nine months after the end of the audit period, unless a longer period is agreed to in advance by the cognizant or oversight agency for audits.

The audit documentation for this engagement is the property of Anderson Arritt Robins Waters, CPAs and constitutes confidential information. However, pursuant to authority given by law or regulation, we may be requested to make certain audit documentation available to AICPA or its designee, a federal or state agency providing direct or indirect funding, or the U.S. Government Accountability Office for purposes of a quality review of the audit, to resolve audit findings, or to carry out oversight responsibilities. We will notify you of any such request. If requested, access to such audit documentation will be provided under the supervision of Anderson Arritt Robins Waters, CPAs personnel. Furthermore, upon request, we may provide copies of selected audit documentation to the aforementioned parties. These parties may intend, or decide, to distribute the copies or information contained therein to others, including other governmental agencies.

The audit documentation for this engagement will be retained for a minimum of five years after the report release or for any additional period requested by the Authority. If we are aware that a federal awarding agency, pass-through entity, or auditee is contesting an audit finding, we will contact the party (ies) contesting the audit finding for guidance prior to destroying the audit documentation.

We expect to begin our audit on approximately October 15, 2012 and to issue our reports no later than December 31, 2012. Our fee for these services will be at our standard hourly rates plus out-of-pocket costs, except that we agree that our gross fee, including expenses, will not exceed \$9,600. The above fee is based on anticipated cooperation from your personnel and the assumption that unexpected circumstances will not be encountered during the audit. If significant additional time is necessary, we will discuss it with you and arrive at a new fee estimate before we incur the additional costs.

Government Auditing Standards require that we provide you with a copy of our most recent external peer review report and any letter of comment, and any subsequent peer review reports and letters of comment received during the period of the contract. Our 2010 peer review accompanies this letter.

We appreciate the opportunity to be of service to Mountain Rides Transportation Authority and believe this letter accurately summarizes the significant terms of our engagement. If you have any questions, please let us know. If you agree with the terms of our engagement as described in this letter, please sign the enclosed copy and return it to us.

Very truly yours,
Anderson Arritt Robins Waters
Anderson Arritt Robins Waters, CPAs

RESPONSE:

This letter correctly sets forth the understanding of Mountain Rides Transportation Authority.

By: _____

Title: _____

Date: _____

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Steve Wolper and Jim Jaquet
SUBJECT: Agenda Item 6.a, 6.b - Committee reports
RECOMMENDATION: APPROVE

BACKGROUND:

- a. Planning and Marketing Committee: report from Chair Steve Wolper
 - i. Approve October committee minutes
- b. Finance and Performance Committee: report from Chair Jim Jaquet
 - i. Approve October committee minutes

Committee Review: Planning & Marketing and Finance & Performance, previously
Legal Review: n/a
Funding: n/a
Budget: n/a



Minutes

Planning and Marketing Committee 10/4/12, 1:00pm

Ketchum City Hall, Ketchum, ID 83340

In attendance: Steve Wolper, Nils Ribbi, Joe Miczulski, Jason Miller, Jim Finch, and Kim MacPherson

Meeting start: 1:15pm

Meeting end: 2:20pm

- 1) Recap of board input on FY2013 fixed route service plan and upcoming public workshops.
 - a) The committee discussed the plan for the workshops on October 10th.
 - b) A discussion of the Red route continued. What is the plan for "on demand service"?
 - c) Silver route service stays the same.
 - d) Gold service discussion. What will we do with the Gold route?
- 2) Discuss 2013 Draft Marketing and Communications Plan.
 - a) What is the plan for the marketing plan? The consensus was to build ridership. Communicate to those most affected by a schedule change. More outreach to increase ridership. Event service, concerts, 4th of July.
 - b) Need a budget for marketing plan.
- 3) Review results of summer 2013 customer survey.
 - a) Kim and Jason gave very preliminary results of the ridership survey thus far. The plan will be to have the results for the board meeting.
- 4) Other items to come before the committee.



MINUTES

Finance and Performance Committee 10/4/12, 3:00pm

Webb Conference Room Annex, 191 8th Street, Suite D, Ketchum, ID 83340

In attendance: Jason Miller, Wendy Crosby, Susan McBryant, Mark Gilbert, and Jim Jaquet

- 1) Reviewed preliminary September financials and payables, as well as FY2012 year-end numbers
- 2) Reviewed FY2013 Capital Improvement Plan. Mark pointed out that this was a rolling forward of CIP projects shown on last year's report with the addition of FY2017. Jason commented that the projects slated for FY2012 that were not completed were moved forward into the FY2013 budget.
- 3) Reviewed draft performance metrics and performance dashboard layout. Mark requested that a new dashboard format include definitions of the performance indicators. Jason proposed a total of 12 quarterly indicators; this was reduced to 8, centering on Safety (Incidents/10,000 miles, Road calls/100,000 miles, and accidents/500,000 miles), Customer Service (on-time performance, customer satisfaction) and Efficiency (passengers/hour & cost/passenger) and Funding (revenue budgeted vs. actual). Customer satisfaction rate to be reported on a semi-annual basis.
- 4) Recapped the status of current capital facility projects. Many FY2012 projects have been pushed forward due to unanticipated delays. The SV Facility, Ketchum Transit hub and East Fork projects are expected to be completed in FY2013. These projects represent the bulk of MRTA's financial commitment over the next 5 years.
- 5) Discussed policy updates and new policy development needs for coming FY2013. The MRTA credit card policy needs to be amended to exclude fuel and food for travel. Any amendment will wait until MRTA has an opportunity to review recommendations made on this topic during the City of Sun Valley's forensic audit. Additional policies to be drafted include Record Retention policy and Use of MRTA Assets by employees.

Meeting adjourned 4:30.

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jim Finch, Operations Manager; Rod Domke, Maintenance and Facilities Manager
SUBJECT: Agenda Item 7.a – Transit report from Operations and Maintenance with September 2012 ridership
RECOMMENDATION: Review

BACKGROUND:

OPERATIONS REPORT- JIM FINCH, OPERATIONS MANAGER September 2012 was a month of mixed results and news. Overall we had a very good month. Our 'slack' schedule started September 10th this year.

Ridership: System wide ridership bumped up 8% from 2011 to 25,989 passenger trips. The route by route numbers are:

- **Blue:** 7503 trips (+24%) Blue 2 ran an extra week and good visitor numbers
- **Red:** 256 trips (-37%) Red route patronage is very spotty during slack periods. Second home owners are making fewer trips to the area.
- **Green:** 451 trips (-38%) Green route realignment to the Visitors Center has caused some displacement but improves connectivity to other routes. Other factors: Bavarian Village is now a vacant lot, no service to Hemingway School.
- **Valley:** 11117 trips (-11%) Woodside project was still causing negative impacts on ridership and BC School district adjusted afternoon service for Wood River Middle School resulting in fewer students on 330pm northbound Valley route. The route resumed service on all of Woodside Blvd on October 10th. The Woodside project includes 8 shelters, several bus pullouts, improved bike lanes, sidewalks for passenger access to stops and improved traffic flow at Fox Acres. These improvements will result in increased ridership on the Valley route.
- **Hailey:** 1997 trips (+47%) The streamlined route and the local fare on Valley route have improved ridership on the Hailey Circulator. Ridership through September exceeds the total for 2011!
- **Vanpool:** 4438 trips (+51%) (down from August 2012 peak 6053) less SVCo use and one less public route. 12 vans operating in September.

Safety-Risk Management: No accidents or incidents in September 2012

Customer Service: See Customer Survey report- item 5.d

MAINTENANCE REPORT – Rod Domke, Maintenance and Facilities Manager

- We have released our RFP for a 35 foot transit bus, 4 manufacturers have been notified, as well as, posted nationally. We have seen interest from three, but only one submitted their response by the deadline.
- Bus 27 is back at Rush Truck receiving the latest update from Navistar Engineering. The last attempt did not prevail. Let's hope they can get this one right. In the mean time, we are using a lower grade oil to save in costs. We have to change the oil every 3000 miles at the present due to the fuel dilution issue, compared to 10,000 miles on the norm.

- Maintenance is ramping up for the winter season, repairing ski-racks and designing a new style in the hope that we can reduce the width of the ski-racks. This should reduce damage to skis from trees and signposts that are too close to the curb.
- We should be receiving our new bus/van washing system this week. With training we should be able to start using it by the end of the week. This system will have payback within two years by labor savings alone. Also we will have a cleaner and brighter fleet going forward.

FY2011/2012 Untimely Maintenance

Date of Defect	BUS #	Mileage	Date of Repair	Reason for Lengthy Repair
06/12/11	27	41083	07/06/11	Champion builder back ordered destination sign glass
12/15/12	4	390600	2/1/2012	Kept receiving wrong parts, & damage was extensive
01/19/12	27	68000	3/22/2012	Backordered parts & Warranty Work
04/12/12	24	37500	5/25/2012	Rear differential Defective, towed to Rush for Warranty
04/20/12	25	48250	5/31/2012	Engine blown, towed to Rush for warranty
05/31/12	27	84000	6/22/2012	Rush Truck Center slow on warranty work
07/01/12	26	86500	8/8/2012	Rush waiting on guidance from corporate
07/30/12	24	44500	8/30/2012	Rush Still Determining Failure
08/25/12	5	427500	9/26/2012	Waiting for parts from manufacturer
08/30/12	27	95500	9/21/2012	Waiting for new programming from Engineering
09/24/12	26	95000		Towed to Rush Truck, fuel system failure and programming

FY 2011 -12

UNSCHEDULED MAINTENANCE LOG

Road

DATE	BUS #	Call	MILEAGE	REASON
10/12/11	6	No	806000	Air leak – Air bag defective
10/14/11	14	Yes	102109	Check engine Light – Sensor malfunction
10/14/11	26	Yes	52408	Passenger door won't open – Faulty micro switch
11/12/11	26	Yes	54500	Slid out on snow (stuck) called tow truck
12/04/11	4	Yes	400947	Upper engine damage – Intake valve defective - towed in
12/12/11	24	Yes	32574	Coolant leak at engine – engine shut down
12/13/11	26	Yes	55073	Passenger door won't open – Faulty Control module
01/09/10	28	Yes	4322	ADA ramp malfunction - Debris in latching mechanism
01/19/12	27	Yes	68,000	Electrical short in ABS - Caused by defective park brake
01/23/12	6	Yes	816000	Transmission won't engage - ECU defective
02/18/12	12	Yes	119896	Alternator Defective
02/20/12	26	Yes	67525	Check engine Light – Coolant Sensor malfunction
03/04/12	10	No	562000	Transmission won't go in Reverse-Control valve malfunction
03/05/12	6	No	811793	Valve Body malfunction in Transmission
03/12/12	5	Yes	396582	Quit Building Air-Air compressor failed
03/30/12	5	Yes	399,500	Stop engine light - Defective Exhaust Valve spring
04/12/12	24	Yes	37,500	Noise in rear - Final drive defective- Towed to Rush Truck
04/16/12	2	Yes	292852	Won't build Air - Air Compressor defective
04/20/12	25	Yes	48,250	Engine Shut down & smoking-No oil press. Towed to Rush
07/01/12	26	No	86500	Severely low oil pressure-Towed to Rush Truck
7/30/2012	24	Yes	44500	Fuel System Failure-Towed to Rush Truck

7/14/2012	27	Yes	95000	Won't move-no power-DPF filter restricted
8/25/2012	5	Yes	427500	Broken valve spring-Internal engine damage
9/24/2012	26	Yes	95,000	Fuel System Failure-Towed to Rush Truck

