



## **Mountain Rides Transportation Authority**

### **PUBLIC NOTICE of Regular Board Meeting**

12:00p.m., Wednesday, December 19, 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. Presentations
  - a. Results of annual financial audit of FY2012 by Joel Robins of from Anderson Arritt Robins Waters.
5. Action items and discussion items
  - a. Discussion Item: South Valley Transportation Center update. (p.2-18)
  - b. Discussion Item: Route Match technology project. (p.19)
  - c. Discussion Item: Review LSC Transportation Consultants analysis of transportation hub locations. (p.20-30)
  - d. Discussion Item: Follow-up items from Strategic Business Planning Workshop. (p.31-35)
  - e. Action Item: Approve the receipt and filing of the FY2012 Audited Financial Statements. (p.36-60)
  - f. Action Item: Approve committee and board meeting schedule for 2013. (p.61-62)
  - g. Action Item: Approve submittal of IRS Form 5500 for annual retirement plan reporting. (p.63-71)
6. Committee reports (p.72-74)
  - a. Planning and Marketing Committee report from Chair Steve Wolper
    - i. Approve December committee minutes.
  - b. Finance and Performance Committee report from Chair Mark Gilbert
    - i. Approve December committee minutes.
7. Staff reports
  - a. Transit report from Operations and Maintenance with November 2012 ridership (p.75-81)
  - b. Bike-Ped report (p.82)
  - c. Business Manager report (p.82)
  - d. Executive Director report (p.82)
8. Consent Calendar items (p.83-93)
  - a. Approve minutes – November regular board meeting.
  - b. Receive and file November 2012 Financials.
  - c. Receive and file November 2012 Bills Paid.
9. Executive Session pursuant to Idaho Statute 67-2345.1(c) (to discuss acquisition of real estate)
10. Adjournment

NOTE: Public information on agenda items is available from the Mountain Rides office 800 1<sup>st</sup> 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: December 19, 2012  
TO: Mountain Rides Board  
FROM: Jason Miller  
SUBJECT: Agenda Item 5.a – South Valley Transportation Center update.  
RECOMMENDATION: Discuss

## BACKGROUND:

On December 6<sup>th</sup>, the Bellevue P&Z rejected our application for the South Valley Transportation Center. They will finalize their findings at the upcoming P&Z hearing. The next step is to go in front of the Bellevue City Council. They will do one of two things; affirm the findings of the P&Z or reject the findings of the P&Z and approve the project. It is highly unlikely that they will reject the findings. We anticipate that this project will not be approved.

Committee Review: Planning & Marketing and Finance & Performance previously  
Legal Review: Adam King, application review  
Funding: Capital Facilities  
Budget: FY2013

## MEMO

**TO:** Craig Eckles  
**FROM:** John Gaeddert *JG*  
**DATE:** October 25, 2012

**RE:** Mountain Rides Transportation Center – Zoning Text Amendment

In accordance with §16.1 et seq. of the Bellevue Zoning Ordinance, attached please find an application for Zoning Text Amendment to the Light Industrial District and Definition Chapters of the Bellevue City Code. As noted, approval of the text amendment would permit "Transportation Centers" in the City of Bellevue's Light Industrial District; and, importantly, allow Mountain Rides to re-purpose the previous All Seasons Landscaping building and grounds at 883/901 S. Main Street into a year round employment base offering park and ride, maintenance, office and a host of activities complementary to the site, neighborhood and city.

The economic benefits of approving this Zoning Text Amendment, which would permit operation of a Mountain Rides' transportation center in Bellevue's existing Light Industrial District are:

- Relocation of 6 existing jobs and creation of 2-3 additional jobs
- Purchase of parts and services from Bellevue businesses by Mountain Rides of at least \$20,000 per year
- Redevelopment of an existing property with new construction activity of at least \$200,000 phased over 2-3 years
- Construction of sidewalk infrastructure and adjoining roadway infrastructure upon redevelopment
- Direct economic benefits of creating a new center of employment and business activity, including purchase of gas, food, beverages, and incidentals by employees and commuters
- Indirect economic benefits of redevelopment on entire south Bellevue area for adjoining properties and businesses

The property is currently served by public services and facilities, such as marshal, fire, water, sewer, and roads.

Additionally, this application includes a Comprehensive Plan analysis and review of how the proposal forwards Bellevue's adopted vision for the future. Notable complementary provisions of this application and the Bellevue Comprehensive Plan include stated goals encouraging: in-fill and job creation; the protection of private property rights; and, adequate parking

downtown. This proposal also provides a clear win for the community in the matter of addressing regional transportation growth, commuter needs and addressing downtown Bellevue traffic issues.

The Bellevue Comprehensive Plan is a working document with a great vision that is furthered with this text amendment and, subsequently, operation of a Transportation Center by Mountain Rides in its Light Industrial District at 883/901 South Main Street. A complete comprehensive plan analysis is attached.

Again, thank you for all your assistance and valued input on this matter.

**City of Bellevue****Text Amendment Application  
Zone text 8603**

Owner of subject property : First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
Corporation: GANNETT 75, LLC c/o PAUL KENNY  
Phone: 208 - 726 - 1918 Fax: - 726 - 1990 e-mail: paul@kenny-bogue.com  
Mailing Address: Street: 200 W. RIVER ST Ste 301 Web: www.kenny-bogue.com  
PO Box: 5102 City: KETCHUM State: ID Zip Code: 83340

Ordinance Affected: Zoning 86-03 Subdivision 91-01 Comprehensive Plan Other (specify below)

Zoning District(s) Affected: \* Residential \* Business \* Limited Business-Residential

\*Light Industrial \*Light Industrial Mixed Business

Current Use: Permitted Conditional Use Not Covered Other \_\_\_\_\_

Proposed Use: Permitted Conditional Use Not Covered Other Transportation Center

Current Comprehensive Plan land use designation(s) Affected L1 / B

Applicants Proposed Zone Text amendment language:

ADD "TRANSPORTATION CENTER" AS PERMITTED USE  
IN CURRENT LIGHT INDUSTRIAL DISTRICT  
(NEW § 7.23A) AND DEFINE "TRANSPORTATION  
CENTER" IN DEFINITIONS (NEW § 2.87A),  
AS SPECIFICALLY SET FORTH IN ATTACHED.

Note: Administrator will attach copies of the existing ordinance language affected by this application.

Fees: At the time of filing this application, all fees due to the City of Bellevue for this application shall be paid by the applicant. The application fee for a Zoning Text amendment is \$600.00. In addition, the applicant shall pay the estimated cost of all transcripts, publication costs, engineering and similar costs to be incurred by the City of Bellevue with regard thereto. If a development, phasing or other agreement is required; the applicant shall reimburse the City of Bellevue for the legal expenses incurred by the City of Bellevue with regard thereto. After the actual costs are determined, the applicant shall pay any additional costs prior to the final hearing on the matter. If the estimated costs paid exceed the actual costs, then the City of Bellevue shall reimburse the applicant the difference.

Application Fees: \$600.00

Assoc. Fees p/h legal / publications : \$ \_\_\_\_\_

Date Received: \_\_\_\_\_

Check Number: \_\_\_\_\_

  
Applicant Signature

\_\_\_\_\_  
Planning & Zoning Administrator

## **CHAPTER 7 – LIGHT INDUSTRIAL DISTRICT (LI)**

- 7.1**     **PURPOSE.** The Light Industrial District is established to provide lands for light industrial uses that can be designed to operate compatibly in close proximity to adjoining business and residential uses. This district is not intended for residential purposes.
- 7.2**     **PERMITTED USES.** Permitted uses for this district are limited to the following:
- 7.21**     Assembly, light manufacturing processing, packaging, treatment, and fabrication of goods and merchandise, including laboratories and research offices, bottling and distribution plants, light repair facilities, and wholesale storage/distribution warehouses.
- 7.22**     Contractor's Offices.
- 7.23**     Contractor's Storage Yard.
- 7.23A Transportation Center**
- 7.24**     Machine shops, printing services.
- 7.25**     Outdoor nursery and commercial nursery.
- 7.26**     Animal hospitals and kennels.
- 7.27**     Food catering services.
- 7.28**     Motor vehicle repairs, auto body repairs, and vehicle detailing shops.
- 7.29**     One (1) accessory dwelling unit shall be allowed for each six thousand square feet of lot area provided it is located on the same premises, provided that it is in the same building as the business and is of a size and function that is clearly subordinate and ancillary to the light industrial use which shall be the primary use of the property. Accessory dwelling units shall be subject to Design Review approval.
- 7.3**     **ACCESSORY USES.** The accessory uses for this district include, but are not limited to, the following:
- 7.31**     Incidental accessory retail sales comprising not more than twenty-five percent (25%) of the net floor area of the principal permitted use. The area for such retail sales shall be calculated for each floor of a building by use and shall not be transferred between the floors of a building.
- 7.32**     Temporary buildings necessary for construction work on premises, such buildings to be removed upon completion or abandonment of construction work.
- 7.4**     **CONDITIONAL USES.** Conditional uses for this district are limited to the following:
- 7.41**     Bulk storage of flammable liquids or gases, subject to the approval of the Fire Chief of the Bellevue Fire Department.
- 7.42**     Office buildings.
- 7.43**     Light industrial uses with commercial outlets, but which remain primarily light industrial rather than commercial.
- 7.44**     Self-storage units.
- 7.45**     Gas stations that shall not have retail sales except as an accessory use.



- 2.80** **STREET** – A right of way which provides access to adjacent properties and that has been officially accepted. Street shall include the term's highway, thoroughfare, parkway, road, avenue, boulevard, and place.
- 2.81** **SUBDIVISION** – A subdivision is the division of a lot, tract, or parcel of land into two (2) or more parts for the purpose of sale, lease, or building development, whether immediate or in the future.
- 2.82** **TOURIST HOMES** – Establishments located in traditionally residential structures, which provide short-term occupancy (less than 30 continuous days), to the traveling public, also referred to as bed and breakfast inns.
- 2.83** **TOWNHOUSE DEVELOPMENT** – A planned project of two single family units with a common adjoining wall, each unit being separated from the adjoining unit by a one hour fire resistant wall or walls extending from the basement floor to the roof along the dividing townhouse sub-lot line, each unit having its own access to the outside, and no unit located over another unit in part or in whole. All townhouse developments shall be platted under the procedures contained in the subdivision ordinance in effect and shall be required to obtain design review approval prior to building permit issuance. There shall be separate water and sewer connections for each unit.
- 2.84** **TOWNHOUSE SUB-LOTS** – Minimum six thousand (6,000) square foot lots resulting from platting a townhouse development. Sub-lots shall not be buildable for structures other than a townhouse unit as defined herein. Platting of sub-lots shall follow the procedures set forth in the subdivision ordinance and other applicable codes in effect. Each townhouse unit may have a detached garage and it must be sited on the same townhouse sub-lot as the residential unit.
- 2.85** **TOWNHOUSE UNIT** – One or more rooms, including a bathroom, and a single kitchen, designed for or occupied as a unit by one family for living and cooking purposes, located in a townhouse development on a platted townhouse sub-lot.
- 2.86** **TRAILER** – Any unit operated under its own power or drawn by or mounted on another vehicle that is designed for or used as a temporary living quarter. This definition includes, without limitation, a travel trailer, camping trailer, truck camper, fifth-wheel camper, motor home, and recreational vehicle.
- 2.87** **TRANSPORTATION FACILITIES** – Roads, parking areas, turnarounds, bike paths, horse trails, ski or scenic lifts, or any other thoroughfare associated with moving people or materials.
- 2.87A** **TRANSPORTATION CENTER** – a facility designed and built to support public transportation services. Facility may include any of the following: park and ride lot for short term passenger parking; passenger pick-up area with amenities such as passenger shelters, vehicle pull-out areas, bike racks, sidewalks, signage, lighting and benches; maintenance building for storage and repair of public transportation vehicles; outdoor parking of public transportation vehicles; administrative offices for staff; walk-up counter for sales of public transportation passes; indoor waiting area for passengers; bulk storage of fuel; incorporated visitor center with area information.
- 2.88** **UNDUE HARDSHIP** – Special conditions depriving the applicant of rights commonly enjoyed by other property owners in the same district under the terms of this ordinance, but not merely a matter of convenience and profit.



Blaine County Housing Authority  
PO Box 550  
Hailey, ID 83333

5 Galena Street East  
208.788.6102 ~ 208.788.6136 Fax

December 4, 2012

**Re: Mountain Rides Text Amendment**

Dear Mayor Koch, City Council and P&Z Commission:

Thank for the opportunity to comment on Mountain Rides' proposed text amendment that will allow a bus facility in Bellevue's light industrial zone. The Blaine County Housing Authority (BCHA) and its Board of Commissioners fully support an amendment to your zoning code that will allow Mountain Rides to construct a bus facility in Bellevue.

We support this facility for all of the economic development reasons that I am sure you will hear from Mountain Rides and the County's economic development specialists. We also support it for the increased access to affordable transportation options it will provide to the county's low and moderate income households. The City of Bellevue provides affordable living options for Blaine County households both within and outside the programs provided by BCHA, ARCH and Habitat for Humanity. A viable and efficient transportation system is integral to linking our community together and creating a thriving economic ecosystem.

Your approval of this text amendment will benefit the citizens of Bellevue from the standpoint of increased availability to transportation services and, by extension, adding value to affordable housing options in your city by providing connectivity to services and job centers throughout the county to Bellevue residents.

We strongly encourage you to approve the proposed text amendments. If you have any questions please feel free to contact me directly.