FUEL EFFICIENCY REPORT FOR VANS

FISCAL 11/12

Van Fuel	LESS TAX		PUMPS		Gals	Miles	MPG
	Cost/Month	Taxes	Avg\$/Gal				
October	\$4,859.380	\$-	\$3.526		1378.118	23489	17.044
November	\$4,093.770	\$-	\$3.417		1197.928	21241	17.731
December	\$2,753.110	\$6.34	\$3.159		873.647	15244	17.449
January	\$2,313.610	\$-	\$2.973		778.129	9813	12.611
February	\$2,108.160	\$5.86	\$3.052		692.600	9084	13.116
March	\$3,368.860	\$20.75	\$3.543		956.642	12044	12.590
April	\$5,288.550	\$72.28	\$3.610		1484.962	22510	15.159
May	\$6,678.450	\$85.81	\$3.610		1873.712	27649	14.756
June	\$5,913.480	\$91.26	\$3.135		1915.240	27569	14.395
July	\$7,354.710	\$89.20	\$3.449		2158.279	34076	15.789
August	\$8,863.040	\$117.93	\$3.476		2583.587	39551	15.309
September	\$7,202.040	\$61.38	\$3.674		1976.829	30678	15.519
Fuel 11/12	\$60,797.160	\$550.81	\$3.402		17869.673	272948	15.274

FUEL EFFICIENCY REPORT

FISCAL 11/12 TO DATE

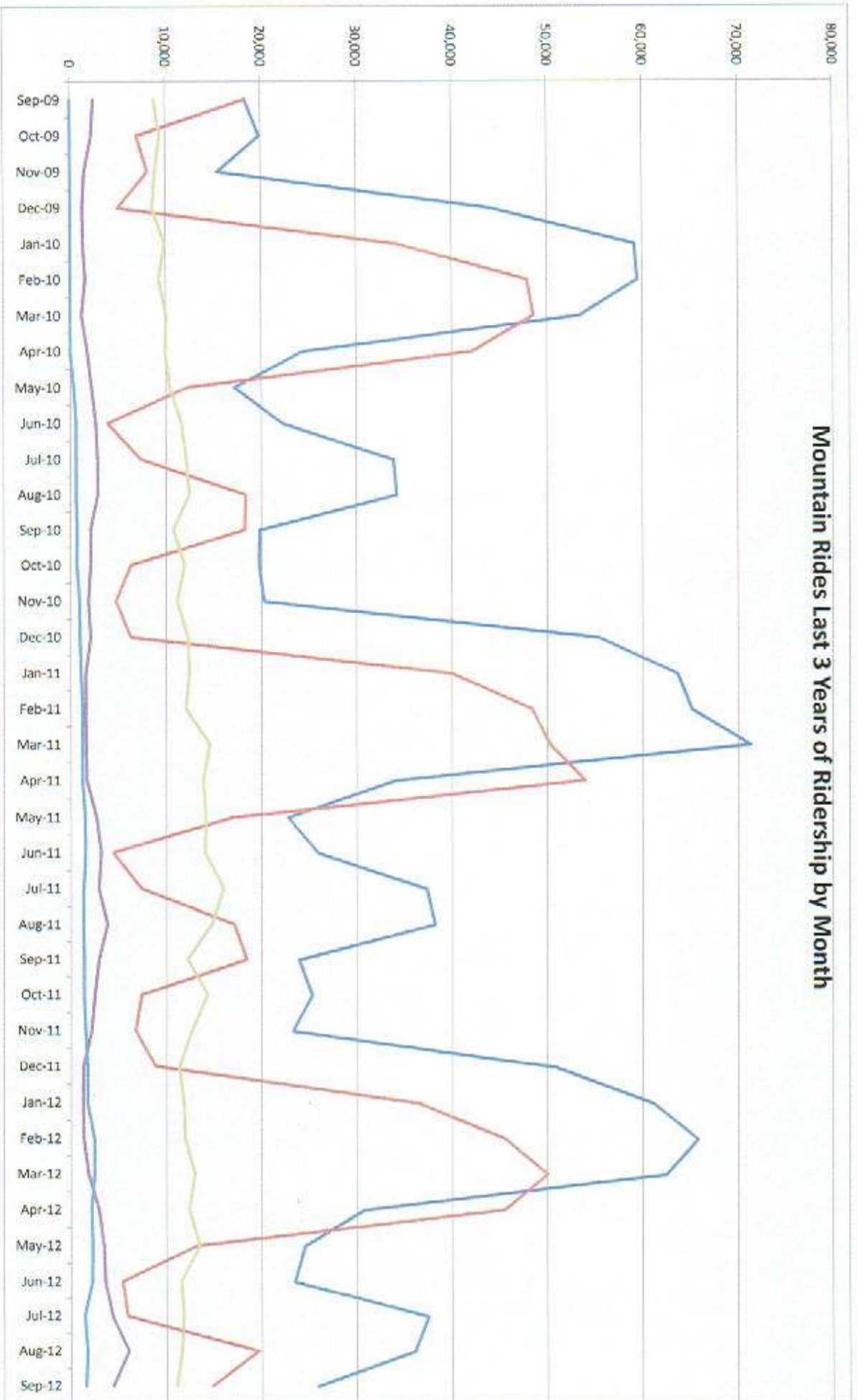
ROUTE	MILES	GALS	AVG MPG	AVG COST/MILE	FUEL COST	
HAILEY Fuel	31,360	4759.286	6.589	\$0.583	\$18,291.51	IC
BLUE	123,041	20103.670	6.120	\$0.571	\$70,317.27	31ft Gillig
GOLD	15,087	1138.058	13.257	\$0.232	\$3,502.95	Sprinter
SILVER	28,529	5131.938	5.559	\$0.707	\$20,167.65	IC/Gillig
Bronze	8,636	1249.276	6.913	\$0.572	\$4,941.99	IC
RED	55,279	4605.940	12.002	\$0.321	\$17,725.33	Sprint/IC
GREEN	34,152	2618.655	13.042	\$0.284	\$9,688.50	Sprinter
DV BASE	205,696	29128.332	7.062	\$0.545	\$112,011.82	IC/Gillig
ROUTE DIESEL	501,780	68735.155	7.300	\$0.511	\$256,647.02	
FLEET TOTAL	505,926	69362.156	7.294	\$0.502	\$254,111.78	
DV EXPRESS	1451	157.265	9.226	\$0.388	\$563.28	#15 GAS
Back up Buses	2,695	627.001	4.298			
TOTAL DIESEL	504,475	69362.156				

FISCAL 11/12

Fleet Diesel	LESS TAX	PUMPS		Gals	Miles	MPG
	Cost/Month	Taxes	Avg\$/Gal			
October	\$15,311.090	\$1,069.760	\$3.828	4278.707	31896	7.455
November	\$17,747.600	\$1,167.890	\$4.049	4671.171	33761	7.228
December	\$25,984.120	\$1,747.010	\$3.969	6987.402	48048	6.876
January	\$29,129.120	\$2,049.890	\$3.803	8199.469	58149	7.092
February	\$26,904.540	\$1,893.740	\$3.802	7575.090	56412	7.447
March	\$30,399.220	\$1,982.250	\$4.084	7928.977	58020	7.317
April	\$18,671.210	\$1,220.280	\$4.075	4880.955	36517	7.482
May	\$15,798.420	\$1,048.710	\$4.016	4195.031	29204	6.962
June	\$16,583.430	\$1,162.010	\$3.818	4647.858	33304	7.165
July	\$19,264.260	\$1,431.280	\$3.458	5985.173	41624	6.955
August	\$20,893.040	\$1,451.940	\$3.848	5807.641	44702	7.697
September	\$16,862.450	\$1,051.190	\$4.260	4204.682	32838	7.810
Diesel 11/12	\$253,548.500	\$17,275.95	\$3.655	69362.156	504475	7.273
DV EXPRESS	\$563.28		\$3.582	157.265	1451	9.226
TOTAL	\$254,111.78				505926	

Committee Review: none
 Legal Review:
 Funding:
 Budget: FY2012

Mountain Rides Last 3 Years of Ridership by Month



MOUNTAIN RIDES YEARLY RIDERSHIP STATS

Cumulative Total - Town Buses / Valley Buses / Vanpools / Hailey Bus

Month	MOUNTAIN RIDES YEARLY RIDERSHIP STATS				FREE PEAK BUS PARKING AT BUS STARTED				FREE VAN POOL SERVICE STARTED				FREE HAILEY SERVICE STARTED						
	1994	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
January	101,597	87,272	84,707	75,945	78,140	71,992	64,411	66,291	59,164	51,085	58,675	50,796	51,726	52,375	44,915	53,916	59,203	63,645	61,739
February	91,039	104,498	90,576	80,545	81,722	72,184	74,142	75,403	67,006	49,182	53,791	50,678	49,614	43,439	50,265	56,519	59,508	63,127	65,614
March	93,373	90,003	94,200	85,906	67,894	60,005	72,635	65,983	61,534	48,432	60,854	51,287	50,530	43,757	53,810	60,513	63,470	71,336	62,500
April	10,905	29,628	19,719	23,669	21,335	20,538	16,720	20,454	19,799	15,678	17,277	18,924	19,907	11,900	25,398	19,040	24,350	34,073	30,834
May	4,117	4,467	4,442	4,803	3,485	2,983	3,089	4,956	3,527	4,803	6,115	5,833	6,279	6,458	17,166	12,984	17,198	22,800	24,759
June	12,453	10,981	11,018	12,767	9,079	9,506	9,970	12,796	10,866	12,525	13,267	12,469	14,529	19,085	28,780	21,510	22,263	25,958	23,540
July	28,870	27,619	24,451	26,177	22,107	23,396	24,398	26,347	27,153	27,637	23,356	24,069	24,798	31,890	41,939	31,072	33,907	37,065	37,544
August	27,026	27,230	26,506	27,637	29,296	28,373	29,822	30,172	30,999	30,542	25,406	23,522	27,974	31,424	38,194	31,038	34,286	38,218	36,117
September	9,590	9,090	8,894	8,563	7,353	6,124	8,268	11,053	7,191	6,331	8,700	11,544	13,442	15,413	19,736	18,349	19,843	23,974	25,989
October	7,720	9,006	9,460	11,514	12,029	12,612	13,276	15,151	13,332	13,619	14,506	14,647	12,902	17,977	24,193	16,629	19,766	26,346	0
November	16,553	5,525	8,299	8,472	5,631	3,829	6,964	4,913	6,956	6,975	7,099	8,942	8,310	8,934	13,908	15,456	20,791	23,320	0
December	87,820	65,369	56,190	48,136	44,077	39,111	41,257	37,008	37,816	41,478	42,243	39,102	32,708	34,323	39,623	44,132	55,553	50,824	0
TOTALS	495,783	470,758	442,459	417,304	378,064	332,648	360,040	370,648	308,033	308,087	320,269	320,733	312,684	320,272	397,985	374,580	419,430	481,906	388,236
TTD Change over last year		-3%	-8%	-6%	-9%	-7%	4%	1%	-9%	-9%	7%	-3%	-3%	2%	24%	6%	12%	15%	-24%
	(16,025)	(27,259)	(25,169)	(19,250)	(25,426)	16,382	2,809	(31,616)	(30,996)	21,182	(8,536)	(8,066)	7,569	77,693	(23,575)	46,070	62,536	(113,750)	

MOUNTAIN RIDES TOWN BUS RIDERSHIP STATS

SV-K TOWN BUSES RIDERSHIP BY CALENDAR YEAR

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
January	101,567	87,272	84,707	75,845	76,140	71,992	64,411	66,291	59,164	49,369	56,271	57,189	48,753	48,242	37,096	44,109	47,818	48,378	45,575	+5.6%	
February	91,039	104,458	93,576	83,545	81,722	72,184	74,142	75,403	61,006	47,458	51,413	48,292	45,915	39,340	41,742	47,263	48,617	50,266	50,033	-0.5%	
March	93,573	98,833	94,200	85,905	67,884	60,005	72,635	65,583	61,534	46,705	55,295	46,472	47,405	39,263	44,609	40,766	42,220	53,964	45,525	-15.6%	
April	16,935	29,826	19,719	23,869	21,335	20,538	19,720	20,454	19,799	13,880	14,965	16,441	17,424	7,863	14,671	9,379	12,259	17,034	13,222	-22.4%	
May	4,117	4,467	4,442	4,903	3,465	2,983	3,069	4,556	3,527	3,352	3,926	3,551	3,738	3,434	4,316	3,854	3,506	4,437	5,596	+25.9%	
June	12,453	10,981	11,016	12,767	9,075	9,506	9,970	12,736	10,856	10,434	10,129	9,153	10,700	12,735	13,000	8,535	7,372	7,395	6,923	-6.4%	
July	26,870	27,619	24,451	26,177	22,107	23,386	24,368	26,347	25,722	25,124	20,025	20,680	20,394	23,701	24,759	17,784	16,372	17,105	19,651	+14.9%	
August	27,526	27,290	28,506	27,637	25,226	26,378	29,922	30,172	28,701	27,919	22,000	20,047	23,095	22,982	23,017	18,408	16,266	18,423	14,653	-19.4%	
September	9,590	9,090	9,864	8,663	7,363	8,124	8,266	11,053	5,163	4,223	8,022	8,979	10,183	6,478	6,028	6,896	6,306	7,404	8,437	+17.4%	
October	7,720	9,006	9,459	11,514	12,028	12,612	13,276	15,151	11,702	11,370	11,990	12,110	9,377	10,073	9,644	8,159	4,753	6,780	0	+42.6%	
November	16,553	5,525	8,299	8,472	5,631	3,829	6,964	4,913	5,488	5,652	4,636	6,235	5,101	3,333	3,441	4,592	6,305	8,913	0	+41.4%	
December	87,620	65,399	56,190	48,136	44,077	39,111	41,257	37,588	36,376	36,892	39,627	35,438	29,369	27,579	30,070	34,198	33,929	36,385	269,817	-8.9%	
TOTALS	495,783	479,758	442,499	417,334	378,084	352,646	366,040	370,649	329,038	283,776	297,350	287,587	272,449	247,032	252,405	244,442	256,223	276,484	269,817	0	
		-3%	-8%	-6%	-9%	-7%	4%	1%	-11%	-14%	5%	-3%	-6%	-9%	2%	-3%	5%	8%	0%		
	(16,025)	(37,259)	(25,165)	(39,250)	(25,436)	15,362	2,609	(41,611)	(45,262)	13,574	(9,763)	(15,138)	(25,417)	5,373	(7,963)	11,791	20,261				

MOUNTAIN RIDES VALLEY BUS RIDERSHIP STATS

VALLEY RIDERSHIP BY CALENDAR YEAR

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
January	0	1,716	2,404	2,607	2976	3907	7556	8753	9918	12444	11853	-4.7%
February	0	1,726	2,378	2,586	2699	3808	7771	8246	9296	12080	11982	-0.8%
March	0	1,727	2,558	2,825	3125	4113	8098	8549	10055	14543	13003	-10.6%
April	0	1,598	2,312	2,493	2483	3689	8717	7759	9949	13870	12400	-10.6%
May	0	1,451	2,189	2302	2543	4622	9628	6404	10451	14140	13500	-4.5%
June	0	2,101	3,158	3316	3826	5731	12027	9650	11650	14050	11576	-17.6%
July	1,431	2,513	3,311	3389	4374	6902	12992	10111	12134	16013	11819	-26.2%
August	1,998	2,623	3,346	3475	4879	7041	11240	9490	12455	11627	11621	-0.1%
September	2,028	2,108	2,678	2565	3259	5418	9652	8862	10788	12481	11117	-10.9%
October	1,630	2,249	2,526	2537	3525	6054	10347	9412	11973	14323	0	19.6%
November	1,468	1,923	2,463	2407	3209	5375	7835	8942	11159	12673	0	13.6%
December	1,440	2,586	2,616	2664	3203	5817	8299	8644	12280	11390	0	-7.2%
	9,995	24,321	31,939	33,166	40,101	62,477	114,162	104,822	132,108	159,634	108,871	
		143%	31%	4%	21%	56%	83%	-8%	26%	21%	-32%	
		14,326	7,618	1,227	8,935	22,376	51,885	-9,340	27,286	27,526	-50,763	

MOUNTAIN RIDES HAILEY TOWN BUS RIDERSHIP STATS

HAILEY TOWN BUSES RIDERSHIP BY CALENDAR YEAR

	2010	2011	2012
January	0	1,247	2,442
February	0	1,229	2,464
March	0	1,228	2,152
April	368	1,483	2,282
May	611	1,527	2,215
June	575	1,343	1,442
July	575	1,307	1,710
August	697	1,384	1,590
September	659	1,360	1,997
October	935	1,542	0
November	967	1,734	0
December	1,074	1,740	0
Total	6461	17124	18294



7% Woodside construction project impacts 6/20/12

MOUNTAIN RIDES VAN POOL RIDERSHIP STATS

VANPOOL RIDERSHIP BY YEAR

	2006	2007	2008	2009	2010	2011	2012	Yr over Yr %	
January		226	880	1056	1367	1576	1270	-19%	January
February		291	742	1010	1595	1552	1335	-14%	February
March		381	1103	1198	1195	1600	1820	14%	March
April		342	2008	1902	1774	1686	2930	74%	April
May		403	3240	2726	2230	2696	3456	28%	May
June		916	3753	3325	2666	3170	3599	14%	June
July		1277	4198	3177	2826	2940	4354	48%	July
August		1401	3937	3160	2850	3841	6053	58%	August
September		1517	4056	2492	2090	2940	4438	51%	September
October		1850	4202	2258	2105	2495	0	-100%	October
November		1226	2632	1522	1860	2167	0	-100%	November
December	134	933	1254	1290	2100	1310	0	-100%	December
Total	134	10763	32005	25116	24658	27973	29255		TOTALS
			197%	-22%	-2%	13%	5%		
			21,242	-6,889	-458	3,315	1,282		

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Jason Miller; Wendy Crosby
SUBJECT: Items 7.b, 7.c, 7.d – Bike/Ped Report, Business Manager Report, Executive Director Report
RECOMMENDATION: REVIEW

Bike-Ped Report: We recently had our fall bike or walk to school day at all elementary schools on the International Bike or Walk to School Day on October 3rd. Weather is always a challenge to fall participation but we had a good turn-out at most schools. The spring program will be more of the program focus for Safe Routes to School going forward. We also distributed over 25 helmets to kids in need in the past few weeks, with most of those being handed out the first annual St Luke's Community Health Expo, where Mountain Rides had a booth.

For the bike share program, we continue to work on demoing and testing our fleet of bikes before the weather turns. We will put the program into hibernation for the winter and will await the rest of the locks and keypads being installed.

Business Manager Report: This is probably my busiest time of year; I have been working on finalizing the year-end statements and getting the approved FY2013 budgets into QuickBooks.

We received a list of requested exceptions from Gillig on the RFP for the bus acquisition. This will take some time to review and approve; our deadline is the 17th for approval. By going through this RFP process it is apparent how critical it is that we get legislative change to allow out-of-state piggybacking on procurements. This entire process is a huge drain on staff time for no gain. It seems we may end up with one bid and then will have to justify a sole source procurement, requiring additional time. It is unlikely that our acquisition of 1 with an option on 2 more buses will result in a price as good as we have received under previous acquisitions. A frustrating process.

Executive Director Report:

APTA Conference – I recently attended the annual American Public Transportation Association conference and member meeting in Seattle, WA. The conference was well-attended with much interest in the new MAP-21 federal transportation funding bill and the changes it brings to how public transportation is funded. I attended many applicable sessions including

- an update from Federal Transit Administration Administrator Peter Rogoff on MAP-21,
- a presentation on creative ridership initiatives
- a presentation from the Imperial College of London on bus benchmarking performance measures and how to tackle improving operations
- how to better utilize APTA resources
- a key note from a city councilor from Johannesburg that described how they are reinventing their transportation system through better transit
- how to best leverage customer information technology
- Real time

Overall, it was a very helpful and informational event that I hope to attend in the future, and I would like to figure out how more of MRTA can attend in the future.

Service Planning – Much of my time recently has been consumed with soliciting input and creating a service plan for the coming FY2013. This process is challenging due to the way our budget is adopted and then we plan service around the budget. Going forward, I think we need to figure out a better way to handle this process so that we don't have this disconnection between budgeting and service planning. Perhaps, we need to create the service plan first and then build a budget around the plan. The challenge to that approach would be miscalculations in our estimates of what local funding partners would give us.

Next Open House for Ketchum Transportation Hub – The third open house will be October 23rd at Ketchum City Hall with two sessions at noon and at 5:30p. This one will focus on applying the site requirements and considerations to possible locations with a focus on 6 different locations that meet at least some of the criteria and considerations. Through solicitation of public feedback, we hope to take this list of six and narrow it to 2-3 sites that will then be analyzed in-depth. The fourth open house will be in late November or early December and will focus on these 2-3 sites. At that point, we hope to have one site to recommend to the city of Ketchum for approval.

Story Tour – We are approaching the last of our story tour trips this coming Friday October 19th. The Story Tour has been a resounding success with ridership much higher than estimated. On a typical Story Tour we have had 15-20 people on board and great interest and feedback. The question going forward is whether or not we offer this type of program again during the winter, assuming that the historical society is interested. Given afternoon ski loads, we have to make an adjustment to the time.

Travel – I will be travelling to Boise for the Idaho Mobility Council on November 1, 2012.

Committee Review:	none
Legal Review:	none
Funding:	n/a
Budget:	FY2012

Mountain Rides AGENDA REPORT

AGENDA: October 17, 2012
TO: Mountain Rides Board
FROM: Wendy Crosby
SUBJECT: Agenda Item 8.a, 8.b, 8.c – Consent Calendar items
RECOMMENDATION: Review and Approve as part of Consent Agenda

BACKGROUND:

- a. Approve minutes – September 12 Special Board meeting and September 20 Regular Board meeting
- b. Receive and file September 2012 Financials - In September we continued to adjust our use of 5311 funds to push availability of those funds into FY2013. Accordingly September Federal Funding revenues are about half that budgeted.

Revenues for the year came in 4% above budget. Expenses for the year were held to budget with the exception of fuel and vehicle maintenance costs. Because of savings in other areas, overall expenses were held to budget.

FY2012 surplus is expected to be in the area of \$83,000. Under the MRTA Excess Operating Funds Policy the Finance Committee will review FY2013 needs and determine where these funds will be allocated. Given our upcoming Facilities projects, most likely the funds will move into the Facilities Fund.

A YE Balance Sheet is attached and indicates the cash position is strong and we have the funds available to complete the capital projects that are underway.

Year-end financials for MRTA's other Funds are attached and show:

- Contingency Fund- Very little activity given the delays encountered with capital projects and the tight management of expenses.
- Work Force Housing Fund- Surplus of about \$5000. Apartments were fully rented for most of the year. No unusual expenses.
- Facilities Fund- Surplus of \$19,000. South Valley, Ketchum Transit facility and East Fork projects were moved into FY2013. As a result expenses and Federal reimbursement revenues were far lower than budget. Improvements to the Ketchum facility were completed (lighting upgrade, roof repairs and re-build of the exterior stairs) and funded through local sources.
- Capital Equipment Fund- MRTA acquired a new heavy duty bus, a light duty bus, 3 van pool vans, 16 bikes for the bike share program and a bus washing system. All Capital equipment projects for FY2012 were completed and accordingly the Capital Equipment fund came in right on budget, a deficit of \$12,700 funded from its cash position.

- c. Receive and file September 2012 Bills Paid

Large/Unusual Items include:

- Rush Trucking, \$1526.41, repairs to bus 27
- Transfer to Facilities Fund of \$6,198 for reimbursement of funds received into the operations account for the solar light project
- No other unusual or large checks written.