Sincerely,

David Patrie  
Executive Director

cc. BCHA Board of Commissioners  
Jason Miller, Mountain Rides

*The Blaine County Housing Authority's mission is to advocate, promote, plan and preserve the long-term supply of desirable and affordable housing choices in all areas of Blaine County in order to maintain an economically diverse and vibrant community.*



Jeanne Liston  
Executive Director  
The Hunger Coalition  
121 Honeysuckle Street  
Bellevue, ID 83313-5095

Hello Craig,

I am writing to express my support for the new bus facility that Mountain Rides is proposing for the southern end of Bellevue. Many of the people served by The Hunger Coalition do not own vehicles and rely on public transportation to reach our food bank. Mountain Rides has been a great partner, offering us a limited number of free passes each year and giving us a discount on additional passes. They've worked with us to ensure our clients get dropped off and picked up at Clover Street as needed.

This new facility would provide improved access with an indoor waiting area for the cold winter months, something that would benefit everyone. In addition, it would offer new employment opportunities and improve the overall transportation system by increasing the use of bus service. There would also be the potential to use part of the facility as a visitor information center or community meeting room.

I feel this new facility will be beneficial, not just for the clients of The Hunger Coalition, but for the residents of Bellevue and beyond. I hope the City of Bellevue will also recognize the benefits of this new facility and support this effort to improve public transportation.

Thank you,  
Jeanne

--

Jeanne Liston  
Executive Director  
The Hunger Coalition  
121 Honeysuckle Street  
Bellevue, ID 83313-5095  
[www.thehungercoalition.org](http://www.thehungercoalition.org)  
[208-788-0121](tel:208-788-0121)-office  
[208-720-8701](tel:208-720-8701)-cell  
[208-928-7167](tel:208-928-7167)-fax

Peace begins when the hungry are fed -- Anonymous



## THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

[www.blainecounty.org](http://www.blainecounty.org) [bcc@co.blaine.id.us](mailto:bcc@co.blaine.id.us)

Angenie McCleary, Chairman \* Lawrence Schoen, Commissioner\* Jacob Greenberg, Commissioner

December 4, 2012

The Honorable Christopher Koch  
Bellevue City Council  
PO Box 825  
Bellevue, ID 83313

Dear Mayor Koch and Council Members:

On behalf of the Blaine County Commissioners, I want to offer our support for the proposed Mountain Rides Transportation Hub at the south end of Bellevue on the corner of Main Street and Gannett Road. Mountain Rides is a key part of the transportation and commuting efforts up and down the Highway 75 corridor. Having this South Valley Facility will help promote commuting and ultimately result in fewer cars on the road. We have found Mountain Rides to be a great partner and very considerate in their planning process of this HUB.

We feel that this Facility will not only benefit the City of Bellevue, but the entire Wood River Valley and would be a great addition to furthering our efforts to reduce highway traffic efficiently.

Sincerely,

A handwritten signature in blue ink, reading "Angenie McCleary".

Angenie McCleary  
Chairman, Board of Blaine County Commissioners



Craig Eckles  
City of Bellevue  
PO Box 825  
Bellevue, Idaho 83313

Dear Mr. Eckles,

Please accept this letter in reference to the proposed Mountain Rides Transportation Center concept under consideration near the junction of Gannett Road and Highway 75 in Bellevue. The BCRD has reviewed the basic concept and potential plans for the site and would like to comment on the potential benefits given the direct proximity of the Transportation Center and the adjoining Wood River Trail multi use path.

The BCRD has worked with the county and Mountain Rides over the last four to five years on a series of county-wide transportation plans that include improved integration of recreation and human powered transportation with the existing and future Mountain Rides bus network. We are confident this concept would help to achieve many of the key goals of that integration. First, as we understand, the Transportation center would be located right at the southern terminus of the existing bike path. This location would enable “trailhead” parking and access to the path for those parking at the center. Second, the center is planning a series of amenities including bathrooms, trail and map information, water and a potential pocket park. Each of these would greatly enhance the user experience of recreation users and be a natural stopping point for either path users traveling from the north and those that might originate at the Transportation Center.

We are excited about the opportunity this concept might afford and other potential improvements to the Wood River Trail within the City of Bellevue. Please don't hesitate to contact me with any questions at [jkeating@bcrd.org](mailto:jkeating@bcrd.org) or directly at 208 578 5451.

Respectfully Yours,

A handwritten signature in blue ink, reading 'Jim Keating', is positioned below the 'Respectfully Yours,' text. The signature is fluid and cursive.

Jim Keating  
Executive Director, Blaine County Recreation District



Randy Hall, Mayor

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480 East Avenue North  
P.O. Box 2315, Ketchum, Idaho 83340  
Telephone: (208) 726-3841 Fax: (208) 726-8234

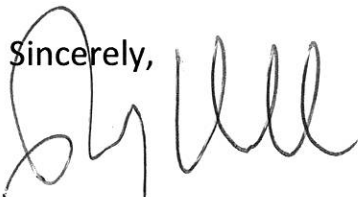
November 27, 2012

The Honorable Christopher Koch  
Bellevue City Council  
City of Bellevue  
P.O. Box 825  
Bellevue, ID 83313

Dear Mayor Koch and Bellevue City Council Members:

I am writing this letter to offer our support of the proposed transportation center under consideration in Bellevue at 883/901 South Main Street.

Mountain Rides is a key partner to all of the cities up and down the valley. We see the great benefits of valley-wide transit; reduced cars parked on our streets here in Ketchum, and reduced traffic on the highway. Having an anchor facility in Bellevue serves all of us in our goal of moving people, not cars. We have found Mountain Rides to be thoughtful and deliberative in their planning of new facilities. We hope that through your land use planning process, you will see this proposal as a benefit to the City of Bellevue. We are supportive of improvements to transit infrastructure throughout the Highway 75 corridor. We are also supportive of each town carefully considering the pros and cons of new proposals, and making the decision right for their community.

Sincerely,  


Mayor Randy Hall

Dear Craig and City Council Members:

I wanted to comment on the economic impact of the proposed development of a Mountain Rides Transport Facility in Bellevue. In summary, I believe that the overall economic impacts will be positive on the Bellevue community. New jobs will be created, additional purchases of fuels, supplies and materials will add to the sales tax register, and the improvements to this Gateway will enhance local property values. These impacts will more than offset the loss in annual property tax receipts. The risks of this project are very low while the benefits both quantitatively and qualitatively are high.

I urge you to support this project by offering necessary entitlements and support to Mountain Rides.

--

Harry Griffith  
Executive Director, SustainBlaine  
*cell 208-721-7847*

[www.sustainblaine.com](http://www.sustainblaine.com)



4 December 2012

Christopher Koch, Mayor  
City of Bellevue  
PO Box 825  
Bellevue, ID 83313

Re: Mountain Rides' Transportation Center Zoning Text Amendment

Dear Mayor Koch and Bellevue City Council Members:

On behalf of the Community Transportation Association of Idaho (CTAI), I am writing to support a change to city code that would enable Mountain Rides Transportation Authority (MRTA) to locate a transportation center in southern Bellevue. As Idaho's statewide transportation and mobility association, CTAI's mission is to improve transportation options in Idaho by working with stakeholders, community leaders, and local citizens while advocating for safe, cost-effective, accessible, integrated and affordable mobility services and systems throughout the state.

The City of Bellevue is an integral part of the Wood River Valley community. As the Gateway to the Sawtooths, and Wood River Valley, Bellevue is home to residents who work throughout the region. The community's locally-owned businesses and surrounding attractions, like the Howard Preserve, create nodes of activity for the town. Visitors and residents alike have used MRTA's Valley Route to both access these locations and as a commuting option for those who work up valley.

Creation of a transit center in southern Bellevue would solidify the Valley Route service for the city of Bellevue and improve the current services offered to residents and visitors. In addition, it would create a safe, comfortable and inviting place for residents and visitors to wait to catch the bus.

Investment in public transportation infrastructure, like the proposed transit center, provides economic, environmental and social benefits to a community. MRTA's redevelopment of the proposed site would also generate a center of activity within Bellevue that compliments the town's current activities and enhances economic opportunities for businesses. The proposed transit center would create better connectivity for pedestrians and bicyclists between the city's downtown core and the light industrial area. Finally, the proposed transit center would increase the number of people using the Valley Route thereby taking more vehicles off Highway 75 and reducing traffic and emissions within Bellevue.

**Administrative Office**  
913 W. River Street, Ste. 440  
Boise, ID 83702  
ph. 208.344.2354  
fax 208.343.4543

**District 1 Office**  
804 Airport Way, Ste. F  
Sandpoint, ID 83864  
ph. 208.610.4289  
fax 208.263.4609

**District 2 Office**  
CEDA  
1626 6th Avenue North  
Lewiston, ID 83501  
ph. 208.746.0015  
fax 208.746.0576

**District 3 Office**  
913 W. River Street, Ste. 440  
Boise, ID 83702  
ph. 208.344.2354  
fax 208.343.4543

**District 4 Office**  
PO Box 2976  
Hailey, ID 83333  
ph. 208.720.8310  
fax 208.343.4543

**District 5 Office**  
210 East Center, Suite C  
Pocatello, ID 83201  
ph. 208.241.4379  
fax 208.343.4543

**District 6 Office**  
1075 S. Utah Ave., Ste. 176  
Idaho Falls, ID 83402  
ph. 208.559.4401  
fax 208.344.4543

**Find us Online**  
[www.ctai.org](http://www.ctai.org)  
[facebook.com/CTAIdaho](https://facebook.com/CTAIdaho)  
Follow Us @lway\_idaho





Redevelopment, like that proposed by MRTA, helps position Bellevue to create a downtown that is safer for bikers, walkers and motorists making it a viable business marketplace that promotes commerce, safety and fosters economic growth. Please adopt the appropriate text amendment that would enable the transportation center's location at the proposed site.

Thank you for your consideration. If you have any questions please feel free to contact me.

Respectfully,

Vanessa Fry  
District 4 Mobility Manager  
vanessafry@ctai.org

cc: Craig Eckles, Bellevue City Administrator

## LETTER OF SUPPORT

TO: Craig Eckles, City of Bellevue Planning Director and Bellevue Planning and Zoning Commission

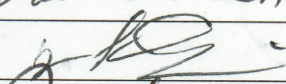
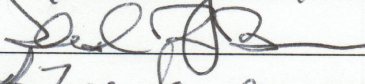
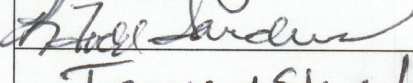
RE: Mountain Rides Transportation Center – Zoning Text Amendment

The undersigned Bellevue riders of the Mountain Rides' Valley Route support the zoning text amendment that would allow Mountain Rides to develop a transportation center on the property at 883/901 South Main Street, and we encourage the City of Bellevue to approve the application submitted by John Gaeddert and Gannet 75 LLC.

We believe that this transportation center would benefit Bellevue and its citizens by:

- Creating a comfortable, safe and inviting waiting area for riders
- Solidifying Valley Route service for Bellevue and improving the overall transportation system of Bellevue
- Creating a place where riders could park and catch the bus
- Increasing economic activity in Bellevue by attracting more people and bringing in Mountain Rides' jobs and spending

Thank you for your consideration!

NAME	ADDRESS	DATE
MICHELE DION	Box 1029 Bellevue	12-5-12
Becky Benson	Box 70 Bellevue	12-5-12
Tiffany Parrish	717 Chestnut St Bellevue	12-5-12
Pat Carahue	413 So Main St Bellevue	12-5-2012
	717 Chestnut St Bellevue	12/5/12
RICK STARK	109 LEWALT RD. BELLEVUE	12-6-12
Brann Schulte	420 Chestnut Bellevue	12-6-12
Ryan Roemer	1241 Glen Aspen Dr. Bellevue	12-6-12
Zach Symas	523 South 5th St Bellevue	12-6-12
Brian Cross	211 Ridge View Bellevue	12-6-12
Tiffany Shaw	105 S. 7th St Bellevue	12-6-2012
	206 Polo Club Ln	12-5-2012
	219 King's Hwy	12-5-2012
Tanya + Steve Hogan	204 N 2nd Ave, Bellevue	12/5/12
JEFF HING	601 N 3RD ST BELLEVUE	12/5/2012
Jon West	803 North 2nd Street	12/5/2012

Bellevue, ID



## LETTER OF SUPPORT

TO: Craig Eckles, City of Bellevue Planning Director and Bellevue Planning and Zoning Commission  
 RE: Mountain Rides Transportation Center – Zoning Text Amendment

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Thank you for your consideration!

NAME	ADDRESS	DATE
Shanna Robinson	405 So. 16 <sup>th</sup> St Bellevue	11/20/12
Bill Whitaker	1418 Gannet Rd Bellevue	11/20/12
Guss Holt	NA	11/20/12
Bob Boud	109 North 6 <sup>th</sup> St.	11/20/12
Antia Dineen	413 South 6 <sup>th</sup> St	11/20/12
Angie Rayborn	1141 Riverview Dr. Bellevue	11/20/2012
Kelhi Lynn Taylor	10621 Mule Shoe Lane Bellevue	11-21-2012
Janell Porter	59 Freedom Lane Bellevue	11/21/2012
Jonathan Hernandez	300 S. 7 <sup>th</sup> street Bellevue	11/21/2012
Ermy Tina Salinas	P.O. Box 2802	11-21-2012
Esperanza Avila	Po Box 891 Bellevue	11-21/12
Zhane Lange	317 Poplar St Bellevue	11/21/12
Mario Valdez	113 5 ST SOUT BELLEVUE	12-4-12
Paul Spivey	P.O. Box 3695, Hailey, ID	12-05-12
Edith Rodriguez	p.o. Box 4323 Hailey id	7-20-12-97
Edith Aguilar	308 S. 4 <sup>th</sup> St Bellevue ID	7-88-2182

## ALL SEASONS

### ***Property Values / Taxes***

#### 883 S. Main

2007	593,250	1,524
2008	593,250	1,774
2009	593,250	1,806
2010	474,600	1,693
2011	333,975	1,409
2012	283,879	1,407

#### 901 S. Main

2007	1,051,694	2,703
2008	1,051,694	3,030
2009	1,051,694	3,201
2010	888,103	3,169
2011	724,239	3,056
2012	667,459	3,309

Total Taxes 2012: \$4,716 (at assessed value of \$951,338)

Purchase Price: \$780,000 (new assessed value??) / Taxes may drop by 18.75% or \$884.

**Property Taxes lost to Non-Profit: Approximately \$3,832 per year**

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Jason Miller  
SUBJECT: Items 5.b – Route Match technology project.  
RECOMMENDATION: Discuss

As you know the Route Match Technology Project is over two years in the making. While there have been some advances we've had some challenges as well.

The advances we have made include:

- Real time sign at River Run Plaza and YMCA (positive feedback for both signs)
- Close to having a sign installed at the Visitor Center with 1-2 weeks
- The capture of ridership data has somewhat stabilized

On the challenging front:

- Inconsistencies remain with capturing data
- Functionality with hardware and software; weekly we have glitches with both hardware and software
- Arrival time predictability has been challenging
- Overall system is complex and burdensome especially given our seasonality changes
- Recent potential data problems with Verizon

We hope the board can have some dialog regarding the Route Match Project. The big question going forward- does it makes sense and will we ever see the real value of the project? If we were to try and unwind or walk away from the project what would that involve and is that even possible?

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

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Jason Miller  
SUBJECT: Item 5.c – Review LSC Transportation Consultants analysis of transportation hub locations

RECOMMENDATION: Discuss

## BACKGROUND:

As part of the site analysis process we had in the budget a final piece of work from Gordon Shaw of LSC. The work includes a narrow list of sites which is attached. The sites that Gordon analyzed are:

Location 1: First Ave between Sun Valley Rd and 2<sup>nd</sup> Street

Location 2: N Washington Ave at 2<sup>nd</sup> Street, closing 2<sup>nd</sup> Avenue

Location 2: N Washington Ave/2<sup>nd</sup> Street, using the vacant lot on the northeast corner

Location 5: Along Sun Valley Rd at East Avenue

This work is very informational and helpful to the process. He shows operational impacts in table A and gives the pros and cons for each site. The document will be used by the transit hub working group for the final open house #4. Given that the holidays are upon us we anticipate that the open house will not happen until early February.

Committee Review: Planning & Marketing  
Legal Review: none  
Funding: Capital Facilities  
Budget: FY2013-2014





**TRANSPORTATION PLANNING AND  
TRAFFIC ENGINEERING CONSULTANTS**

2690 Lake Forest Road, Suite C  
Post Office Box 5875  
Tahoe City, California 96145  
(530) 583-4053 FAX: (530) 583-5966  
info@lsc Tahoe.com

## MEMORANDUM

DATE: November 16, 2012

TO: Jason Miller, Mountain Rides  
Lisa Horowitz, City of Ketchum

FROM: Gordon Shaw, PE, AICP, LSC Transportation Consultants, Inc.

RE: Ketchum Transit Plaza Additional Site Alternatives

This Technical Memorandum presents and discusses four possible sites for a potential Transit Plaza in downtown Ketchum, Idaho. These sites were identified as relatively good possibilities as part of the public open house held October 23<sup>rd</sup>, 2012. In addition to the previously considered site (currently Location #4) on the block of North East Street between East 2<sup>nd</sup> Street and Sun Valley Road, the following sites are discussed in this memo:

- Location 1: On First Avenue between Sun Valley Road and 2<sup>nd</sup> Street
- Location 2: On N. Washington Avenue at 2<sup>nd</sup> Street, closing 2<sup>nd</sup> Street
- Location 2: At N. Washington Avenue / 2<sup>nd</sup> Street, using the vacant lot on the northeast corner.
- Location 5: Along Sun Valley Road at East Avenue

For each site, a design concept that accommodates the recommended transit program (a total of six buses and two vans, a transit building of approximately 975 square feet of floor area, and space for outdoor seating, bicycle parking, and public art), as outlined in the LSC memo of February 13, 2012. A summary of the attributes of each site is provided in Table A.

### **Location 1: 1<sup>st</sup> Avenue between Sun Valley Road and 2<sup>nd</sup> Street**

This layout would be very similar to that developed for East Street (see attached Figure C). Like East Street, First Avenue has 100 feet of right-of way width, which is sufficient for two rows of bus bays in the center of the street, with general travel lanes to the outside and parallel parking along one side of the street (but not both sides of the street), and sidewalks. A transit center building would be provided in a center island. Given that this plan is essentially identical to that for Location 4, no new graphic was prepared.

An advantage of this site is that it wholly uses public right-of-way, so there are no land acquisition costs. Overall costs are therefore relatively low. It also would have relatively modest impacts on traffic levels and congestion. However, there are a number of disadvantages with this alternative:

- It requires a relatively large amount of modification of the existing routes. The top portion of Table A shows the additional blocks of travel that would be required for each run, by route. In particular, 8 blocks of travel would be added to the Blue Route (along with travel through one additional traffic signal). At least in peak travel times, this could extend the overall route beyond the current half-hourly scheduled time, necessitating additional runs to maintain the current schedule. Multiplied by the daily number of runs on each route (during the peak winter season), serving a transit center at this location would add 736 block worth of travel, or roughly 40 additional vehicle-miles of bus travel per day.
- It is a relatively long walk to many of the key downtown destinations.
- It has relatively low visibility in the downtown area, thereby reducing the benefit of the transit center in increasing public awareness of the transit service.
- The block includes residential land uses, which are relatively sensitive to the noise of bus operations.
- A net of approximately 34 parking spaces would be eliminated, though in an area with relatively light demand for parking.

One additional concern with this site is the grades on First Avenue in the western end of this block. Depending upon final design, grades in the plaza and bus bay areas on the western end of the block could exceed the recommended maximum grades under the Americans with Disabilities Act.

## **Location 2: Washington Avenue at 2<sup>nd</sup> Street – Closure of 2<sup>nd</sup> Street Option**

This option consists of bus bays along Washington Avenue, and closure of the portion of 2<sup>nd</sup> Street between Washington Avenue and the alley to the northeast. As shown in the attached Figure A, a transit center would be constructed with a vertical element (such as a 2 story tower) that would be visible the length of 2<sup>nd</sup> Street. The surrounding plaza area would provide access to the adjacent public parking lot, as well as a drop-off area. The six bus bays would be provided along Washington Avenue. To provide adequate sidewalk space for wheelchair loading/unloading on the west side of Washington Avenue, it would be necessary for the curb on the east side to be shifted several feet to the east.

The advantages of this option are that it uses only publicly owned land (and thus would be relatively inexpensive to develop), it is closer to the majority of downtown activity centers, and would have a higher visibility in the community. Disadvantages are as follows:

- The closure of 2<sup>nd</sup> Street would divert traffic onto Sun Valley Road and 1<sup>st</sup> Street, which has the potential to add to congestion at peak times at the signals along Main Street, and give property owners on 2<sup>nd</sup> Street west of Washington Avenue the perception that they would be “cut off” from the center of downtown.
- While closer to existing routes than Location 1, this option would still require a relatively substantial extension of transit routes (518 additional blocks of travel per day).
- The residential units on the west side of Washington Avenue north of 2<sup>nd</sup> Street would be impacted by bus noise.
- Approximately a net of 28 existing public spaces would be eliminated, in an area of relatively moderate parking demand.

Another option would be to close 2<sup>nd</sup> Street southwest of Washington Avenue, and use the resulting curb space for the sixth bus bay. This would have the advantage of eliminating the bus bay on Washington Avenue northwest of 2<sup>nd</sup> Street. However, this street closure would reduce access to a number of commercial properties along 2<sup>nd</sup> Street between Washington Avenue and 1<sup>st</sup> Avenue. The option shown is considered to be preferable.

#### **Location 2: Washington Avenue at 2<sup>nd</sup> Street – Use Lot on Northeast Corner Option**

This alternative would be in the same general area as the previous alternative. Rather than closing 2<sup>nd</sup> Street, however, under this option the private parcel on the northeast corner of the 2<sup>nd</sup> / Washington intersection would be purchased and used as the transit center site. A conceptual site plan for this option is provided as Figure B. As indicated, a total of five bus bays could be provided around a transit center building constructed on a central island. The angle of the bays allows the buses on the west and north sides of this island to operate independently (regardless of the presence of a bus in the adjacent bays). The sixth bay would be provided on the other (south) side of 2<sup>nd</sup> Street, and any shuttle vans would also be served on the opposite side of 2<sup>nd</sup> Street. To provide adequate space for the bus bay on Washington Avenue, several existing angled parking spaces on the west side of Washington Avenue would be converted to parallel spaces.

The ability of buses to enter and exit the site in all directions reduces the required extension to existing routes, resulting in a relatively low impact on running times. With 2<sup>nd</sup> Street remaining open, the traffic impacts of the transit center would also be relatively low. This option also provides a relatively generous amount of space for public art, outside waiting areas, and landscaping.

The key disadvantage of this option is the cost of acquiring the private lot. This option would also impact the adjacent residential units (though this impact could be reduced by not using the bus bay on Washington Avenue in the evening), and would eliminate a net of 15 existing parking spaces.

A similar site plan could be developed on the existing public parking lot in the southeast corner of 2<sup>nd</sup>/Washington (on the opposite side of 2<sup>nd</sup> Street). While this would avoid the purchase price of the private lot, it would result in the elimination of the 34 existing public parking spaces.

#### **Location 4: East Street between Sun Valley Road and 2<sup>nd</sup> Street**

The use of East Street between Sun Valley Road and 2<sup>nd</sup> Street has been considered previously, and is included in this memo to provide a convenient comparison. As shown in the attached Figure C, the preferred layout for this site consists of a transit center just to the south of Sun Valley Road, in the center of East Street. General traffic uses a single lane in each direction on the outside of the roadway, while two lanes of three bus bays are provided in the center of the street. The available street width allows provision of one lane of onstreet parallel parking spaces, along the east side of the street.

The key advantages of this location are the convenient pedestrian access to key downtown destinations, the high visibility along the primary corridor between Ketchum and Sun Valley, and the modest impact on existing transit routes. As it uses existing public right-of-way, the development costs would be relatively low. It is also not immediately adjacent to residential land uses.

The primary disadvantage of this option is the net loss of 33 parking spaces (excluding consideration of additional public parking at existing bus stops), in an area of downtown with a relatively high demand for public parking.

#### **Location 5: Sun Valley Road at East Avenue**

Under this option, East Avenue would be closed just to the north of Sun Valley Road, as well as just to the south. The resulting curb space would be used to provide three bus bays along either side of the road. As shown in Figure D, a transit center building would be provided on one side (shown on the south side, though it could just as easily be provided on the north side), with an enhanced bus shelter on the opposite side of the street. On both sides, two bus bays would be provided in the existing East Avenue right-of-way with one bus bay just to the west (in the existing bus bays), in order to provide crosswalks in their current locations. The curb within the East Avenue right-of-way would be shifted out several feet, in order to ensure that buses moving in and out of the bays need not swing into the oncoming travel lane.

Existing East Avenue would be converted into parking bays, with access only from 2<sup>nd</sup> Street and 4<sup>th</sup> Street. The most efficient layout for these blocks would be a double row of 60-degree angled parking in the center of the street, with parallel spaces along both curbs. As the 60-degree spaces are more efficient than the existing 45-degree spaces, there would be no net change in the number of parking spaces, even considering the space used for the transit buildings. This layout also eases the U-turn movements at the end of the parking bays.

Beyond avoiding the loss of parking, this option has several advantages:

- It has the convenient pedestrian connections and high visibility of Location 4.
- It uses existing public right-of-way, resulting in relatively low development costs.
- It is compatible with nearby land uses.
- It has a relatively small impact on the existing Mountain Rides routes.

It could also be argued that this option also provides a benefit by providing a continual pedestrian zone along Sun Valley Road between Leadville Avenue and Walnut Avenue. By eliminating the substantial barrier that East Avenue currently makes to pedestrian travel, it could encourage additional window shopping in downtown. It also would ease the process of closing a full block of East Avenue for special events.

The key disadvantage of this option is the impact that the street closures would have on circulation, and on access to businesses along East Avenue. This would result in additional traffic on Leadville Avenue and Walnut Avenue, as well as on 2<sup>nd</sup> Street and 4<sup>th</sup> Street. It would also require some passengers to cross busy Sun Valley Road when transferring between bus routes, and would result in a relatively high potential for conflict between bus movements and through auto movements.

## **Conclusions**

In comparing these various options, we draw the following conclusions:

- Site 1 is clearly inferior to Site 2, assuming that either (1) the closure of 2<sup>nd</sup> Street is acceptable, or (2) funds are available for purchase of the parcel on the northeast corner of 2<sup>nd</sup> and Washington. In addition, Site 1 would significantly impact transit schedules and costs. We recommend that Site 1 be dropped from further consideration, unless all other sites are found to be infeasible.
- The comparison of the two design options for Site 2 comes down to weighing the impacts of the closure of 2<sup>nd</sup> Street against the land purchase costs of the northeast corner lot. If adequate funds are available, the option that places the transit center on the northeast parcel is preferable. With careful design, the transit building could still remain visible from Main Street.
- The comparison of Site 4 versus Site 5 comes down to weighing the relatively high parking impact of Site 4 against the impacts of closing East Avenue under Site 5. If these parking impacts can be considered acceptable, or can be mitigated by parking management or other strategies, then Site 4 is preferable to Site 5.