Committee Review: Finance and Performance
Legal Review: none
Funding: All funds
Budget: FY2012

Mountain Rides Transportation Revenues and Expenditures Budget Performance

September 2012

	Sep 12	Budget	% of Bud...	Oct '11 - Sep 12	YTD Budget	% of Bud...	Annual Budget
Ordinary Income/Expense							
Income							
41000 - Federal Funding							
41200 - Federal - 5311	9,044.40	43,950.00	20.6%	509,393.40	527,400.00	98.6%	527,400.00
41300 - Federal - 5316	11,423.02	5,625.00	203.1%	165,388.02	67,500.00	245.0%	67,500.00
41400 - Federal - 5317	3,208.66	3,150.00	101.9%	51,993.66	37,800.00	137.5%	37,800.00
41500 - Federal - Stimulus	4,500.95	0.00	100.0%	17,245.29	10,000.00	172.5%	10,000.00
Total 41000 - Federal Funding	28,177.03	52,725.00	53.4%	743,960.37	642,700.00	115.8%	642,700.00
42000 - State Funding							
42100 - State - Safe Routes	0.00	0.00	0.0%	9,303.36	20,000.00	46.5%	20,000.00
42300 - State - Rideshare Vans	0.00	0.00	0.0%	0.00	6,000.00	0.0%	6,000.00
42400 - State - Training	1,716.59			7,060.76			
42500 - State - Other	0.00			11,025.36			
Total 42000 - State Funding	1,716.59	0.00	100.0%	27,389.48	26,000.00	105.3%	26,000.00
43000 - Local Funding							
43100 - Local - Ketchum	42,717.75	42,717.75	100.0%	512,613.00	512,613.00	100.0%	512,613.00
43200 - Local - Hailey	5,291.07	5,291.10	100.0%	63,492.94	63,493.00	100.0%	63,493.00
43300 - Local - Bellevue	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
43400 - Local - Blaine County	9,980.83	10,044.16	99.2%	119,630.01	120,530.00	99.2%	120,530.00
43500 - Local - Sun Valley	22,414.50	22,414.50	100.0%	268,973.98	268,974.00	100.0%	268,974.00
43600 - Local - Sun Valley Company	0.00	0.00	0.0%	170,000.00	170,000.00	100.0%	170,000.00
43800 - Local - Outside Blaine Cty.	0.00	0.00	0.0%	0.00	1,000.00	0.0%	1,000.00
Total 43000 - Local Funding	80,384.15	80,467.51	99.9%	1,134,609.93	1,136,610.00	99.8%	1,136,610.00
44000 - Fares							
44100 - Fares - Valley Cash	5,198.05	7,500.00	69.3%	72,296.99	80,000.00	90.3%	80,000.00
44200 - Fares - Valley Passes	4,405.75	10,000.00	44.1%	111,840.77	125,000.00	89.5%	125,000.00
44300 - Fares - Vanpool	23,653.00	8,000.00	295.7%	118,968.87	100,000.00	119.0%	100,000.00
Total 44000 - Fares	33,257.80	25,500.00	130.4%	303,066.63	305,000.00	99.4%	305,000.00
45000 - Revenue							
45100 - Rev - Advertising	721.25	2,000.00	36.1%	34,670.65	36,000.00	96.3%	36,000.00
45200 - Rev - Business Sponsors	0.00	0.00	0.0%	1,200.00	1,500.00	80.0%	1,500.00
45450 - Rev - Misc.	0.00			1,279.51			
45500 - Rev - Charter/Special Event	75.00	500.00	15.0%	14,540.00	12,000.00	121.2%	12,000.00
Total 45000 - Revenue	796.25	2,500.00	31.9%	51,690.16	49,500.00	104.4%	49,500.00
48000 - Transfers							
48400 - Transfer - Housing Fund	1,375.00	1,375.00	100.0%	16,500.00	16,500.00	100.0%	16,500.00
Total 48000 - Transfers	1,375.00	1,375.00	100.0%	16,500.00	16,500.00	100.0%	16,500.00
49000 - Interest Income	1.90	42.00	4.5%	476.02	500.00	95.2%	500.00
49500 - Diesel Tax Refunds	0.00	0.00	0.0%	15,875.00	18,000.00	87.1%	18,000.00
49900 - Misc. Income	0.00			190.42			
Total Income	145,708.72	162,609.51	89.6%	2,293,558.01	2,194,810.00	104.5%	2,194,810.00
Gross Profit	145,708.72	162,609.51	89.6%	2,293,558.01	2,194,810.00	104.5%	2,194,810.00
Expense							
51000 - Payroll Expenses							
51100 - Salaries and Wages	83,251.13	95,000.00	87.6%	1,142,342.10	1,131,010.00	101.0%	1,131,010.00
51300 - FICA Expense	4,983.95	7,000.00	71.2%	68,652.52	70,000.00	98.1%	70,000.00
51350 - Medicare Tax Expense	1,165.58	2,000.00	58.3%	16,054.74	16,500.00	97.3%	16,500.00
51400 - Retirement Plan Expenses	5,271.00	6,000.00	87.9%	62,468.13	68,000.00	91.9%	68,000.00
51500 - Workers Comp Expense	0.00	0.00	0.0%	26,846.50	40,000.00	67.1%	40,000.00
51600 - SUI Expense	1,683.25	3,000.00	56.1%	29,127.30	36,000.00	80.9%	36,000.00
51700 - Medical Ins. Expense	7,940.64	10,000.00	79.4%	92,210.76	100,000.00	92.2%	100,000.00
51800 - Dental Ins. Expense	766.97	950.00	80.7%	6,610.57	11,000.00	78.2%	11,000.00
51000 - Payroll Expenses - Other	88.65	160.00	55.4%	1,227.10	1,700.00	72.2%	1,700.00
Total 51000 - Payroll Expenses	105,081.17	124,110.00	84.7%	1,447,559.72	1,474,210.00	98.2%	1,474,210.00
52000 - Insurance Expense							
52100 - Ins. - Vehicles	0.00	500.00	0.0%	76,280.78	80,000.00	95.4%	80,000.00
52200 - Ins. - Liability	500.00			1,000.00			
Total 52000 - Insurance Expense	500.00	500.00	100.0%	77,280.78	80,000.00	95.6%	80,000.00
53000 - Professional Fees							
53100 - Accounting & Audit	0.00	0.00	0.0%	9,500.00	9,600.00	99.0%	9,600.00
53200 - IT Systems	201.25	1,000.00	20.1%	8,819.00	15,000.00	58.8%	15,000.00
53400 - Legal Fees	1,195.33	1,000.00	119.5%	4,755.78	11,000.00	43.2%	11,000.00
53500 - Other Professional Fees	130.00	250.00	52.0%	6,688.55	5,000.00	134.0%	5,000.00
Total 53000 - Professional Fees	1,526.58	2,250.00	67.8%	29,773.33	40,600.00	73.3%	40,600.00
54000 - Equipment/ Tool Expense							
54100 - Shop Equipment expense	0.00	50.00	0.0%	0.00	500.00	0.0%	500.00
54200 - Shop Tools	0.00	50.00	0.0%	1,159.86	1,500.00	77.3%	1,500.00
54300 - Office Equipment	1,457.97	0.00	100.0%	1,682.16	1,000.00	168.2%	1,000.00
Total 54000 - Equipment/ Tool Expense	1,457.97	100.00	1,458.0%	3,042.02	3,000.00	101.4%	3,000.00
55000 - Rent and Utilities							
55100 - Rent	2,200.00	2,675.00	82.2%	29,875.00	30,900.00	96.7%	30,900.00
55200 - Utilities	1,173.98	600.00	234.8%	17,180.93	17,000.00	101.1%	17,000.00
Total 55000 - Rent and Utilities	3,373.98	3,175.00	106.3%	47,055.93	47,900.00	98.2%	47,900.00

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Mountain Rides Transportation Revenues and Expenditures Budget Performance

September 2012

	Sep 12	Budget	% of Bud...	Oct '11 - Sep 12	YTD Budget	% of Bud...	Annual Budget
56000 - Supplies							
56100 - Office Supplies	0.00	100.00	0.0%	2,525.92	2,000.00	126.3%	2,000.00
56200 - Janitorial & Safety Supplies	135.25	200.00	67.6%	2,225.10	2,000.00	111.3%	2,000.00
56300 - Department Supplies	455.49	400.00	113.9%	9,199.74	8,500.00	108.2%	8,500.00
56400 - Uniforms	109.80	100.00	109.9%	4,855.19	6,500.00	74.7%	6,500.00
56500 - Postage and Delivery	28.93	50.00	57.9%	888.31	600.00	148.1%	600.00
Total 56000 - Supplies	729.55	850.00	85.8%	19,694.25	19,600.00	100.5%	19,600.00
57000 - Repairs and Maintenance							
57100 - Equipment Repairs/Maintenance	20.00	300.00	6.7%	641.47	1,200.00	53.5%	1,200.00
57200 - Building Repairs/Maintenance	0.00	300.00	0.0%	11,270.47	10,500.00	107.3%	10,500.00
57300 - Grounds Repairs/Maintenance	0.00	0.00	0.0%	1,509.68	1,500.00	100.6%	1,500.00
57400 - Equipment Rental	29.16			69.40			
Total 57000 - Repairs and Maintenance	49.16	600.00	8.2%	13,491.02	13,200.00	102.2%	13,200.00
58000 - Communications Expense							
58100 - Office Phone Expense	400.21	400.00	100.1%	5,032.39	5,900.00	85.3%	5,900.00
58200 - Cell & Two-Way Mobile	643.49	1,000.00	64.3%	8,292.25	13,500.00	61.4%	13,500.00
58300 - Internet/Website	108.13	375.00	28.8%	1,453.46	4,500.00	32.3%	4,500.00
Total 58000 - Communications Expense	1,151.83	1,775.00	64.9%	14,778.11	23,900.00	61.8%	23,900.00
59000 - Travel and Training							
59100 - Vehicle/Airfare	985.60	200.00	492.8%	5,189.09	3,200.00	162.2%	3,200.00
59200 - Lodging	639.61	100.00	639.6%	2,727.40	800.00	340.9%	800.00
59300 - Meals/Entertainment	22.05	200.00	11.0%	966.84	2,500.00	38.7%	2,500.00
59400 - Training/Education	700.00	700.00	100.0%	1,609.35	2,000.00	80.5%	2,000.00
Total 59000 - Travel and Training	2,347.26	1,200.00	195.6%	10,492.68	8,500.00	123.4%	8,500.00
60000 - Business Expenses							
60100 - Business Registration Fees	48.00	0.00	100.0%	275.00	500.00	55.0%	500.00
60400 - Dues & Subscriptions	0.00	0.00	0.0%	6,692.00	6,100.00	131.2%	6,100.00
60500 - Bank Fees	2.19	20.00	11.0%	504.00	500.00	100.8%	500.00
60700 - Bad Debt	0.00			298.79			
Total 60000 - Business Expenses	48.19	20.00	241.0%	7,769.79	6,100.00	127.4%	6,100.00
61000 - Advertising							
61100 - Print Advertising	867.93	250.00	347.2%	6,489.77	4,000.00	162.2%	4,000.00
61200 - Radio Advertising	0.00	250.00	0.0%	1,495.00	3,000.00	49.8%	3,000.00
61300 - Online Advertising	35.00	65.00	53.8%	350.00	1,000.00	35.0%	1,000.00
61400 - Vehicle Graphics	0.00	0.00	0.0%	4,100.00	4,000.00	102.5%	4,000.00
61500 - Bus. Adv. Contract	255.50	200.00	127.8%	8,221.30	7,500.00	109.6%	7,500.00
Total 61000 - Advertising	1,158.43	765.00	151.4%	20,655.07	19,500.00	105.9%	19,500.00
62000 - Marketing and Promotion							
62100 - Info. Displays-Stop Signage	52.80	0.00	100.0%	3,149.58	3,000.00	105.0%	3,000.00
62200 - Graphic Design	0.00	1,000.00	0.0%	4,170.00	6,000.00	69.5%	6,000.00
62300 - Promotional Items	0.00	0.00	0.0%	3,885.40	1,300.00	298.9%	1,300.00
62400 - Events and Misc.	78.66	1,200.00	6.4%	2,223.67	2,500.00	88.9%	2,500.00
62450 - External Marketing Support	0.00	500.00	0.0%	3,488.75	8,500.00	40.8%	8,500.00
62500 - Internal / Other	0.00	0.00	0.0%	2,958.78	1,500.00	197.3%	1,500.00
Total 62000 - Marketing and Promotion	129.46	2,700.00	4.8%	19,856.14	22,800.00	87.1%	22,800.00
63000 - Printing and Reproduction							
63100 - Copies, Passes & Flyers	41.12	300.00	13.7%	3,065.91	3,500.00	87.6%	3,500.00
63200 - Schedules, Maps & Brochures	0.00	0.00	0.0%	10,427.34	14,000.00	74.5%	14,000.00
Total 63000 - Printing and Reproduction	41.12	300.00	13.7%	13,493.25	17,500.00	77.1%	17,500.00
64000 - Fuel Expense	25,334.42	23,000.00	110.1%	334,969.29	283,000.00	118.4%	283,000.00
65000 - Vehicle Maintenance							
65100 - Parts Expense	12,922.12	3,200.00	403.8%	74,926.36	64,000.00	117.1%	64,000.00
65200 - Fluids Expense	316.92	700.00	45.3%	11,827.96	9,000.00	131.4%	9,000.00
65300 - Tires Expense	3,723.43	1,500.00	248.2%	22,842.75	26,000.00	87.9%	26,000.00
65400 - Purchased Services	234.01	100.00	234.0%	4,856.99	4,000.00	121.4%	4,000.00
65500 - Vehicle Computer/Tech	0.00	175.00	0.0%	1,277.00	2,000.00	63.9%	2,000.00
Total 65000 - Vehicle Maintenance	17,196.48	5,675.00	303.0%	115,731.06	105,000.00	110.2%	105,000.00
Total Expense	180,105.60	187,020.00	96.9%	2,178,642.45	2,164,810.00	100.5%	2,164,810.00
Net Ordinary Income	-14,398.88	-4,410.49	326.4%	117,915.56	30,000.00	393.1%	30,000.00
Other Income/Expense							
Other Expense							
68500 - Contingency Expense-Operations	5,000.00	2,500.00	200.0%	35,000.02	30,000.00	116.7%	30,000.00
Total Other Expense	5,000.00	2,500.00	200.0%	35,000.02	30,000.00	116.7%	30,000.00
Net Other Income	-5,000.00	-2,500.00	200.0%	-35,000.02	-30,000.00	116.7%	-30,000.00
Net Income	-19,398.88	-6,910.49	280.7%	82,915.54	0.00	100.0%	0.00