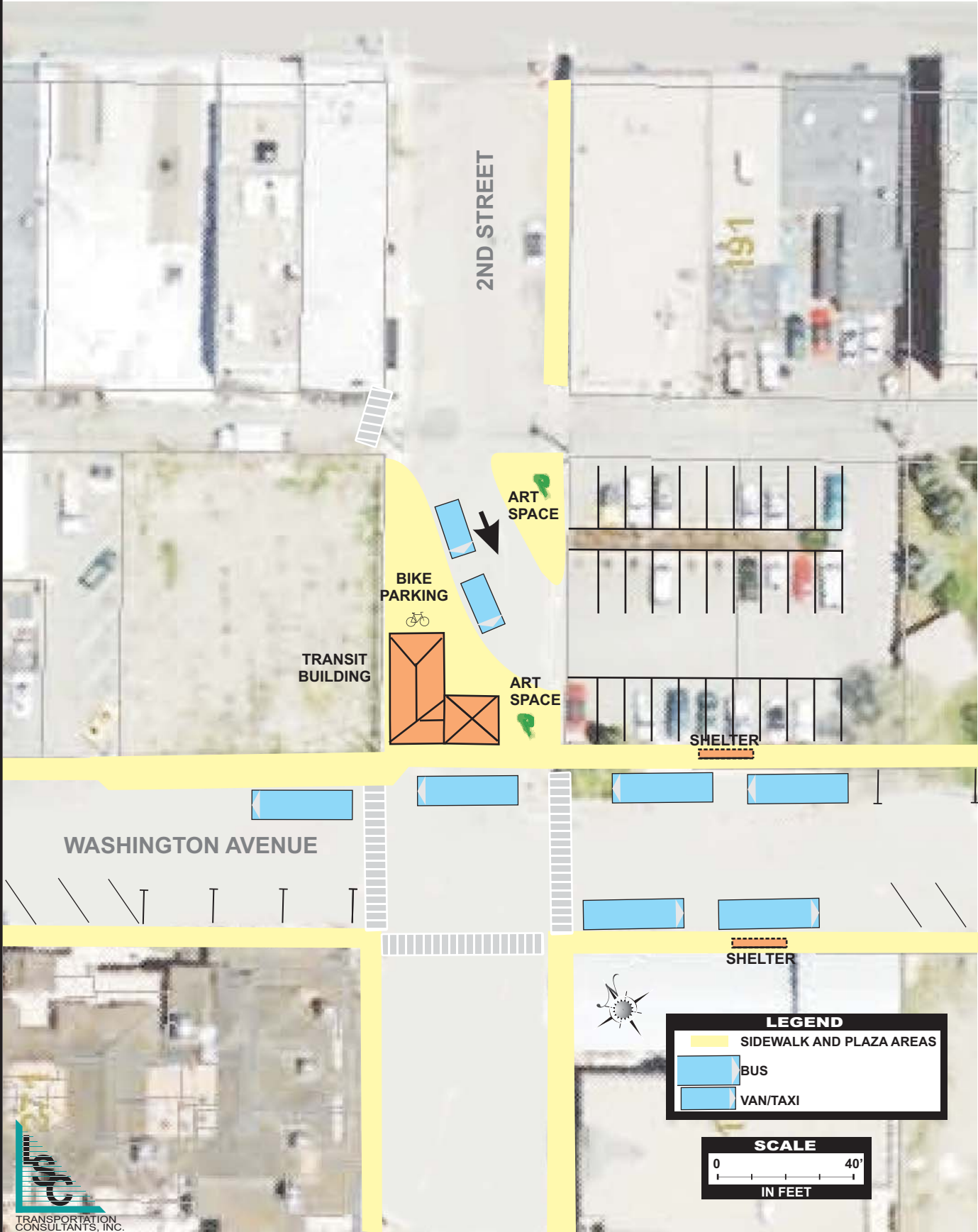
**TABLE A: Comparison of Alternative Mountain Rides Transit Center Sites**

		1. 1st Avenue	2. Washington Ave -- Close 2nd St. Option	2. Washington Avenue -- NE Parcel Option	4. East Avenue	5. Sun Valley Rd. at East Ave.
Impact On Route:	Blue	8	6	4	2	0
Additional Blocks of Travel per Run	Green	4	4	2	0	0
	Red	4	2	2	0	2
	Silver	0	0	0	2	0
	Valley	4	2	2	4	6
Additional Daily Blocks of Bus Travel		736	518	368	340	222
Overall Impact on Route Running Times		High, particularly on Blue Route.	Medium	Low	Low	Low
Pedestrian Convenience to Downtown Destinations		Low	Medium	Medium	High	High
Visibility		Low	Medium	Low	High	High
Adjacent Land Uses		Commercial, Multifamily Residential	Commercial, Multifamily Residential	Commercial, Multifamily Residential	Commercial, Public	Commercial, Public
Compatibility with Nearby Land Uses		Medium	Medium	Medium	High	High
Traffic Impacts		Minimal	Medium -- Closure of 2nd St diverts traffic onto Sun Valley Rd and 1st St	Low	Low	Medium -- Closure diverts traffic onto Leadville Ave, Walnut Ave, 2nd St and 4th St
Impact on Public Parking (1)		Lose 34 Spaces, in area with low parking demand	Lose 28 Spaces, in area with moderate parking demand	Lose 15 Spaces, in area with moderate parking demand	Lose 33 Spaces, in area with high parking demand	No net loss of parking
Additional Land Required		No	No	Yes -- 0.2 acre parcel	No	No
Cost		Medium	Medium	High	Medium	Medium

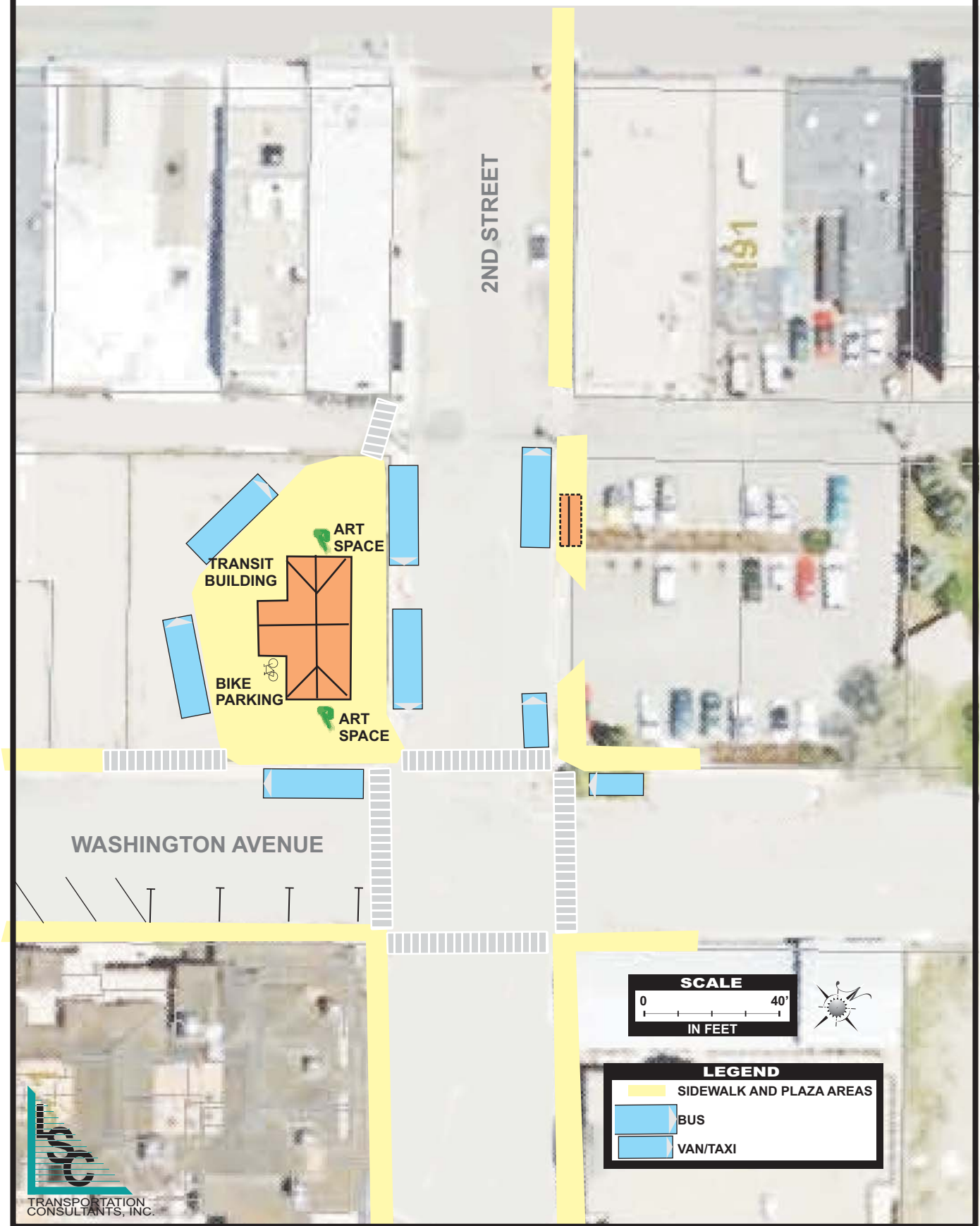
Note 1: Excluding consideration of spaces gained at existing bus stops.



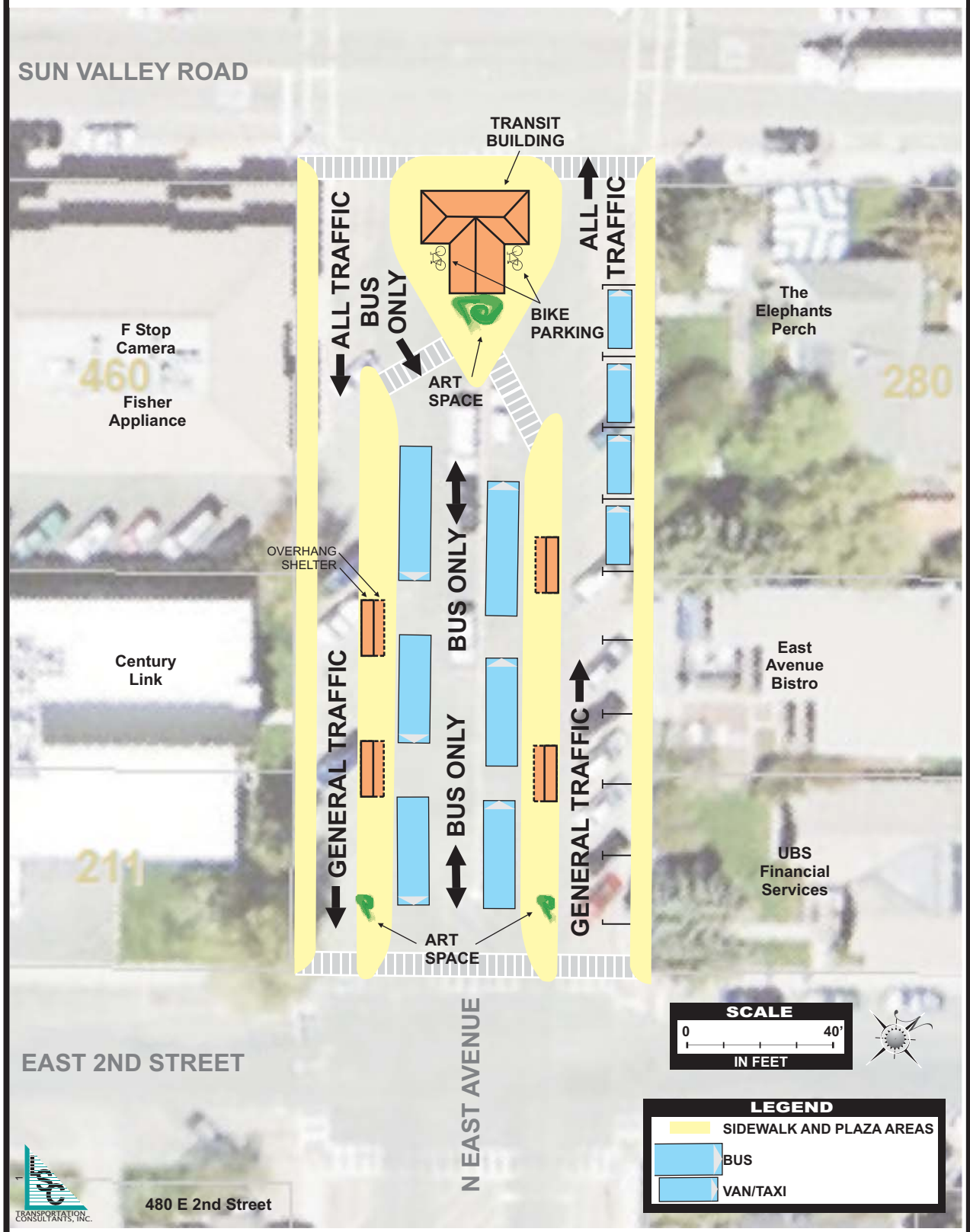
FIGURE A  
LOCATION 2: WASHINGTON AVE--  
CLOSE 2ND STREET OPTION



**FIGURE B**  
**LOCATION 2: WASHINGTON AVE--**  
**USE NORTHEAST LOT LOCATION**

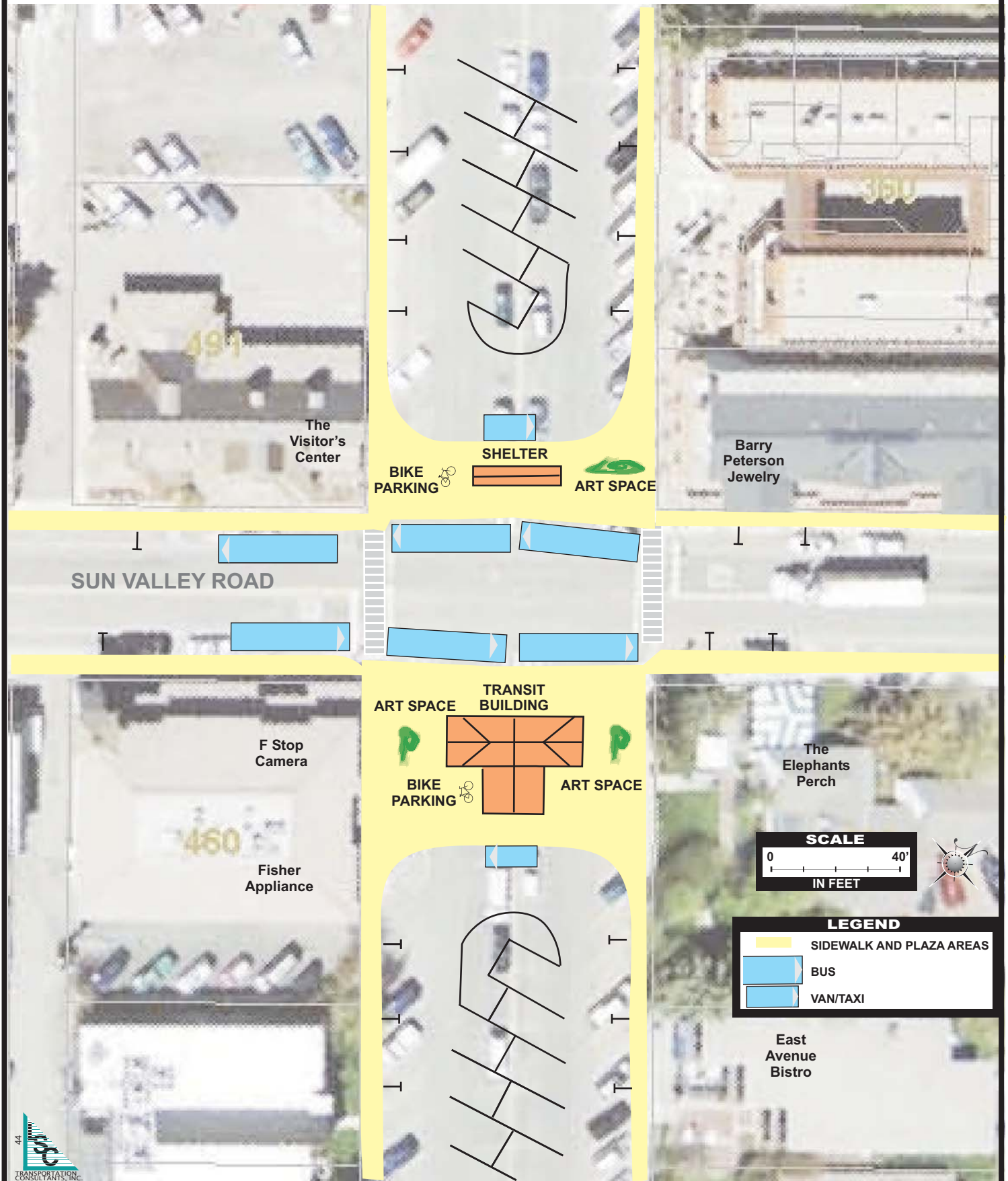


**FIGURE C**  
**LOCATION 4: EAST AVENUE**





**FIGURE D**  
**LOCATION 5: SUN VALLEY ROAD AND EAST AVENUE**



# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Jason Miller  
SUBJECT: Item 5.d – Follow-up items from Strategic Business Planning Workshop.  
RECOMMENDATION: Discuss

## BACKGROUND:

As a result of the Strategic Business Planning workshop we will need to begin to put all the ideas into a document for review. This will help to create an updated strategic workshop initiative.

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

## 2012 Strategic Business Plan Workshop: Identified Priorities - PROGRESS STATUS as of December 2012

Area	Initiative	Description	Workshop Priority (1-3, 1 is highest)	Staff Lead	Committee Involvement	Does it make final cut?	Start	On Committee agenda	On board agenda	Completed	STATUS (as of 12/4/12)
Long term direction	Update vision, mission and goals	Reflect the realistic services provided and add tourism emphasis (increase connection to tourism). Simplify language, add land-use.	1	Jason	Full board	Yes	February	n/a	March	March	Complete
	Develop a 10 year transportation plan with growth opportunities	Through a menu of options define what existing service costs and what growth opportunities exist. Use this to grow (or shrink).	1	Jason with Jim support	Planning & Marketing	Yes	February	Apr, May	July	August	75% Complete (1 more month of work. Also, it is now a 5yr plan)
	Create stronger partnership with SVMA and SV Co.	Continue to integrate our efforts with broader efforts of SV and SVMA. Look for ways to increase integration.	1	Jason with Jim support	Planning & Marketing	Start in 2012	March	May, October	June, November	On-going	Complete for this year, but will be on-going
	Make sure transit system is indeed convenient; look to other mtn towns	Look at how our convenience and ease of use compares to our peer resorts	3	Jim	Planning & Marketing	If time allows	?	?	?	?	50% Complete (peer transit agency report done)
Service Planning	Develop a Contingency Plan	Take holistic approach to contingency planning, based on balancing, ridership, connectivity and funding	1	Jason with Jim support	Both committees	Yes	April	May	June	July	75% Complete (now incorporated into the 5 year transp plan)
	Start demonstration service to Friedman	Evaluate ways to provide service to Hailey airport and possibly run test service. Also look at Boise opportunity	1	Jim/Jason with Candice support	Both committees	Yes	March	April	May	June	On hold until airport direction is understood
	Advocate for Hwy 75 operational options	Are there ways, like bus on shoulder, that could make transit more viable up and down Hwy 75.	1	Jim/Jason	Planning & Marketing	Yes	September	October	November	December	Complete but unsuccessful due to funding and need
	Perform fleet/service analysis for future development	Look at options for trolley-type vehicle, as well as more environmentally friendly options like electric buses	2	Rod	Finance & Performance	Start in 2012	October	October	2013 beyond	start in 2012	No progress (Rod to look at trolley lease options)
	Advocate for managed parking in Ketchum	Managed parking could increase ridership and perhaps create revenue opportunity, as well as mitigate parking loss from transit plaza	3	Jason	Finance & Performance	If time allows	?	?	?	?	No progress



Area	Initiative	Description	Workshop Priority (1-3, 1 is highest)	Staff Lead	Committee Involvement	Does it make final cut?	Start	On Committee agenda	On board agenda	Completed	STATUS (as of 12/4/12)
Capital Projects	Acquire or build South Valley Facility	Complete this project in 2012! Decide on location and type of project (acquire, design/build, turnkey) and move ahead	1	All involved	Both committees	Yes	Already started	Feb, Mar, May, July	August, November	December	90% Complete (zoning change in process, LOI signed)
	Build Ketchum Transit Plaza (central downtown stop)	Move quickly to get this project going before winter 12-13. Include protected waiting areas, lighting, signage, growth space	1	Jason with external support (LSC, Candice)	Both committees	Yes	Already started	March	March, June	October	50% Complete (3 of 4 open houses complete - will carry into 2013)
	Build East Fork shelter/pathway	Construct shelter and pathway at East Fork (both sides if funding allows)	1	Jason/Wendy with external contractor	Both committees	Yes	February	March	March, May	July	40% Complete (rebid and construct in 2013)
	Install fuel tanks at Ketchum facility	Evaluate whether or not we can afford to do this project. Have to build partnerships and determine time to recapture costs.	2	Rod with Jason/Wendy support	Finance & Performance	Start in 2012	Already started	May	June	October	25% Complete (data work complete but need strategic direction for fuel path)
	Existing facility upgrades	Look at whether adding capacity is needed, relative to final solution for south facility. Also start planning for automated wash bay.	3	Rod	Finance & Performance	If time allows	?	?	?	?	25% Complete (but wash bay was not funded in last round of grants)
Communications and Marketing	Increase tourist awareness before they come here	Tourists need to know that they can be car free. Getting info in their hands before they get here (during booking process) is key.	1	Candice	Planning & Marketing	Yes	March	March	April	On-going	Complete (but is on-going so will continue into 2013)
	Increase local knowledge of services and system	Continue to educate locals, esp. lodging/hotel community, on MR services. Tout free!	1	Kim with Candice support	Planning & Marketing	Yes	Already started	June	June	On-going	Complete (but is on-going so will continue into 2013)
	Research and survey non-users	Better understand misconceptions and how to improve our services. Partnering with SV Co and SVMA to do this.	2	Candice	Planning & Marketing	If time allows	June	June	July	November	Complete (but is on-going so will continue into 2013)

Area	Initiative	Description	Workshop Priority (1-3, 1 is highest)	Staff Lead	Committee Involvement	Does it make final cut?	Start	On Committee agenda	On board agenda	Completed	STATUS (as of 12/4/12)
Community	Customer retention program	Keep the customers we have. Understand what they like/dislike and address. Possibly do this through advisory groups (youth, employers, tourism, residents)		Jason with 3 Jim and Kim	Planning & Marketing	If time allows	?	?	?	?	25% Complete (we have gotten some needed background info from survey work)
Financial Sustainability and Accountability	Quantify transit-tourism linkage	MR needs to demonstrate how our services make the area more attractive and economically competitive. This is largely a research project to benchmark us to other resort areas.	1	Jason with Kim support	Finance & Performance	Yes	February	April	April	May	75% Complete (peer agency comparison complete, still need to make case for direct tourism link)
	Evaluate private donating for capital projects	Perhaps something like electric buses would be a project that could be supported through private donations	1	Wendy with Kim support	Finance & Performance	Yes	August	August	October	November	Complete
	Refine budget strategy and funding allocation	For next budget cycle, make pitch with both hard and soft numbers when allocating benefits for each funding partner.	1	Jason and Wendy	Finance & Performance	Yes	April	April	May	June	Complete
	Evaluate fares & partnerships on Valley route	Look at how to increase farebox recovery	2	Wendy with Jason support	Finance & Performance	If time allows	September	October	November	December	On hold until next schedule print
	Update charter/special service policy	Define who pays for extra service, how much, and when. Also look at how to increase funding for special service.	3	Jim	Finance & Performance	If time allows	?	?	?	?	75% Complete (Charter policy and rates updated)
Technology Path	Update Google trip planning data and look at possibility for mobile app	Current GTFS data is not good and needs updated.	1	Jason	Planning & Marketing	Yes	February	April	June	June	Complete (Google data up-to-date and new schedule text solution is up and running)
	Electronic fare kiosks and purchasing tickets online	Make it easier for folks to pay for fares on valley route, create printable passes, look at kiosk prices	1	Wendy with Kim support	Finance & Performance	Yes	April	June	July	August	On hold until we find funding or get closer to build downtown Ketchum hub
	Website update	Refine website with better customer information, pics, pass sales, etc.	1	Kim with external support	Planning & Marketing	Yes	May	June	August	September	30% Complete, waiting for pricing from contractors - will carry over into early 2013

Area	Initiative	Description	Workshop Priority (1-3, 1 is highest)	Staff Lead	Committee Involvement	Does it make final cut?	Start	On Committee agenda	On board agenda	Completed	STATUS (as of 12/4/12)
	Incorporate technology into capital projects	Don't miss opportunity for kiosks and signage with transit hub.	2	Jason	Finance & Performance	Start in 2012	On-going	?	?	?	10% Complete (keeping this in mind and looking for funding)
	Wi-Fi on buses	Look at a trial run of Wi-Fi once the new toughbooks are in place	3	Jim	Planning & Marketing	If time allows	?	?	?	?	No progress
Catch all	Unknown projects or initiatives	This is a placeholder for other projects that will inevitably crop up during the course of the year	1	TBD	?	Yes	?	?	?	?	We have continued to improve policies, updated our Title VI program and had delays with capital projects

TOTAL HRS	(all projects)
	(just priority 1)

Estimated Available Hours	
Staff	Hours
JM	500
JF	100
KM	400
RD	250
WC	300
Candice	180
<b>Total</b>	<b>1730</b>

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Wendy Crosby  
SUBJECT: Agenda Item 5.e. – Approve the receipt and filing of the FY2012 Audited Financial Statements

RECOMMENDATION: APPROVE

BACKGROUND: Anderson Arritt Robins Waters, CPAs completed their review of MRTA and the full audited financial statements for the fiscal year ended September 30, 2012 (FY2012) have been provided as a separate, stand-alone document. These statements need to be received and filed so that Mountain Rides may provide these to our funding partners and granting agencies.

Committee Review: Finance & Performance  
Legal Review: none  
Funding: none  
Budget: FY2013

**MOUNTAIN RIDES  
TRANSPORTATION AUTHORITY**

**BASIC FINANCIAL STATEMENTS**

**FOR THE YEAR ENDED  
SEPTEMBER 30, 2012**

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**Independent Auditor's Report**

To the Board of Directors  
Mountain Rides Transportation Authority  
Ketchum, ID

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of Mountain Rides Transportation Authority (MRTA), as of and for the year ended September 30, 2012, which collectively comprise MRTA's basic financial statements as listed in the table of contents. These financial statements are the responsibility of MRTA's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Mountain Rides Transportation Authority as of September 30, 2012, and the respective changes in financial position and budgetary comparison information for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated November 20, 2012, on our consideration of Mountain Rides Transportation Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

Management has elected to omit the management discussion and analysis (MD&A), which is not a part of the basic financial statements, but which the Governmental Accounting Standards Board considers to be required supplementary information.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise MRTA's financial statements as a whole. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*, and is not a required part of the financial statements. The other supplementary information section is also not a required part of the financial statements. The schedule of expenditures of federal awards and the other supplementary information are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the 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. In our opinion, the information is fairly stated in all material respects in relation to the financial statements as a whole.