MRTA - Consolidated
Balance Sheet
as of Sept. 30, 2012

	Main Operating Fund	Capital Equipment Fund	Facilities Fund	Contingency Fund	Work Force Housing Fund	MRTA Consolidated
ASSETS						
Current Assets						
Checking/Savings						
11100 - Mountain West Checking	-5,256.78	32,686.64	9,627.53		10,161.89	47,182.94
11500 - Petty Cash	100.00					100.00
11600 - General Fund LSP	227,744.45	90,463.15	21,527.32	178,994.78	16,927.18	525,622.48
11700 - Cap Imp Fund LSP						0.00
Total Checking/Savings	222,587.67	113,150.79	31,154.85	178,994.78	27,089.07	572,906.42
Accounts Receivable						
11800 - Accounts Receivable	87,885.01	21,814.90	4,500.55	5,000.00	500.00	119,700.46
Total Accounts Receivable	87,885.01	21,814.90	4,500.55	5,000.00	500.00	119,700.46
Other Current Assets						
11930 - Undeposited Funds	1,716.59	0.00				1,716.59
12050 - Due From Operations Main Fund	0.00			0.00	224.50	224.50
12550 - Due From Capital Equipment Fund	0.00					0.00
13000 - Due From Workforce Housing Fund	0.00					0.00
13600 - Due From Facilities Fund	0.00					0.00
13800 - Due From Contingency Fund	0.00					0.00
14000 - Inventories	170,514.00					170,514.00
Total Other Current Assets	172,230.59	0.00	0.00	0.00	224.50	172,455.09
Total Current Assets	482,703.27	134,965.69	35,655.40	183,994.78	27,778.23	865,062.37
Fixed Assets						
15000 - Fixed Assets						
15100 - Vehicles	0.00	1,116,319.00				1,116,319.00
15200 - Equipment - Maintenance	0.00	52,031.00				52,031.00
15300 - Equipment - Office	0.00	842.22				842.22
16000 - Buildings	0.00		1,529,987.00			1,529,987.00
16500 - Bus Shelters	0.00					0.00
17000 - Land	0.00		125,000.00			125,000.00
18000 - Fixed Assets - Other	0.00					0.00
Total 15000 - Fixed Assets	0.00	1,169,792.22	1,654,987.00	0.00	0.00	2,824,779.22
Total Fixed Assets	0.00	1,169,792.22	1,654,987.00	0.00	0.00	2,824,779.22
TOTAL ASSETS	482,703.27	1,304,757.91	1,690,642.40	183,994.78	27,778.23	3,689,841.57

MRTA - Consolidated
Balance Sheet
as of Sept. 30, 2012

	Main Operating Fund	Capital Equipment Fund	Facilities Fund	Contingency Fund	Work Force Housing Fund	MRTA Consolidated
LIABILITIES & EQUITY						0.00
Liabilities						0.00
Current Liabilities						0.00
Accounts Payable						0.00
20500 - Accounts Payable	81,562.70	22,559.30	3,072.45		458.10	87,652.55
Total Accounts Payable	81,562.70	22,559.30	3,072.45	0.00	458.10	87,652.55
Credit Cards	0.00					0.00
Other Current Liabilities						0.00
21500 - Direct Deposit Liabilities	0.00					0.00
22100 - Due to Operations Main Fund	0.00					0.00
22200 - Due to Capital Equip. Fund						0.00
22500 - Due to Facilities Fund						0.00
23500 - Due to WFH Fund	0.00					0.00
23500 - Due to Contingency Fund						0.00
24000 - Payroll Liabilities						0.00
24200 - Federal Tax With Payable	0.00					0.00
24400 - FUTA Tax payable	0.00					0.00
24500 - FICA Payable	0.00					0.00
24600 - Medicare Tax Payable	0.00					0.00
24700 - State Tax With Payable	2,509.00					2,509.00
24800 - State Unemployment Tax Payable	6,729.50					6,729.50
24900 - Employee Prem With & Payable						0.00
24950 - Payroll Liabilities - Other	81.64					81.64
Total 24000 - Payroll Liabilities	9,750.14					9,750.14
27000 - 70-219-000 Salary & Wages Paid						0.00
70-219-001 Overtime Pay	0.00					0.00
27000 - 70-219-000 Salary & Wages Paid - Other	0.00					0.00
Total 27000 - 70-219-000 Salary & Wages Paid	0.00					0.00
28000 - 70-203-100 Auditors Accts Payab						0.00
28200 - Deferred Revenue						0.00
Total Other Current Liabilities	9,750.14	0.00	0.00	0.00	0.00	9,750.14
Total Current Liabilities	71,312.84	22,559.30	3,072.45	0.00	458.10	87,402.69
Long Term Liabilities						0.00
29000 - Other Liabilities	0.00					0.00
Total Long Term Liabilities	0.00					0.00
Total Liabilities	71,312.84	22,559.30	3,072.45	0.00	458.10	97,402.69
Equity						0.00
30000 - Opening Bal Equity	331,404.40	1,109,987.00	1,850,987.00	20,000.00	15,000.00	3,196,398.40
30500 - Capital Contributions - Federal	0.00					0.00
31000 - Capital Contributions - Ketchum	0.00					0.00
31500 - Capital Contribs. - Sun Valley	0.00					0.00
32000 - Reserve Balance	-2,949.81	154,936.69	8,375.48	-126,721.75	7,522.32	-206,604.73
Net Income	82,915.34	-12,736.06	19,185.45	35,273.01	4,797.60	129,435.73
Total Equity	411,369.93	1,092,187.63	1,987,546.98	183,994.79	27,320.12	3,992,436.45
TOTAL LIABILITIES & EQUITY	482,782.77	1,204,746.93	1,990,618.43	183,994.79	27,778.22	3,989,841.57

MRTA - Contingency Fund
Revenue & Expenditures Budget Performance
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	% of Budget	Oct '11 - Sep 12	YTD Budget	% of Budget	Annual Budget
Income							
48000 - Transfers	35,000.00	30,000.00	116.7%	35,000.00	30,000.00	116.7%	30,000.00
49000 - Interest Earned	273.01	50.00	546.0%	273.01	50.00	546.0%	50.00
Total Income	35,273.01	30,050.00	117.4%	35,273.01	30,050.00	117.4%	30,050.00
Expense							
68000 - Transfers out	0.00	160,000.00	0.0%	0.00	160,000.00	0.0%	160,000.00
Total Expense	0.00	160,000.00	0.0%	0.00	160,000.00	0.0%	160,000.00
Net Income	35,273.01	-129,950.00	-27.1%	35,273.01	-129,950.00	-27.1%	-129,950.00

MRTA - Work Force Housing Fund Revenue & Expenditures Budget Performance October 2011 through September 2012

	Oct '11 - Sep 12	Budget	% of Budget	Oct '11 - Sep 12	YTD Budget	% of Budget	Annual Budget
Ordinary Income/Expense							
Income							
45000 - Revenue	2,350.00	28,200.00	93.0%	2,350.00	28,200.00	93.0%	28,200.00
45300 - Rev - Housing Units	26,215.00	28,200.00	101.3%	26,215.00	28,200.00	101.3%	28,200.00
45325 - Apartment Deposits	28,565.00	600.00	220.0%	28,565.00	600.00	220.0%	600.00
45350 - Apartment Rent	1,319.75	28,800.00	103.8%	1,319.75	28,800.00	103.8%	28,800.00
Total 45300 - Rev - Housing Units	29,884.75	28,800.00	103.8%	29,884.75	28,800.00	103.8%	28,800.00
45400 - Rev - Laundry	37.43	50.00	74.9%	37.43	50.00	74.9%	50.00
Total 45000 - Revenue	29,922.18	28,850.00	103.7%	29,922.18	28,850.00	103.7%	28,850.00
Total Income	29,922.18	28,850.00	103.7%	29,922.18	28,850.00	103.7%	28,850.00
Expense							
55000 - Rent and Utilities	5,634.03	6,500.00	86.7%	5,634.03	6,500.00	86.7%	6,500.00
55200 - Utilities	6,634.03	6,500.00	96.7%	6,634.03	6,500.00	96.7%	6,500.00
Total 55000 - Rent and Utilities	12,268.06	13,000.00	94.4%	12,268.06	13,000.00	94.4%	13,000.00
57000 - Repairs and Maintenance	0.00	500.00	0.0%	0.00	500.00	0.0%	500.00
57100 - Equipment Repairs/Maintenance	595.00	4,080.00	14.6%	595.00	4,080.00	14.6%	4,080.00
57200 - Building Repairs/Maintenance	2,395.35	4,580.00	65.3%	2,395.35	4,580.00	65.3%	4,580.00
57400 - Elevator Expense	2,990.35	500.00	0.0%	2,990.35	500.00	0.0%	500.00
Total 57000 - Repairs and Maintenance	5,980.70	9,560.00	62.6%	5,980.70	9,560.00	62.6%	9,560.00
Total 67000 - Other Operating Expenses	8,624.38	11,580.00	74.5%	8,624.38	11,580.00	74.5%	11,580.00
Total Expense	21,297.80	17,270.00	123.3%	21,297.80	17,270.00	123.3%	17,270.00
Net Ordinary Income	8,624.38	11,580.00	74.5%	8,624.38	11,580.00	74.5%	11,580.00
Other Income/Expense							
69000 - Transfer out to Operations Acct	16,500.00	16,500.00	100.0%	16,500.00	16,500.00	100.0%	16,500.00
Total Other Expense	16,500.00	16,500.00	100.0%	16,500.00	16,500.00	100.0%	16,500.00
Net Other Income	-16,500.00	-16,500.00	100.0%	-16,500.00	-16,500.00	100.0%	-16,500.00
Net Income	4,797.80	770.00	623.1%	4,797.80	770.00	623.1%	770.00

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MRTA - Facilities Fund Revenue & Expenditures Budget Performance October 2011 through September 2012