**Anderson Arritt Robins Waters**

Anderson Arritt Robins Waters, CPAs  
November 20, 2012



# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## STATEMENT OF NET ASSETS SEPTEMBER 30, 2012

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	<b><u>Governmental Activities</u></b>
<b><u>Assets</u></b>	
Current Assets:	
Cash and Cash Equivalents	579,721
Receivables	106,047
Inventories	145,430
Total Current Assets	<u>831,198</u>
Non Current Assets:	
Capital Assets, net of depreciation	<u>3,829,285</u>
Total Assets	4,660,483
<b><u>Liabilities</u></b>	
Current Liabilities:	
Accounts Payable	66,599
Payroll Liabilities	45,954
Total Current Liabilities	<u>112,553</u>
Non Current Liabilities:	
Accrued Compensated Absences	<u>44,673</u>
Total Liabilities	<u>157,226</u>
<b><u>Net Assets</u></b>	
Invested in Capital Assets	3,829,285
Unrestricted	<u>673,972</u>
Total Net Assets	<u><u>4,503,257</u></u>

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## STATEMENT OF ACTIVITIES FOR THE YEAR ENDED SEPTEMBER 30, 2012

		Program Revenues			Net (Expense) Revenue and Changes in Net Assets
		Charges for Services and Sales	Operating Grants and Contributions	Capital Grants and Contributions	Total Governmental Activities
	Expenses				
<b>Governmental Activities</b>					
<b>General</b>					
General Operations	2,193,987	354,757	762,672	-	(1,076,558)
<b>Special Services</b>					
Capital Projects	334,429	-	-	475,998	141,569
Work Force Housing	8,624	29,885	-	-	21,260
Total Governmental Activities	<u>2,537,040</u>	<u>384,642</u>	<u>762,672</u>	<u>475,998</u>	(913,729)
<b>General Revenues:</b>					
					1,186,104
Local Government Funding					15,865
Other General Revenue					1,159
Interest Income					<u>1,203,129</u>
Total General Revenues					
Change in Net Assets					289,400
Net Assets - Beginning of Period					<u>4,213,857</u>
Net Assets - End of Period					<u><u>4,503,257</u></u>

See accompanying notes to financial statements.

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## BALANCE SHEET - GOVERNMENTAL FUNDS SEPTEMBER 30, 2012

	<u>General</u>	<u>Capital Reserve</u>	<u>Work Force Housing (Non Major)</u>	<u>Total Governmental Funds</u>
<b><u>Assets</u></b>				
Cash and Cash Equivalents	408,373	144,290	27,057	579,721
Accounts Receivable	30,557	-	725	31,282
Grants Receivable	48,450	26,316	-	74,766
Total Assets	<u>487,380</u>	<u>170,606</u>	<u>27,781</u>	<u>685,768</u>
<b><u>Liabilities</u></b>				
Accounts Payable	39,752	26,389	458	66,599
Payroll Liabilities	45,954	-	-	45,954
Total Liabilities	85,706	26,389	458	112,553
<b><u>Fund Balance</u></b>				
Assigned:				
Special Revenue Funds		144,218	27,323	171,541
Contingency	184,027			184,027
Unassigned	217,647			217,647
Total Fund Balance	<u>401,674</u>	<u>144,218</u>	<u>27,323</u>	<u>573,215</u>
Total Liabilities and Fund Balance	<u>487,380</u>	<u>170,606</u>	<u>27,781</u>	<u>685,768</u>

See accompanying notes to financial statements.

## MOUNTAIN RIDES TRANSPORTATION AUTHORITY

### RECONCILIATION OF TOTAL GOVERNMENTAL FUND BALANCE TO NET ASSETS OF GOVERNMENTAL ACTIVITIES SEPTEMBER 30, 2012

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<b>Total Governmental Fund Balance</b>	573,215
Amounts reported for governmental activities in the Statement of Net Assets are different because:	
Inventory is not considered a financial resource to meet current expenditures, and is therefore, not included in the fund balance sheet.	145,430
Governmental fund capital assets are not financial resources and therefore are not reported in the funds.	3,829,285
Accrued personal leave liabilities are not reported in Governmental Funds.	<u>(44,673)</u>
<b>Net assets of Governmental Activities</b>	<u><u>4,503,257</u></u>

See accompanying notes to financial statements.

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE - GOVERNMENTAL FUND TYPES FOR THE YEAR ENDED SEPTEMBER 30, 2012

	General	Capital Reserve	Work Force Housing (Non Major)	Total Governmental Funds
<b><u>Revenues</u></b>				
Federal Funding	735,282	442,868	-	1,178,151
State Funding	27,389	33,130	-	60,519
Local Funding	1,134,610	51,494	-	1,186,104
Fare Revenue	303,067	-	-	303,067
Advertising	51,690	-	-	51,690
Interest from Investments	823	296	41	1,159
Other Revenue	15,865	-	29,885	45,750
Total Revenues	2,268,727	527,787	29,925	2,826,440
<b><u>Expenditures</u></b>				
Wages and Benefits	1,456,279	-	-	1,456,279
Fuel	334,969	-	-	334,969
Repairs and Maintenance	129,280	-	2,990	132,270
Rent and Utilities	47,056	-	5,634	52,690
Contracted Services	25,955	-	-	25,955
Marketing and Promotion	40,511	-	-	40,511
Insurance	77,852	-	-	77,852
Capital Expenditures	-	570,454	-	570,454
Supplies	22,860	-	-	22,860
Printing and Reproduction	13,493	-	-	13,493
Miscellaneous	33,377	-	-	33,377
Total Expenditures	2,181,631	570,454	8,624	2,760,709
Excess Revenues Over Expenditures	87,096	(42,666)	21,301	65,731
<b><u>Other Financing Sources (Uses):</u></b>				
Authorized Fund Transfers In (Out)	(22,707)	39,207	(16,500)	(0)
Excess (Deficit) Revenues and Other Sources Over Expenditures	64,389	(3,459)	4,801	65,731
Fund Balance at Beginning of Year	337,285	147,677	22,522	507,484
Fund Balance at End of Year	401,674	144,218	27,323	573,215

See accompanying notes to financial statements.

## MOUNTAIN RIDES TRANSPORTATION AUTHORITY

### RECONCILIATION OF THE STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES OF GOVERNMENTAL FUNDS TO THE STATEMENT OF ACTIVITIES FOR THE YEAR ENDED SEPTEMBER 30, 2012

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<b>Excess (Deficit) Revenue over Expenditures - Total Governmental Funds</b>	65,731
Amounts reported for governmental activities in the statement of activities are different because:	
Change in inventory is not included in the governmental fund statements.	7,040
Governmental funds report capital outlays as current expenditures. In the statement of activities, the cost of these assets is allocated over their estimated useful lives as depreciation expense.	
This is the amount of current year capital asset expenditures.	570,454
This is the amount of current year depreciation.	(334,429)
This is the amount of loss on disposed fixed assets	-
Liability for accrued compensation is not recorded in the governmental funds.	
This is the change during the year.	<u>(19,396)</u>
<b>Change in Net Assets of Governmental Activities</b>	<u><u>289,400</u></u>

See accompanying notes to financial statements.



# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE BUDGET AND ACTUAL - GENERAL FUND (NON-GAAP BASIS) FOR THE YEAR ENDED SEPTEMBER 30, 2012

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b><u>Revenues</u></b>				
Federal Funding	642,700	642,700	735,282	92,582
State Funding	26,000	26,000	27,389	1,389
Local Funding	1,156,610	1,136,610	1,134,610	(2,000)
Fare Revenue	305,000	305,000	303,067	(1,933)
Advertising	49,500	49,500	51,690	2,190
Interest from Investments	550	550	823	273
Other Revenue	18,000	18,000	15,865	(2,135)
<b>Total Revenues</b>	<b>2,198,360</b>	<b>2,178,360</b>	<b>2,268,727</b>	<b>90,367</b>
<b><u>Expenditures</u></b>				
Wages and Benefits	1,474,210	1,474,210	1,456,279	17,931
Fuel	283,000	283,000	334,969	(51,969)
Repairs and Maintenance	118,200	118,200	129,280	(11,080)
Rent and Utilities	71,800	71,800	47,056	24,744
Contracted Services	40,600	40,600	25,955	14,645
Marketing and Promotion	42,300	42,300	40,511	1,789
Insurance	80,000	80,000	77,852	2,148
Supplies	22,600	22,600	22,860	(260)
Printing and Reproduction	17,500	17,500	13,493	4,007
Contingency	-	-	-	-
Miscellaneous	14,600	14,600	33,377	(18,777)
<b>Total Expenditures</b>	<b>2,164,810</b>	<b>2,164,810</b>	<b>2,181,631</b>	<b>(16,821)</b>
Excess (Deficit) Revenues Over Expenditures	33,550	13,550	87,096	73,546
<b><u>Other Funding Sources (Uses):</u></b>				
Authorized Fund Transfers In (Out)	(92,196)	(72,196)	(22,707)	49,489
Excess (Deficit) Revenues and Other Sources Over Expenditures	(58,646)	(58,646)	64,389	123,035
Fund Balance at Beginning of Year	148,696	148,696	337,285	188,589
Fund Balance at End of Year	90,050	90,050	401,674	311,624

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE BUDGET AND ACTUAL - CAPITAL RESERVE FUND (NON-GAAP BASIS) FOR THE YEAR ENDED SEPTEMBER 30, 2012

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b><u>Revenues</u></b>				
Federal Funding	1,307,252	1,145,452	442,868	(702,584)
State Funding	32,780	32,780	33,130	350
Local Government Funding		67,000	51,494	(15,506)
Fare Revenue		-	-	-
Advertising		-	-	-
Interest from Investments	350	300	296	(4)
Other Revenue		-	-	-
Total Revenues	<u>1,340,382</u>	<u>1,245,532</u>	<u>527,787</u>	<u>(717,745)</u>
<b><u>Expenditures</u></b>				
Wages and Benefits	-	-	-	-
Fuel	-	-	-	-
Repairs and Maintenance	-	-	-	-
Rent and Utilities	-	-	-	-
Contracted Services	-	-	-	-
Marketing and Promotion	-	-	-	-
Insurance	-	-	-	-
Capital Expenditures	1,588,232	1,421,032	570,454	850,578
Miscellaneous	-	-	-	-
Total Expenditures	<u>1,588,232</u>	<u>1,421,032</u>	<u>570,454</u>	<u>850,578</u>
Excess (Deficit) Revenues Over Expenditures	(247,850)	(175,500)	(42,666)	132,834
<b><u>Other Funding Sources (Uses):</u></b>				
Authorized Fund Transfers In (Out)	<u>108,696</u>	<u>88,696</u>	<u>39,207</u>	<u>(49,489)</u>
Excess (Deficit) Revenues and Other Sources Over Expenditures	(139,154)	(86,804)	(3,459)	83,345
Fund Balance at Beginning of Year	<u>124,968</u>	<u>124,968</u>	<u>147,677</u>	<u>22,709</u>
Fund Balance at End of Year	<u>(14,186)</u>	<u>38,164</u>	<u>144,218</u>	<u>106,054</u>

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE BUDGET AND ACTUAL - WORK FORCE HOUSING FUND (NON MAJOR FUND) (NON-GAAP BASIS) FOR THE YEAR ENDED SEPTEMBER 30, 2012

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b><u>Revenues</u></b>				
Federal Funding	-	-	-	-
State Funding	-	-	-	-
Local Government Funding	-	-	-	-
Fares Revenue	-	-	-	-
Advertising	-	-	-	-
Interest from Investments	50	50	41	(9)
Rent Revenue	<u>28,800</u>	<u>28,800</u>	<u>29,885</u>	<u>1,085</u>
Total Revenues	28,850	28,850	29,925	1,075
<b><u>Expenditures</u></b>				
Wages and Benefits	-	-	-	-
Fuel	-	-	-	-
Repairs and Maintenance	4,250	4,250	2,990	1,260
Rent and Utilities	6,500	6,500	5,634	866
Contracted Services	-	-	-	-
Marketing and Promotion	-	-	-	-
Insurance	-	-	-	-
Capital Expenditures	-	-	-	-
Miscellaneous	<u>830</u>	<u>830</u>	<u>-</u>	<u>830</u>
Total Expenditures	<u>11,580</u>	<u>11,580</u>	<u>8,624</u>	<u>2,956</u>
Excess (Deficit) Revenues Over Expenditures	17,270	17,270	21,301	4,031
<b><u>Other Funding Sources (Uses):</u></b>				
Authorized Fund Transfers In (Out)	<u>(16,500)</u>	<u>(16,500)</u>	<u>(16,500)</u>	<u>-</u>
Excess (Deficit) Revenues and Other Sources Over Expenditures	770	770	4,801	4,031
Fund Balance at Beginning of Year	<u>24,101</u>	<u>24,101</u>	<u>22,522</u>	<u>(1,579)</u>
Fund Balance at End of Year	<u><u>24,871</u></u>	<u><u>24,871</u></u>	<u><u>27,323</u></u>	<u><u>2,452</u></u>

# **MOUNTAIN RIDES TRANSPORTATION AUTHORITY**

## **NOTES TO FINANCIAL STATEMENTS FOR THE YEAR ENDED SEPTEMBER 30, 2012**

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### **Introduction**

The Mountain Rides Transportation Authority (MRTA) is a local government entity created by a joint powers agreement between Blaine County and the Cities of Ketchum, Sun Valley, Hailey, Bellevue, and Carey – as prescribed under Idaho code. MRTA was formerly known as the Ketchum-Sun Valley Public Transit Authority. MRTA serves transportation needs in the Wood River Valley, extending along the valley corridor from Ketchum/Sun Valley on the north to Bellevue on the south.

### **NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES AND PROCEDURES**

The accounting policies of MRTA conform to generally accepted accounting principles as promulgated in the various statements and interpretations issued by the Governmental Accounting Standards Board, and other authoritative pronouncements.

### **Financial Reporting Entity**

As required by generally accepted accounting principles, these financial statements present MRTA.

### **Government-Wide Accounting**

In accordance with Government Accounting Standards Boards Statement No. 34, MRTA has presented a Statement of Net Assets and Statement of Activities for MRTA as a whole. Government-wide accounting is designed to provide a more comprehensive view of the government's operations and financial position as a single economic entity.

Government-wide statements distinguish between governmental-type and business type activities. Governmental activities are those financed through taxes, intergovernmental revenues and other non-exchange revenues and are usually reported in governmental and internal service funds. Business activities are financed in whole or in part through fees charged for goods or services to the general public and are usually reported in proprietary funds. MRTA has no business-type activities and therefore, this column is eliminated.