	Oct '11 - Sep 12	Budget	% of Budget	Oct '11 - Sep 12	YTD Budget	% of Budget	Annual Budget
Income							
41000 - Federal Funding							
41100 - Federal - 5309	0.00	28,000.00	0.0%	0.00	28,000.00	0.0%	28,000.00
41104 - Federal-State of Good Repair-EF	0.00	640,000.00	0.0%	0.00	640,000.00	0.0%	640,000.00
41108 - Federal - SV Facility-purchase	0.00	20,000.00	0.0%	0.00	20,000.00	0.0%	20,000.00
41107 - Federal - Bus Ltr - Transit Hub							
Total 41100 - Federal - 5309	0.00	688,000.00	0.0%	0.00	688,000.00	0.0%	688,000.00
41200 - Federal - 5311 Capital	10,698.95	18,200.00	59.8%	10,698.95	18,200.00	59.8%	18,200.00
Total 41000 - Federal Funding	10,698.95	706,200.00	1.5%	10,698.95	706,200.00	1.5%	706,200.00
43000 - Local Funding							
43100 - Local - Ketchum	3,999.00	3,999.00	100.0%	3,999.00	3,999.00	100.0%	3,999.00
43200 - Local - Halley	603.00	603.00	100.0%	603.00	603.00	100.0%	603.00
43400 - Local - Blaine County	988.08	988.00	100.0%	988.08	988.00	100.0%	988.00
43500 - Local - Sun Valley	2,409.95	2,410.00	100.0%	2,409.95	2,410.00	100.0%	2,410.00
43600 - Local - Sun Valley Co.	0.00	5,000.00	0.0%	0.00	5,000.00	0.0%	5,000.00
Total 43000 - Local Funding	8,000.03	13,000.00	61.5%	8,000.03	13,000.00	61.5%	13,000.00
48000 - Transfers	48,379.00	160,000.00	30.2%	48,379.00	160,000.00	30.2%	160,000.00
49000 - Interest Earned	47.30	50.00	94.5%	47.30	50.00	94.5%	50.00
Total Income	67,125.28	879,250.00	7.6%	67,125.28	879,250.00	7.6%	879,250.00
Expense							
63000 - Professional Fees	680.10			680.10			
67000 - Repairs and Maintenance	13,636.52	13,200.00	103.3%	13,636.52	13,200.00	103.3%	13,200.00
61000 - Advertising	354.36			354.36			
62000 - Marketing and Promotion	1,577.98			1,577.98			
69000 - Construction/Acquisition							
66100 - Materials & Labor	0.00	27,500.00	0.0%	0.00	27,500.00	0.0%	27,500.00
66105 - East Fork pathways	0.00	12,000.00	0.0%	0.00	12,000.00	0.0%	12,000.00
66110 - East Fork Shelters	0.00	6,800.00	0.0%	0.00	6,800.00	0.0%	6,800.00
66150 - Materials & Labor - Other	7,242.46	8,700.00	105.5%	7,242.46	8,700.00	105.5%	8,700.00
Total 66100 - Materials & Labor	7,242.46	46,500.00	15.6%	7,242.46	46,500.00	15.6%	46,500.00
65300 - Design/Planning							
66310 - Ketchum Transit Plaza	10,916.78	25,000.00	43.7%	10,916.78	25,000.00	43.7%	25,000.00
66320 - South Valley Facility	6,200.00	10,000.00	62.0%	6,200.00	10,000.00	62.0%	10,000.00
66330 - East Fork Design/Plan	7,319.70	7,500.00	97.6%	7,319.70	7,500.00	97.6%	7,500.00
Total 66300 - Design/Planning	24,436.48	42,500.00	57.5%	24,436.48	42,500.00	57.5%	42,500.00
Total 69000 - Construction/Acquisition	31,678.94	88,800.00	35.7%	31,678.94	88,800.00	35.7%	88,800.00
67700 - South Valley Facility	0.00	780,000.00	0.0%	0.00	780,000.00	0.0%	780,000.00
Total Expense	47,939.82	882,000.00	5.4%	47,939.82	882,000.00	5.4%	882,000.00
Not Income	18,185.46	-2,750.00	-697.7%	18,185.46	-2,750.00	-697.7%	-2,750.00

MRTA - Capital Equipment Fund Revenue & Expenditures Budget Performance October 2011 through September 2012

	Oct '11 - Sep 12	Budget	% of Budget	Oct '11 - Sep 12	YTD Budget	% of Budget	Annual Budget
Income							
41000 - Federal Funding							
41100 - Federal - 5309	342,576.00	342,252.00	100.1%	342,576.00	342,252.00	100.1%	342,252.00
41101 - Federal - ARRA Stimulus- Buses	67,778.63	75,000.00	90.4%	67,778.63	75,000.00	90.4%	75,000.00
41100 - Federal - 5309 - Other							
Total 41100 - Federal - 5309	410,354.63	417,252.00	98.3%	410,354.63	417,252.00	98.3%	417,252.00
41200 - Federal - 5311	21,814.90	22,000.00	99.2%	21,814.90	22,000.00	99.2%	22,000.00
Total 41000 - Federal Funding	432,169.53	439,252.00	98.4%	432,169.53	439,252.00	98.4%	439,252.00
42000 - State Funding							
42300 - State - RideShare Vans	33,128.51	32,780.00	101.1%	33,128.51	32,780.00	101.1%	32,780.00
Total 42000 - State Funding	33,128.51	32,780.00	101.1%	33,128.51	32,780.00	101.1%	32,780.00
43000 - Local Funding							
43100 - Local - Kelchum	5,997.98	5,998.00	100.0%	5,997.98	5,998.00	100.0%	5,998.00
43200 - Local - Hallett	12,397.71	22,904.00	54.1%	12,397.71	22,904.00	54.1%	22,904.00
43300 - Local - Belleue	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
43400 - Local - Blaine County	1,482.00	1,482.00	100.0%	1,482.00	1,482.00	100.0%	1,482.00
43500 - Local - Sun Valley	3,616.04	3,616.00	100.0%	3,616.04	3,616.00	100.0%	3,616.00
43600 - Local - Other	20,000.00	20,000.00	100.0%	20,000.00	20,000.00	100.0%	20,000.00
Total 43000 - Local Funding	43,483.73	54,000.00	80.5%	43,483.73	54,000.00	80.5%	54,000.00
48000 - Transfers	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
49000 - Interest Earned	228.01	250.00	91.2%	228.01	250.00	91.2%	250.00
Total Income	509,020.78	526,282.00	96.7%	509,020.78	526,282.00	96.7%	526,282.00
Expense							
54000 - Equipment/Tool Expense	21,814.90	22,000.00	99.2%	21,814.90	22,000.00	99.2%	22,000.00
56000 - Supplies							
56500 - Postage and Delivery	16.87			16.87			
Total 56000 - Supplies	16.87			16.87			
60000 - Business Expenses							
60500 - Bank Fees	21.00			21.00			
Total 60000 - Business Expenses	21.00			21.00			
68000 - Capital Expenses							
68100 - Expenditures for Vans	63,428.98	62,780.00	101.0%	63,428.98	62,780.00	101.0%	62,780.00
68200 - Exp. for Buses-midline duty	342,576.00	342,252.00	100.1%	342,576.00	342,252.00	100.1%	342,252.00
68300 - Expenditures Buses - small duty	81,691.00	90,000.00	90.7%	81,691.00	90,000.00	90.7%	90,000.00
68400 - Expenditures for Bike Programs	12,238.13	22,000.00	55.6%	12,238.13	22,000.00	55.6%	22,000.00
Total 68000 - Capital Expenses	499,904.09	517,032.00	96.7%	499,904.09	517,032.00	96.7%	517,032.00
Total Expense	521,756.86	539,032.00	96.8%	521,756.86	539,032.00	96.8%	539,032.00
Net Income	-12,736.08	-12,750.00	99.9%	-12,736.08	-12,750.00	99.9%	-12,750.00

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10/11/12

Accrual Basis

MRTA - Operations Main

Checks Issued

As of September 30, 2012

Type	Date	Num	Name	Memo	Amount	Balance
11100 - Mountain West Checking						87,711.76
Bill Pmt -Check	9/1/2012	2753	Virginia Rhinehart	Monthly Rent	-2,200.00	85,511.76
Check	9/4/2012	ACH	Facilities Fund	monthly transfer	-666.67	84,845.09
Check	9/4/2012	ACH	Capital Equipment Fund	monthly transfer	-1,000.00	83,845.09
Check	9/4/2012	ACH	Contingency Fund	monthly transfer	-2,500.00	81,345.09
Bill Pmt -Check	9/4/2012	2754	American Funds	plan ID BRK100102	-187.50	81,157.59
Deposit	9/4/2012			Deposit	310.00	81,467.59
Check	9/4/2012	2755	Brett MacFee		-5.81	81,461.98
Deposit	9/4/2012			Deposit	741.25	82,203.23
Deposit	9/5/2012			Deposit	60.00	82,263.23
Deposit	9/6/2012			Deposit	410.00	82,673.23
Deposit	9/6/2012			Deposit	440.40	83,113.63
Deposit	9/7/2012			Deposit	1,299.00	84,412.63
Deposit	9/10/2012			Deposit	2,942.50	87,355.13
Deposit	9/10/2012			Deposit	62.81	87,417.94
Deposit	9/10/2012			Deposit	559.45	87,977.39
Bill Pmt -Check	9/11/2012	2756	Gilling LLC	36869600	-820.79	87,156.60
Bill Pmt -Check	9/11/2012	2757	United Oil		-16,273.24	70,883.36
Bill Pmt -Check	9/11/2012	2760	AlSCO		-108.52	70,774.84
Bill Pmt -Check	9/11/2012	2761	Copy & Print		-54.69	70,720.15
Bill Pmt -Check	9/11/2012	2762	Freightliner of Idaho		-336.16	70,383.99
Bill Pmt -Check	9/11/2012	2763	Les Schwab	117-00888	-557.28	69,826.71
Bill Pmt -Check	9/11/2012	2764	Names and Numbers		-203.16	69,623.55
Bill Pmt -Check	9/11/2012	2765	National Benefit Services, LLC		-100.00	69,523.55
Bill Pmt -Check	9/11/2012	2767	TigerDirect	VOID: voided to use o...	0.00	69,523.55
Bill Pmt -Check	9/11/2012	2768	UPS Store - 2444 (Ketchum)		-3.00	69,520.55
Bill Pmt -Check	9/11/2012	2769	Wendy Crosby	expense reimbursement	-60.00	69,460.55
Bill Pmt -Check	9/11/2012	2770	Window Welder Inc.		-261.82	69,198.73
Bill Pmt -Check	9/11/2012	2771	Wood River Lock & Safe		-56.49	69,122.24
Bill Pmt -Check	9/11/2012	2772	Zee Medical Inc.		-83.58	69,038.66
Bill Pmt -Check	9/11/2012	2766	NAPA Auto Parts		-743.88	68,294.78
Deposit	9/11/2012			Deposit	237.95	68,532.73
Bill Pmt -Check	9/11/2012	ACH	Intermtn Gas Co #10630400-001-6	#10630400-001-6	-12.76	68,519.97
Bill Pmt -Check	9/11/2012	ACH	Intermtn Gas Co #10630400-353-1	#10630400-353-1	-2.06	68,517.91
Bill Pmt -Check	9/11/2012	2773	Atkinsons' Grocery		-39.83	68,478.28
Bill Pmt -Check	9/11/2012	2774	Clear Creek Disposal	1327	-54.01	68,424.27
Bill Pmt -Check	9/11/2012	2775	Kent's Precision Electric Inc.		-500.00	67,924.27
Bill Pmt -Check	9/11/2012	2776	TigerDirect		-12.06	67,912.21
Liability Check	9/12/2012		QuickBooks Payroll Service	Created by Payroll Se...	-32,315.75	35,596.46
Deposit	9/12/2012			Deposit	312.70	35,909.16
Paycheck	9/13/2012	DD	Aguilar, Hortencia	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Carlson, Rod E	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Conlago, Maira P	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Fairbrook, Douglas H	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Finch, James F	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Gray, Stuart	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Green, William E	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Grubbs, Torrey E	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Kelly, Rodney D	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Larsson, Larry D	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Domke, Rodney F	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Johnson, Mark F	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Leon, Teofilo O	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	MacPherson, Kim	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Mehra, Tarun K	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Miller, Jason M	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Munoz, Kisler A	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Romero-Campos, Raul	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Shroyer, Randall R	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Spalding, Richard L	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Sproule, William	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Sullivan, Jerry	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Tellez, Carlos	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Torres, April L	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Vasquez, Pamela	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Victorino, Jose L	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	35,909.16
Paycheck	9/13/2012	DD	Williams, Gordon K	Direct Deposit	0.00	35,909.16
Liability Check	9/13/2012	2758	Idaho Child Support Receipting	326231	-244.60	35,664.56
Liability Check	9/13/2012	2759	National Benefit Services, LLC	Mountain Rides FSA	-379.24	35,285.32
Bill Pmt -Check	9/13/2012	2777	Business As Usual	VOID:replaced with #2...	0.00	35,285.32
Deposit	9/13/2012			Deposit	224.50	35,509.82
Liability Check	9/14/2012	E-pay	United States Treasury	62-0382250 QB Track...	-8,722.39	26,787.43
Deposit	9/14/2012			Deposit	9,315.00	36,102.43
Deposit	9/14/2012			Deposit	385.00	36,487.43
Bill Pmt -Check	9/17/2012	2778	Business As Usual		-186.93	36,300.50
Bill Pmt -Check	9/17/2012	2779	Express Publishing Inc.		-649.32	35,651.18

10:54 AM

10/11/12

Accrual Basis

MRTA - Operations Main Checks Issued As of September 30, 2012

Type	Date	Num	Name	Memo	Amount	Balance
Bill Pmt -Check	9/17/2012	2780	Adam B. King, Attorney		-818.00	35,035.18
Bill Pmt -Check	9/17/2012	2781	Anticipate		-693.75	34,341.43
Bill Pmt -Check	9/17/2012	2782	Rush Truck Centers		-1,526.41	32,815.02
Deposit	9/17/2012			Deposit	4,323.25	37,138.27
Check	9/17/2012	ACH	Work Force Housing Fund		-224.50	36,913.77
Deposit	9/17/2012			Deposit	469.30	37,383.07
Bill Pmt -Check	9/18/2012	2783	Kaps Parts Plus		-63.00	37,320.07
Bill Pmt -Check	9/18/2012	2784	L.L. Green's Hardware		-48.33	37,271.74
Bill Pmt -Check	9/18/2012	2785	Mason's Trophies & Gifts		-22.80	37,248.94
Bill Pmt -Check	9/18/2012	2786	Wells Fargo		-738.58	36,510.38
Bill Pmt -Check	9/18/2012	ACH	Verizon Wireless		-211.82	36,298.56
Liability Check	9/18/2012	TAP	Idaho State Tax Commission	000186434	-4,630.00	31,668.56
Check	9/19/2012	ACH	Contingency Fund	monthly transfer	-2,500.00	29,168.56
Deposit	9/19/2012			Deposit	377.35	29,545.91
Deposit	9/21/2012			Deposit	487.00	30,032.91
Deposit	9/21/2012			Deposit	515.75	30,548.66
Bill Pmt -Check	9/23/2012	ACH	Verizon Wireless 208-720-7044		-12.83	30,535.83
Bill Pmt -Check	9/24/2012	2787	Nicole Brown		-255.50	30,280.33
Bill Pmt -Check	9/24/2012	ACH	City of Hailey	40205001	-68.78	30,211.57
Bill Pmt -Check	9/24/2012	2788	CTAI		-630.00	29,581.57
Bill Pmt -Check	9/24/2012	2789	Doyal Moen		-90.00	29,491.57
Bill Pmt -Check	9/24/2012	2790	Jason Miller	expense reimbursement	-642.16	28,849.41
Bill Pmt -Check	9/24/2012	2791	Ketchum Computers, Inc.		-115.00	28,734.41
Bill Pmt -Check	9/24/2012	2792	KSKI FM/KECH FM		-89.00	28,665.41
Bill Pmt -Check	9/24/2012	2793	Minert & Associates, Inc.		-45.00	28,620.41
Bill Pmt -Check	9/24/2012	2794	National Benefit Services, LLC		-288.65	28,331.66
Bill Pmt -Check	9/24/2012	2795	Silver Creek Ford formerly Sawtoot...		-249.56	28,082.00
Bill Pmt -Check	9/24/2012	2796	United Oil		-13,059.09	15,022.91
Bill Pmt -Check	9/24/2012	2797	USA Computer Link		-583.94	14,438.97
Bill Pmt -Check	9/24/2012	ACH	Idaho Power Acct#6584167465		-253.64	14,185.33
Bill Pmt -Check	9/24/2012	ACH	Idaho Power Acct.#6080567068	6080567068	-47.02	14,138.31
Bill Pmt -Check	9/24/2012	2798	CED Inc.		-148.80	13,989.51
Bill Pmt -Check	9/24/2012	2799	Fisher Janitorial & Paper Supply		-73.85	13,915.66
Bill Pmt -Check	9/24/2012	2800	Gem State Welders Supply Inc.		-6.82	13,908.84
Bill Pmt -Check	9/24/2012	2801	Magic Valley Vending & Coffee		-23.56	13,885.28
Deposit	9/24/2012			Deposit	43,680.83	57,566.11
Deposit	9/24/2012			Deposit	362.45	57,928.56
Liability Check	9/26/2012		QuickBooks Payroll Service	Created by Payroll Se...	-32,189.13	25,739.43
Deposit	9/26/2012			Deposit	175.00	25,914.43
Deposit	9/26/2012			Deposit	325.85	26,240.28
Paycheck	9/27/2012	DD	Aguilar, Hortencia	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Carlson, Rod E	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Conlago, Maira P.	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Domke, Rodney F	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Finch, James F	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Gray, Stuart	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Green, William E	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Grubbs, Torrey E	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Johnson, Mark F	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Kelly, Rodney D	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Larsson, Larry D	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Leon, Teofilo O	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	MacPherson, Kim	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Mehra, Tarun K	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Miller, Jason M	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Munoz, Kisler A	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Romero-Campos, Raul	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Shroyer, Randall R	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Spalding, Richard L	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Sprouie, William	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Sullivan, Jerry	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Tellez, Carlos	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Torres, April L	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Vasquez, Pamela	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Victorino, Jose L	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Williams, Gordon K	Direct Deposit	0.00	26,240.28
Paycheck	9/27/2012	DD	Thea, Karen J	Direct Deposit	0.00	26,240.28
Liability Check	9/27/2012	2802	Idaho Child Support Receipting	326231	-244.80	25,996.68
Liability Check	9/27/2012	2803	National Benefit Services, LLC	Mountain Rides FSA	-429.24	25,567.44
Liability Check	9/28/2012	E-pay	United States Treasury	82-0382250 QB Track...	-9,546.92	16,020.52
Check	9/28/2012	DD	Facilities Fund	solar lights reimb	-6,198.00	9,822.52
Deposit	9/28/2012			Deposit	1,375.00	11,197.52
Deposit	9/28/2012			Deposit	469.60	11,667.12
Liability Check	9/30/2012	ACH	Aflac	DQR68	-339.96	11,327.16
Liability Check	9/30/2012	2804	Met Life SBC	KM05725871	-933.95	10,393.21
Liability Check	9/30/2012	2805	Blue Cross of Idaho	10034150-R001	-9,223.29	1,169.92

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10/11/12

Accrual Basis

MRTA - Operations Main

Checks Issued

As of September 30, 2012

Type	Date	Num	Name	Memo	Amount	Balance
Check	9/30/2012	ACH	Contingency Fund	monthly transfer	-5,000.00	-3,830.08
Check	9/30/2012	ACH	Capital Equipment Fund	monthly transfer	-1,000.00	-4,830.08
Check	9/30/2012	ACH	Facilities Fund	monthly transfer	-666.67	-5,496.75
Deposit	9/30/2012			Interest	1.90	-5,494.85
Deposit	9/30/2012			Deposit	238.07	-5,256.78
Total 11100 - Mountain West Checking					-92,968.54	-5,256.78
TOTAL					-92,968.54	-5,256.78

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)

[Signature] Signed

Business Manager Title

10/11/12 Date

Mountain RIDES

RECORDED

**SPECIAL MEETING
MOUNTAIN RIDES TRANSPORTATION AUTHORITY
Wednesday, September 12, 2012, 11:00 a.m.
Ketchum City Hall Meeting Room, Ketchum, Idaho**

Board Members of the Mountain Rides Transportation Authority of the Cities of Bellevue, Hailey, Ketchum and Sun Valley, and Blaine County, State of Idaho, met in a Regular Meeting in the Ketchum City Hall Meeting Room, Ketchum, Idaho.

PRESENT: Chairman Peter Everett (by phone), Vice-Chairman Susan McBryant, Secretary Jim Jaquet, Board Members Michael David, Mark Gilbert, Joe Miczulski, Nils Ribí, and Steve Wolper.

ALSO Mountain Rides Executive Director Jason Miller

PRESENT: Mountain Rides Business Manager/Treasurer Wendy Crosby

1. CALL TO ORDER

Vice-Chairman Susan McBryant called to order the special meeting of Wednesday, September 12, 2012 at 11:00 a.m.

2. Executive Session

Board Member Mark Gilbert moved to go into Executive Session, pursuant to Idaho Statute 67-2345 1(c) to discuss acquisition of real estate. Motion seconded by Board Member Joe Miczulski. Roll call: Peter Everett yes, Susan McBryant yes, Jim Jaquet yes, Michael David yes, Mark Gilbert yes, Joe Miczulski yes, Nils Ribí yes, and Steve Wolper yes. Motion passed unanimously.

The Mountain Rides Board of Directors returned to Open Session.

3. Action Item: Approve Letter of Intent for Purchase of Commercial Real Property for South Valley Transportation Center.

Board Member Mark Gilbert moved to approve the letter of intent, with the contents as discussed in Executive Session here today, for the purpose of purchasing property addressed as 883 and 901 South Main Street, Bellevue, Idaho, for the purchase price of \$780,000, from the sellers, Paul Kenny and Matt Bogue, Commercial Real Estate, LLC, representing Gannett 75 LLC. Motion seconded by Peter Everett, and passed unanimously.

Mountain Rides has been searching for property for a south valley transportation center for many years. The center would encompass bus and van storage, space for vehicle maintenance, and potential for a route stop and park and ride. This property meets all of staff's and the Board's criteria and goals.

The property will be purchased with 80% federal funds and 20% local match from existing capital accounts. The transaction has been a lengthy process with stringent federal requirements. The purchase price is fair market value.

Mountain Rides Business Manager/Treasurer Wendy Crosby said the property is at the south end of Mountain Rides' existing route, with no "deadheading"—running a bus with no passengers. The property will save about \$60,000 a year in operating expenses; and has room for potential growth.

Mountain Rides' winter climate requires warm buses. Most routes start in the south end of the valley, so the buses can be garaged overnight, and clean and warm early in the morning. Commuters coming from Carey, Shoshone and Twin Falls can use the location as a park and ride. An existing building on the property can be retrofitted to store buses fairly soon, and then be remodeled over time.

The letter of intent and subsequent purchase still have to be accepted by the seller. Mountain Rides hopes to have the purchase finalized by the end of the year.

4. Action Item: Approve letter to City of Bellevue regarding acquisition of real property in Bellevue.

Board Member Nils Ribí made some suggestions to the letter. Board Member Joe Miczulski said the City of Bellevue would be sensitive to parked buses and vans visible from Highway 75. The building has the potential to be a visitor center at the entrance to Bellevue and the Wood River Valley.

Board Member Mark Gilbert moved to approve the letter with edits as suggested. Motion seconded by Board Member Jim Jaquet, and passed unanimously.

5. Action Item: Approve design for East Fork bus stop improvements.

The East Fork stop is especially dangerous in the winter, and ridership suffers. Mountain Rides has funding in place to improve the bus stops at East Fork Road, Mountain Rides' only mid-valley stop. Engineer Jeff Loomis is coordinating the design documents and bid process. ADA ramp design was recently revised. The bid does not include the shelter. Funding may not be adequate to complete the pathway to the shelter. Mountain Rides has applied for an encroachment permit from ITD.

Board Member Mark Gilbert said the alternate price bid for the pathway should be considered in the low bid, whether or not Mountain Rides decides it can afford to do it. It may not be possible to do the pathway this season, but the completion deadline should include days for the alternate if in fact Mountain Rides awards it. Gilbert also suggested a provision describing what conditions could cause an excusable delay.