Policies specific to the government-wide statements are as follows:

### **Capitalizing Assets**

Tangible and/or intangible assets used in operations with an initial useful life that extends beyond one year are capitalized. Capital assets are recorded at their historical cost and are depreciated using the straight-line method of depreciation over their estimated useful lives. They are reported net of accumulated depreciation on the Statements of Net Assets.

Depreciation of buildings, buses, and machinery and equipment is computed using the straight-line method over the following estimated useful lives:

Buildings and Improvements	20-40 Years
Buses	10-12 Years
Machinery and Equipment	5-15 Years

### **Program Revenues**

The Statement of Activities generally present three categories of program revenues – 1) charges for services; 2) operating grants and contributions; and 3) capital grants and contributions. Charges for services are those revenues arising from charges to customers who purchase, use or directly benefit from goods and services provided by MRTA. Grants and contributions, whether operating or capital in nature, are revenues arising from receipts that are restricted for a specific use.

### **Indirect Expenses**

Expenses are reported according to function except for those that meet the definition of special or extraordinary items. Direct expenses are specifically associated with a service or program. Indirect expenses include general government or administration that cannot be specifically traced to a service or program.

### **Restricted Net Assets**

Restricted net assets are those for which a constraint has been imposed either externally or by law. MRTA recognized the use of restricted resources for expenditures that comply with the specific restrictions. Restricted resources are exhausted before unrestricted net assets are used.

### **Description of Funds and Account Groups**

The accounts of MRTA are organized on the basis of funds and account groups to report on financial position and results of operations. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and expenditures. Authority resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The various funds are grouped fund type as follows:

Governmental Funds – Governmental funds account for all of MRTA's general activities, including the collection and disbursement of specific or legally restricted monies, or the acquisition of general fixed assets. Governmental funds include:

General Operating Fund – This fund is the primary operating fund of MRTA. It is used to account for all financial resources except those required to be accounted for in another fund.

Capital Reserve Fund – This fund is used to account for financial resources to be used for the construction of major capital facilities or projects.

Work Force Housing Fund – This fund is used to account for financial resources to be used to provide affordable housing to Mountain Rides employees.

### **Basis of Accounting/Measurement Focus**

The accounting and financial reporting treatment applied to a fund is determined by the type of financial statement presentation. The government-wide statements are reported using an economic resources measurement focus and the accrual basis of accounting. With this measurement focus, all assets and liabilities associated with the operation of governmental-type activities are included in the Statement of Net Assets. Revenues are recognized when earned, and expenses are recognized at the time the liabilities are incurred in the Statement of Activities. In these statements, capital assets are reported and depreciated in each fund.

In the fund statements, governmental funds of MRTA are reported using a current financial resources measurement focus and the modified accrual basis of accounting. With this measurement focus, only current assets and current liabilities are generally included on the balance sheet. Operating statements present increases and decreases in net current assets. Expenditures for capital assets are reported as current expenses, and such assets are not depreciated. Revenues are considered measurable and available when the amount of the transaction can be determined and the amount is collectible within the current period or soon enough thereafter to pay liabilities of the current period. Expenditures are recognized when the related fund liability is incurred.

### **Budgets and Budgetary Accounting**

Annual appropriated budgets are adopted for each fund before October 1 of each year in accordance with Idaho code. The budgets are prepared in accordance with the modified accrual basis of accounting. Budgeted amounts shown are as originally adopted and as amended by MRTA.

### **Cash and Cash Equivalents**

MRTA's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with maturities of less than 90 days.

### **Investments**

State statutes authorize MRTA to invest in obligations of the U.S. Treasury, commercial paper, corporate bonds and repurchase agreements, and the Idaho State Treasurer Local Government Investment Pool. All investments of MRTA are placed in the State Investment Pool and stated at fair value as provided by the Pool.

### **Inventories**

Inventory is valued at cost using the first in, first out method. Inventory consists of expendable supplies held for future consumption or capitalization. The cost is recorded as an expense as inventory items are consumed and is reflected in the government-wide financial statements only. Inventory items are reported as expenditures in the fund statements when purchased.

### **Subsequent Events**

Any subsequent events have been evaluated as of November 20, 2012, the date the financial statements were available to be issued.

### **NOTE 2 - CASH AND CASH EQUIVALENTS**

Cash and cash equivalents balances at September 30, 2012:

	<u>Book Balance</u>	<u>Bank Balance</u>
Petty cash/undeposited funds	1,817	-
Mountain West Bank checking accounts (FDIC Insured)	47,184	67,309
	<u>49,001</u>	<u>67,309</u>
 State of Idaho Local Govt Investment Pool	 530,720	 525,720
 Total Cash/Cash Equivalents	 <u>579,721</u>	 <u>593,029</u>

Investments in the Local Government Investment Pool are valued at fair value. The Local Government Investment Pool is managed by the State of Idaho Treasurer's office. The funds of the pool are invested in certificates of deposit, repurchase agreements, and U.S. government securities. The certificates of deposit are federally insured. The U.S. government securities and the collateral for the repurchase agreements are held in trust by a safekeeping bank.

An annual audit is conducted by the State Legislative Auditors Office. The Legislative Auditor of the State of Idaho has full access to the records of the pool.

### **Risk Exposure**

**Interest Rate Risk** – MRTA does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

**Credit Risk** – MRTA has no formal investment policy which would further limit its investment choices beyond those stated in the Idaho Code.

**Concentration of Credit Risk** – MRTA places no formal limits on the amount the Treasurer may invest in any one issuer.

**Custodial Credit Risk, Deposits** – Custodial credit risk is the risk that funds would be lost in the event of bank failure. MRTA does not have a formal deposit policy to limit custodial credit risk.



**NOTE 3 – CAPITAL ASSETS**

Capital asset activity for the year ended September 30, 2012, is as follows:

	<b>Balance 9/30/2011</b>	<b>Additions</b>	<b>Deletions</b>	<b>Balance 9/30/2012</b>
Governmental Activities:				
Land	125,000	-	-	125,000
Depreciable Capital Assets				
Building & Improvements	1,979,328	47,940		2,027,268
Buses	3,336,507	499,904		3,836,411
Equipment	67,831	22,610	-	90,441
	5,383,666	570,454	-	5,954,120
Less Accumulated Depreciation:				
Building & Improvements	574,196	51,531		625,727
Buses	1,302,924	278,149		1,581,073
Equipment	38,287	4,749		43,036
Total Accumulated Depreciation	1,915,407	334,429	-	2,249,835
Net Capital Assets	3,593,260	236,025	-	3,829,285

**NOTE 4 – ACCRUED COMPENSATED ABSENCES**

This amount includes personal leave time earned by employees, but not used as of fiscal year end.

**NOTE 5 – EMPLOYEE RETIREMENT PLAN**

MRTA has a noncontributory defined contribution pension plan covering substantially all employees who have been employed for the lesser of twelve months or 1,000 hours. MRTA's contributions are made at the discretion of the board of directors. Vesting of accrued benefits occurs at the rate of 20% after two years of service, plus 20% for each year of service, thereafter. Contributions to the plan for the years ended September 30, 2012, 2011 and 2010 were \$ 62,488, \$84,680 and \$102,134, respectively.

**NOTE 6- COMMITMENTS AND CONTINGENCIES**

MRTA receives a significant portion of its support from the cities of Ketchum and Sun Valley. Should the cities decrease their share of participation, MRTA would be forced to find other sources of revenue or make a significant reduction in services.

**NOTE 7 - RISK MANAGEMENT**

MRTA is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets; errors and omissions; and natural disasters. MRTA carried insurance through ICRMP (Idaho Counties Risk Management Program) through the 2011 fiscal year. MRTA switched its insurance coverage to One Beacon, effective 10/1/11. MRTA defends itself when claims arise through local law firms and its insurance carrier, if coverage is acknowledged. No claims, in excess of MRTA's insurance coverage, are pending at this time.

**NOTE 8 – ENVIRONMENTAL FACTORS**

MRTA owns land and facilities to provide repair and maintenance of their transportation equipment. These items carry a responsibility for environmental issues, which, if violated, would be a liability to MRTA. There has been no environmental study to determine the existence of any such liabilities.



**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON  
AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Mountain Rides Transportation Authority  
Ketchum, ID

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of Mountain Rides Transportation Authority (MRTA), as of and for the year ended September 30, 2012, which collectively comprise the MRTA basic financial statements and have issued our report thereon dated November 20, 2012. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

Management of MRTA is responsible for establishing and maintaining effective internal control over financial reporting. In planning and performing our audit, we considered MRTA's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of MRTA's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the MRTA's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether MRTA's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

We noted certain matters that we reported to management of MRTA, in a separate letter dated November 20, 2012.

This report is intended solely for the information and use of management, board of directors, others within the entity, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

**Anderson Arritt Robins Waters**

Anderson Arritt Robins Waters, CPAs  
November 20, 2012

**OMB CIRCULAR A-133, SUPPLEMENTARY FINANCIAL REPORT**



**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS  
THAT COULD HAVE A DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON INTERNAL CONTROL OVER  
COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133**

To the Board of Directors  
Mountain Rides Transportation Authority  
Ketchum, ID

**Compliance**

We have audited MRTA's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of MRTA's major federal programs for the year ended September 30, 2012. MRTA's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of MRTA's management. Our responsibility is to express an opinion on MRTA's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about MRTA's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of MRTA's compliance with those requirements.

In our opinion, MRTA, complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended September 30, 2012.

**Internal Control Over Compliance**

Management of MRTA, is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered MRTA's internal control over compliance with the requirements that could have a direct and material effect on a major federal program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of MRTA's internal control over compliance.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of management, board of directors, others within the entity, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

**Anderson Arritt Robins Waters**

Anderson Arritt Robins Waters, CPAs  
November 20, 2012

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1734 Overland  
Burley, ID 83318

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE FISCAL YEAR END SEPTEMBER 30, 2012

Description	Federal CFDA Number	Pass-Through Grantor's Number	Accrued (Deferred) Grant Revenue 9/30/2011	Cash Receipts 10/1/11 thru 9/30/2012	Cash Expenditures 10/1/11 thru 9/30/20012	Accrued (Deferred) Grant Revenue 9/30/12
<b>Department of Transportation</b>						
Public Transportation for Non Urbanized Areas *	20.509	1722	73,923	566,562	531,322	38,683
Nonurbanized Area Formula Program (ARRA) *	20.509	1722	4,452	359,773	359,821	4,501
Federal Transit Capital Investment Grants	20.500	Direct	-	173,521	173,521	-
Job Access - Reverse Commute	20.516	1722	34,380	179,641	166,119	20,858
New Freedom Program	20.521	1722	8,041	50,427	53,110	10,724
Total Dept of Transportation			120,796	1,329,923	1,283,892	74,766
Total Federal Financial Assistance			120,796	1,329,923	1,283,892	74,766

## **MOUNTAIN RIDES TRANSPORTATION AUTHORITY**

### **NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2012**

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#### **NOTE A - SIGNIFICANT ACCOUNTING POLICIES**

The accompanying schedule of expenditures of federal awards is a summary of the activity of MRTA's federal award programs presented on the accrual basis of accounting in accordance with generally accepted accounting principles.

**MOUNTAIN RIDES TRANSPORTATION AUTHORITY**  
**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2012**

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**A. SUMMARY OF AUDIT RESULTS**

1. The auditor's report expresses an unqualified opinion on the financial statements of Mountain Rides Transportation Authority.
2. There were no material weaknesses identified during the basic financial statement audit.
3. No instances of noncompliance material to the financial statements were disclosed during the audit.
4. The auditor's report on compliance for the Major Federal Award Programs for Mountain Rides Transportation Authority expresses an unqualified opinion.
5. The audit did not disclose any audit findings required to be reported in accordance with Section 510(a) of Circular A-133.
6. The audit did not disclose any material weaknesses in internal control over major programs.
7. The programs tested as major programs include:  
Public Transportation for NonUrbanized Areas,  
Nonurbanized Area Formula Program (ARRA) CFDA # 20.509
8. The dollar threshold used to distinguish between Type A and Type B programs was \$300,000.
9. Mountain Rides Transportation Authority was determined to be a low-risk auditee.

**B. FINDINGS AND QUESTIONED COSTS - MAJOR FEDERAL AWARD PROGRAMS AUDIT**

Findings - None  
Questioned Costs - None

**C. FINDINGS - FINANCIAL STATEMENTS AUDIT**

None



## OTHER SUPPLEMENTARY INFORMATION

# MOUNTAIN RIDES TRANSPORTATION AUTHORITY

## COMBINED SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE BUDGET AND ACTUAL - ALL FUNDS (NON-GAAP BASIS) FOR THE YEAR ENDED SEPTEMBER 30, 2012

	<u>Original Budget</u>	<u>Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
<b><u>Revenues</u></b>				
Federal Funding	1,949,952	1,788,152	1,178,151	(610,001)
State Funding	58,780	58,780	60,519	1,739
Local Government Funding	1,156,610	1,203,610	1,186,104	(17,506)
Fare Revenue	305,000	305,000	303,067	(1,933)
Advertising	49,500	49,500	51,690	2,190
Interest from Investments	950	900	1,159	259
Other Revenue	46,800	46,800	45,750	(1,050)
Total Revenues	3,567,592	3,452,742	2,826,440	(626,302)
<b><u>Expenditures</u></b>				
Wages and Benefits	1,474,210	1,474,210	1,456,279	17,931
Fuel	283,000	283,000	334,969	(51,969)
Repairs and Maintenance	122,450	122,450	132,270	(9,820)
Rent and Utilities	78,300	78,300	52,690	25,610
Contracted Services	40,600	40,600	25,955	14,645
Marketing and Promotion	42,300	42,300	40,511	1,789
Insurance	80,000	80,000	77,852	2,148
Supplies	22,600	22,600	22,860	(260)
Printing and Reproduction	17,500	17,500	13,493	4,007
Miscellaneous	15,430	15,430	33,377	(17,947)
Contingency	-	-	-	-
Capital Expenditures	1,588,232	1,421,032	570,454	850,578
Total Expenditures	3,764,622	3,597,422	2,760,709	836,713
Excess (Deficit) Revenues Over Expenditures	(197,030)	(144,680)	65,731	210,411
<b><u>Other Financing Sources (Uses):</u></b>				
Transfers In (Out)	-	-	(0)	(0)
Excess (Deficit) Revenues and Other Sources Over Expenditures	(197,030)	(144,680)	65,731	210,411
Fund Balance at Beginning of Year	297,765	297,765	507,484	209,719
Fund Balance at End of Year	100,735	153,085	573,215	420,130

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Jason Miller  
SUBJECT: Agenda Item 5.f – Approve committee and board meeting schedule for 2013.  
RECOMMENDATION: Approve  
BACKGROUND:

Here's what the meeting schedule for 2013 would look like if we are keeping with the same schedule. Some board members have expressed an interest in changing the times for meetings.