Board Member Steve Wolper said the East Fork parking lots filled up when there were events in the north valley. Many of the people were carpoolers who used the parking lot as a park and ride. A pathway from the parking lot to the shelter would make it more likely that people would take the bus.

Board Member Jim Jaquet moved to approve the design and bid documents for the East Fork bus stop improvements, as presented and discussed. Board members requested additional stipulations in the motion, and Jaquet withdrew his motion.

Executive Director Miller said it is possible the project with alternative could be completed this year. The bids are due next week, with construction to begin immediately. Doing the southeast corner would require an ADA-approved improvement. Board members said more information was needed on the southeast corner. The improvement can be done as a change order, or at a later time. Getting the bids will clarify what can be done within budget. Meanwhile, staff will check if doing one corner necessitates doing other corners.

Board Member Mark Gilbert moved to approve the design as presented, and specifications as presented with the following proposed changes, subject to review by legal counsel: include basis for award to low bidder, and be explicit about whether the low bid includes doing the alternative, based on the determination of the best way to proceed; secondly, the number of days to complete must include the alternative if the alternative is awarded; and include provision for what is considered excusable delay caused by weather. Motion seconded by Board Member Nils Ribl. Motion passed unanimously.

6. Adjournment.

With no other business to come before the Board, the meeting was adjourned.

Chairman Peter Everett

cc: Commissioner Angenie McCleary, Blaine County
Virginia Egger, Interim Sun Valley City Administrator
Gary Marks, Ketchum City Administrator
Sandy Cady, Ketchum City Clerk
Heather Dawson, Hailey City Administrator
Mary Cone, Hailey City Clerk
Dee Barton, Bellevue City Clerk
Tess Cenarrusa, Carey City Clerk
Randall Patterson, Carey Mayor

Mountain RIDES

RECORDED

REGULAR MEETING
MOUNTAIN RIDES TRANSPORTATION AUTHORITY
Thursday, September 20, 2012, 10:30 a.m.
Ketchum City Hall Meeting Room, Ketchum, Idaho

Board Members of the Mountain Rides Transportation Authority of the Cities of Bellevue, Hailey, Ketchum and Sun Valley, and Blaine County, State of Idaho, met in a Regular Meeting in the Ketchum City Hall Meeting Room, Ketchum, Idaho.

PRESENT: Vice-Chairman Susan McBryant, Secretary Jim Jaquet, Board Members Michael David, Mark Gilbert, Joe Miczulski, Nils Ribí, and Steve Wolper.

ABSENT: Chairman Peter Everett.

ALSO Mountain Rides Executive Director Jason Miller

PRESENT: Mountain Rides Business Manager/Treasurer Wendy Crosby
Mountain Rides Maintenance and Facilities Manager Rod Domke

.....
1. CALL TO ORDER

Vice-Chairman Susan McBryant called to order the meeting of Thursday, September 20, 2012 at 10:30 a.m.

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2. Comments from the Chair and Board Member thoughts

There were no comments at this time.

3. Public comment period for items not on the Agenda (including questions from the press)

There was no public input at this time.

4. Presentations

The Board congratulated Mountain Rides Chairman Peter Everett, who was named the Community Transportation Association of Idaho (CTAI) Member of the Year.

5. Committee reports

a. Planning and Marketing Committee report from Chair Steve Wolper

Approve September committee minutes

Committee Chairman Steve Wolper said the Committee had a spirited discussion on how to pare down the budget to compensate for loss of some funding. He felt the planning discussion should involve the entire Board. The Committee also discussed looking at marketing as an outreach. Running special buses to the different towns for holiday parades, and having a later bus for night events, perhaps at a reduced fee, could induce people to get on the bus.

Board Member Nils Ribí made a change to the September Planning and Marketing Committee minutes.

Board Member Nils Ribí moved to approve the September Planning and Marketing Committee minutes, as amended. Motion seconded by Board Member Steve Wolper, and passed with six in favor and Board Member Jim Jaquet abstained.

b. Finance and Performance Committee report from Chair Jim Jaquet

Approve September committee minutes

Committee Chair Jim Jaquet moved to approve the minutes of the September Finance and Performance Committee meeting, seconded by Board Member Joe Miczulski. Motion passed with six in favor and Board Member Steve Wolper abstained.

6. Staff reports

a. Transit report from Operations and Maintenance with August 2012 ridership

The main Valley route Bus #5 had a major breakdown a few weeks ago. It should be back in service this week. The IC buses that must go to Rush Truck in Twin Falls are now being repaired faster. One bus is back, but three more need to go to Twin for reprogramming and repair.

Mountain Rides is purchasing a power-brush bus-washing system, which will save time and labor expense. Driver training has improved driver's driving habits, which benefits the Maintenance Department in fewer parts replacement.

Mountain Rides gets a lot of calls asking for bus schedule and route updates on the Woodside improvements. Once improvements are done, Mountain Rides plans some kind of completion celebration.

Miller questions the accuracy of the ridership data. Recent reports showed segments of routes with zero ridership, which is suspect. The start of school could also be a factor. RouteMatch is going through all routes data; Mountain Rides is comparing average history to current route data. Mountain Rides is also beginning to compare ridership numbers with local events and information, i.e., skier numbers, car counts on the highway, etc.

b. Bike-Ped report

Social Bicycles was in town to do training and maintenance on the SoBi RideShare bikes. The program kick-off has been delayed to next summer, but staff, potential partners and Hailey are very excited about the program. There are a few SoBi bikes being used at Hailey City Hall, Community Campus, and St. Luke's.

c. Business Manager report

A couple capital projects are getting close. Eight bid packages for the East Fork project went out, but requirements are a little onerous for the size of the project.

I-TRIPS (Idaho Transportation Reimbursement, Integration, and Performance System) is hosting an educational seminar on ITD's new online system that manages vehicle assets, performance reporting, and grant management.

d. Executive Director report

Board Member Jim Jaquet moved to amend the agenda to add an Executive Session for the purpose of discussing real estate acquisition, pursuant to Idaho Code 67-2345 1(c), since Mountain Rides just received an update on the purchase of property in the south valley. Motion seconded by Board Member Joe Miczulski, and passed unanimously.

Mountain Rides staff uses a Cloud-based file server, Dropbox. Miller asked if Board members would like to have packet folders, by-laws and other documents available on Dropbox. Board Member Ribi said he would prefer the packets be emailed or made available on the website. Vice-Chairman Susan McBryant suggested the website have a downloadable agenda with items linked to corresponding pages.

Board Member Steve Wolper moved to direct staff to move forward to create agendas and packets on the Internet. Motion seconded by Board Member Nils Ribi, and passed unanimously.

The Idaho Transportation Department holds Board meetings in their different districts. They visited Blaine County recently, and toured the airport, Ketchum whitewater park, and Mountain Rides shop. They were updated on the Ketchum Transportation Hub and Social Bicycles, Vanpool, East Fork stop, Woodside project, south county property, etc. They rode a bus down to the Chobani plant in Twin Falls. Board Member Jaquet said they wanted the Board to understand why a free bus system and Local Option Tax were important to a resort economy.

Highway 75 expansion to four lanes from the hospital to the bridge is funded, and will start next summer.

7. PUBLIC HEARING for FY2013 BUDGET

- a. Mountain Rides is adopting its FY2013 Budget totaling \$3,956,684.00, which includes \$2,369,934.00 in expenses for general operations and \$1,586,750.00 in expenses for capital/contingency funds.**

Crosby explained the major components of the budget.

PUBLIC COMMENT: NONE

Board Member Mark Gilbert moved, seconded by Board Member Jim Jaquet, to adopt the budget as presented. Motion passed unanimously.

8. Action items and discussion items

- a. Discussion Item: FY2013 Transit Service Plan adoption process**

The Board scheduled a special Board meeting on October 4, and public workshops on October 10 in Ketchum and Hailey to present and discuss the FY2013 Transit Service Plan.

- b. Discussion Item: Ketchum Transportation Hub public process update**

A second series of open houses was held at Ketchum City Hall and Ketchum Town Square. The Town Square workshop was well-attended by a diverse group of people. Overall opinion was very positive. The committee and Ketchum will now focus on six possible site locations, using public input received; and make a recommendation to

Ketchum City Council by the end of the year. McBryant commended the graphics team on making the site plans so understandable.

c. Discussion Item: MAP-21 Federal Transportation Bill overview

Miller gave an overview of the new Federal Transportation Bill, which will determine Mountain Rides' federal funding. Rural areas will see what looks like new opportunities, but the funding must cover capital needs. Grant funds have to be used within the year; and the elimination of earmarks will cause challenges in doing big capital projects. Gilbert said "full-funding" should be available to fund projects over several years.

d. Discussion Item: IC Bus status and warranty update

Mountain Rides had a teleconference with Rush Truck District Manager and general managers of the Twin Falls Rush Truck operation. The slow repair turnaround in Twin Falls was not their fault, but due to International/IC Bus not providing the proper engineering schematics; and the truck chasses were totally atypical. Rush Truck has since found a new engineering process to reconfigure the vehicles' onboard computer system. One MRTA bus is now done, and time will tell if it is fixed. Buses were purchased on a contract that provides a five-year 250,000-mile extended warranty; and it's likely the engine repairs done so far are covered under the warranty.

e. Action Item: Approve updates to MRTA Employee Manual for FY2013

Mountain Rides had contemplated an amendment to the Employee Manual to allow employees to donate paid time off to another employee who is undergoing a significant life event that requires extended time off. One long-time Mountain Rides driver is now seriously ill with cancer, and would benefit from the amendment, as would his spouse, also a Mountain Rides driver. The Finance and Performance Committee supported this provision, and asked that it be presented directly to the whole Board to avoid delay.

Board Member Mark Gilbert moved to approve the added paragraph amendment (on page 63) to the MRTA Employee Manual for FY2013, with two additional limitations, that the donor may not make a donation that would cause their accrual to fall below 50% of their maximum annual accrual rate; and the recipient may not exceed in any 12 consecutive month period more than 50% of their maximum annual accrual rate for PTO. Motion seconded by Board Member Nils Ribí. In discussion, Crosby said seasonal employees only accrue the equivalent of statutory annual holidays, which is a maximum of 48 hours per year. The PTO policy in this format has been in effect for one fiscal year, so a seasonal employee could have a maximum of 48 hours, and minimum hours available to donate. Miller would rather seasonal employees not participate in the plan. Motion passed unanimously.

f. Action Item: Authorize Executive Director to complete agreements with local funding partners for FY2013

Board Member Mark Gilbert moved, seconded by Board Member Joe Mieczulski, to authorize Executive Director to complete agreements with local funding partners for FY2013. Motion passed unanimously.

9. EXECUTIVE SESSION

Board Member Nils Ribí moved to go into Executive Session, pursuant to Idaho Statute 67-2345 1(c) to discuss acquisition of real estate. Motion seconded by Board Member Michael David. Roll call: Nils Ribí yes, Michael David yes, Mark Gilbert yes, Jim Jaquet yes, Susan McBryant yes, Joe Mieczulski yes, and Steve Wolper yes. Motion passed unanimously.

THE MOUNTAIN RIDES BOARD RESUMED OPEN SESSION.

10. Consent Calendar items

- a. Approve minutes – August regular Board meeting
- b. Receive and file August 2011 Financials
- c. Receive and file August 2011 Bills Paid

Board Member Mark Gilbert moved to approve the Consent Calendar, including the Minutes of August, 2012 Regular Board Meeting, the August Financial Report and August Bills Paid Report. Motion seconded by Board Member Steve Wolper, and passed unanimously.

9. ADJOURNMENT

With no other business to come before the Board, the meeting was adjourned at 12:34 p.m.

cc: Commissioner Angenie McCleary, Blaine County
Virginia Egger, Interim Sun Valley City Administrator
Gary Marks, Ketchum City Administrator
Sandy Cady, Ketchum City Clerk
Heather Dawson, Hailey City Administrator
Mary Cone, Hailey City Clerk
Dee Barton, Bellevue City Clerk
Tess Cenarrusa, Carey City Clerk
Randall Patterson, Carey Mayor

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