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



**PUBLIC NOTICE –  
NOTICE OF MEETING DATES  
Mountain Rides Transportation Authority  
Board Meetings & Committee Meetings for Calendar Year 2013**

*\*\*All board meetings and committee meetings are always open to the public\*\**

**REGULAR BOARD MEETINGS**

WHEN? The 3rd Wednesday of every month at 12:00 p.m.

WHERE? Ketchum City Council Chamber Meeting Room, Ketchum City Hall (480 East Ave. N., Ketchum, ID)

DATES for 2013

January 16<sup>th</sup>, February 20<sup>th</sup>, March 20<sup>th</sup>, April 17<sup>th</sup>, May 15<sup>th</sup>, June 19<sup>th</sup>, July 17<sup>th</sup>,  
August 21<sup>st</sup>, September 18<sup>th</sup>, October 16<sup>th</sup>, November 20<sup>th</sup>, December 18<sup>th</sup>

**MARKETING AND PLANNING COMMITTEE**

WHEN? The 1st Wednesday of every month at 1:00 p.m.

WHERE? Webb Landscape conference room, 191 8<sup>th</sup> Street, Suite D, Ketchum, ID

DATES for 2012

February 6<sup>th</sup>, March 6<sup>th</sup>, April 3<sup>rd</sup>, May 1<sup>st</sup>, June 5<sup>th</sup>, July 3<sup>rd</sup>, August 7<sup>th</sup>,  
September 4<sup>th</sup>, October 2<sup>nd</sup>, November 6<sup>th</sup>, December 4<sup>th</sup>

**FINANCE AND PERFORMANCE COMMITTEE**

WHEN? The 1<sup>st</sup> Wednesday of every month at 3:00 p.m.

WHERE? Webb Landscape conference room, 191 8<sup>th</sup> Street, Suite D, Ketchum, ID

DATES for 2012

February 6<sup>th</sup>, March 6<sup>th</sup>, April 3<sup>rd</sup>, May 1<sup>st</sup>, June 5<sup>th</sup>, July 3<sup>rd</sup>, August 7<sup>th</sup>,  
September 4<sup>th</sup>, October 2<sup>nd</sup>, November 6<sup>th</sup>, December 4<sup>th</sup>

NOTE: Agendas will be produced for each meeting at least 48 hours in advance of the meeting. Public information on agenda items is available from the Mountain Rides office at 800 1<sup>st</sup> Ave N. 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: December 19, 2012  
TO: Mountain Rides Board  
FROM: Wendy Crosby  
SUBJECT: Agenda Item 5.g – Approve submittal of IRS Form 5500 and 8955 for annual retirement plan reporting.  
RECOMMENDATION: Approve  
BACKGROUND:

On an annual basis we must submit Forms 5500 and 8955 for our retirement plan to report on contributions to the plan and its performance. This form is filed online and must be completed by a plan trustee. The forms and the Annual Report from Ameriben (our administrator) are attached for your review. Note the historical performance chart on page 67. Since our move to American Funds last fall, the Plan has turned in its best performance in many years. Some of this is attributable to the overall market returns, however reduced management expenses and better than market performance in several funds have resulted in excellent returns in comparison to past years Plan performance.

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

# **Mountain Rides Transportation Authority Profit Sharing Plan**

Administrative Report  
October 1, 2011 – September 30, 2012

*Disclaimer:*

*This valuation has been prepared based on information submitted to AmeriBen/IEC Group by the Plan Administrator and Plan Investment Advisor. We have not audited the accompanying financial statements and accordingly, we do not express an opinion or any other form of assurance on them. Insofar as this information is complete and correct, the data contained in this report may be considered equally correct.*

**Mountain Rides Transportation Authority  
Profit Sharing Plan**

Balance Sheet  
as of September 30, 2012

**Assets:**

Receivables:

Employer Contributions	\$ 18,444.99
------------------------	--------------

American Funds

Forfeiture Account	1,689.78
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Individual Investment Accounts	<u>503,953.63</u>
--------------------------------	-------------------

<b>Total Assets</b>	<b>\$ 524,088.40</b>
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**Liabilities:**

Payables	<u>\$ 0.00</u>
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<b>Total Liabilities</b>	<u>0.00</u>
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<b>Ending Fund Value, September 30, 2012</b>	<b><u><u>\$ 524,088.40</u></u></b>
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**Mountain Rides Transportation Authority  
Profit Sharing Plan**

Plan Operation Summary  
October 1, 2011 to September 30, 2012

**Increases:**

Contributions:		
Employer Contribution	\$	71,126.15
Earnings:		
Interest and Unrealized Gain (Loss)		<u>74,595.11</u>
<b>Total Increases</b>	\$	145,721.26

**Decreases:**

Distributions	\$	24,827.93
Fees		450.00
Forfeiture Used to Reduce Contributions		<u>12,834.15</u>
<b>Total Decreases</b>		<u>(38,112.08)</u>

<b>Net Change</b>	\$	<u><u>107,609.18</u></u>
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<b>Beginning Fund Balance, October 1, 2011</b>	\$	416,479.22
--	----	------------

<b>Net Change</b>		<u>107,609.18</u>
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<b>Ending Fund Value, September 30, 2012</b>	\$	<u><u>524,088.40</u></u>
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**Mountain Rides Transportation Authority  
Profit Sharing Plan**

**Cumulative Plan Experience**

<b>Plan Year Ending</b>	<b>Beginning Plan Value</b>	<b>Profit Sharing Contribution</b>	<b>Earnings (Losses)</b>	<b>Distributions</b>	<b>Ending Fund Value</b>
9/30/2012	\$ 416,479.22	\$ 58,292.00	\$ 74,145.11	\$ (24,827.93)	\$ 524,088.40
9/30/2011	\$ 409,151.42	\$ 83,157.71	\$ (1,840.52)	\$ (73,989.39)	\$ 416,479.22
9/30/2010	\$ 325,896.22	\$ 100,415.04	\$ 23,233.38	\$ (40,393.22)	\$ 409,151.42
9/30/2009	\$ 374,173.12	\$ 77,265.30	\$ 11,030.53	\$ (136,572.73)	\$ 325,896.22
9/30/2008	\$ 409,618.67	\$ 65,203.75	\$ (60,653.38)	\$ (39,995.92)	\$ 374,173.12
9/30/2007	\$ 338,328.39	\$ 49,134.00	\$ 34,620.00	\$ (12,463.72)	\$ 409,618.67
9/30/2006	\$ 385,584.87	\$ 43,215.97	\$ 22,817.46	\$ (113,289.91)	\$ 338,328.39
9/30/2005	\$ 313,467.88	\$ 39,265.98	\$ 32,851.01	\$ -	\$ 385,584.87
9/30/2004	\$ 272,230.40	\$ 34,915.08	\$ 30,467.92	\$ (24,145.52)	\$ 313,467.88
9/30/2003	\$ 212,792.61	\$ 35,503.71	\$ 40,611.42	\$ (16,677.34)	\$ 272,230.40
9/30/2002	\$ 247,154.44	\$ 34,905.57	\$ (35,884.85)	\$ (33,382.55)	\$ 212,792.61
9/30/2001	\$ 248,428.51	\$ 34,011.60	\$ (35,285.67)	\$ -	\$ 247,154.44
9/30/2000	\$ 210,317.57	\$ 28,299.29	\$ 14,474.00	\$ (4,662.35)	\$ 248,428.51
9/30/1999	\$ 201,856.10	\$ 27,258.94	\$ 21,666.06	\$ (40,463.53)	\$ 210,317.57
9/30/1998	\$ 166,959.39	\$ 30,032.22	\$ 10,212.22	\$ (5,347.73)	\$ 201,856.10

<b>Form 5500-SF</b>  Department of the Treasury Internal Revenue Service  Department of Labor Employee Benefits Security Administration Pension Benefit Guaranty Corporation	<b>Short Form Annual Return/Report of Small Employee Benefit Plan</b>  This form is required to be filed under sections 104 and 4065 of the Employee Retirement Income Security Act of 1974 (ERISA), and sections 6057(b) and 6058(a) of the Internal Revenue Code (the Code).  <b>► Complete all entries in accordance with the instructions to the Form 5500-SF.</b>	OMB Nos. 1210-0110 1210-0089  <div style="border: 1px solid black; text-align: center; padding: 5px; font-weight: bold; font-size: 1.2em;">2011</div>  <b>This Form is Open to Public Inspection</b>
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<b>Part I Annual Report Identification Information</b>			
For calendar plan year 2011 or fiscal plan year beginning		10/01/2011	and ending
		09/30/2012	
<b>A</b>	This return/report is for:	<input checked="" type="checkbox"/> a single-employer plan <input type="checkbox"/> a multiple-employer plan (not multiemployer) <input type="checkbox"/> a one-participant plan	
<b>B</b>	This return/report is:	<input type="checkbox"/> the first return/report <input type="checkbox"/> the final return/report <input type="checkbox"/> an amended return/report <input type="checkbox"/> a short plan year return/report (less than 12 months)	
<b>C</b>	Check box if filing under:	<input type="checkbox"/> Form 5558 <input type="checkbox"/> automatic extension <input type="checkbox"/> DFVC program <input type="checkbox"/> special extension (enter description)	

<b>Part II Basic Plan Information—enter all requested information</b>			
<b>1a</b> Name of plan Mountain Rides Transportation Authority Profit Sharing Plan	<b>1b</b> Three-digit plan number (PN) ►	001	
<b>1c</b> Effective date of plan 10/01/1985			
<b>2a</b> Plan sponsor's name and address; include room or suite number (employer, if for a single-employer plan) Mountain Rides Transportation Authority  P. O. Box 3091  Ketchum ID 83340-3091	<b>2b</b> Employer Identification Number (EIN) 82-0382250		
<b>2c</b> Sponsor's telephone number 208-788-7433			
<b>2d</b> Business code (see instructions) 485110			
<b>3a</b> Plan administrator's name and address (if same as plan sponsor, enter "Same") Mountain Rides Transportation Authority  P. O. Box 3091 Ketchum ID 83340-3091	<b>3b</b> Administrator's EIN 82-0382250		
<b>3c</b> Administrator's telephone number 208-788-7433			
<b>4</b> If the name and/or EIN of the plan sponsor has changed since the last return/report filed for this plan, enter the name, EIN, and the plan number from the last return/report. <b>a</b> Sponsor's name	<b>4b</b> EIN		
<b>5a</b> Total number of participants at the beginning of the plan year .....	<b>4c</b> PN		
<b>b</b> Total number of participants at the end of the plan year.....	<b>5a</b>	29	
<b>c</b> Number of participants with account balances as of the end of the plan year (defined benefit plans do not complete this item).....	<b>5b</b>	25	
<b>6a</b> Were all of the plan's assets during the plan year invested in eligible assets? (See instructions.) .....	<b>5c</b>	25	
<b>b</b> Are you claiming a waiver of the annual examination and report of an independent qualified public accountant (IQPA) under 29 CFR 2520.104-46? (See instructions on waiver eligibility and conditions.).....	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

<b>Part III Financial Information</b>			
<b>7</b> Plan Assets and Liabilities <b>a</b> Total plan assets ..... <b>b</b> Total plan liabilities ..... <b>c</b> Net plan assets (subtract line 7b from line 7a).....	<b>(a) Beginning of Year</b>	<b>(b) End of Year</b>	
<b>7a</b>	416511	524088	
<b>7b</b>	32		
<b>7c</b>	416479	524088	
<b>8</b> Income, Expenses, and Transfers for this Plan Year <b>a</b> Contributions received or receivable from: <b>(1)</b> Employers ..... <b>(2)</b> Participants ..... <b>(3)</b> Others (including rollovers)..... <b>b</b> Other income (loss)..... <b>c</b> Total income (add lines 8a(1), 8a(2), 8a(3), and 8b) ..... <b>d</b> Benefits paid (including direct rollovers and insurance premiums to provide benefits)..... <b>e</b> Certain deemed and/or corrective distributions (see instructions)..... <b>f</b> Administrative service providers (salaries, fees, commissions)..... <b>g</b> Other expenses..... <b>h</b> Total expenses (add lines 8d, 8e, 8f, and 8g)..... <b>i</b> Net income (loss) (subtract line 8h from line 8c)..... <b>j</b> Transfers to (from) the plan (see instructions).....	<b>(a) Amount</b>	<b>(b) Total</b>	
<b>8a(1)</b>	58292		
<b>8a(2)</b>			
<b>8a(3)</b>			
<b>8b</b>	74595		
<b>8c</b>		132887	
<b>8d</b>	24828		
<b>8e</b>			
<b>8f</b>	450		
<b>8g</b>			
<b>8h</b>		25278	
<b>8i</b>		107609	
<b>8j</b>			

**Part IV Plan Characteristics**

- 9a** If the plan provides pension benefits, enter the applicable pension feature codes from the List of Plan Characteristic Codes in the instructions:  
2E 2G 2T 3D
- b** If the plan provides welfare benefits, enter the applicable welfare feature codes from the List of Plan Characteristic Codes in the instructions:

**Part V Compliance Questions**

		Yes	No	Amount
<b>10</b> During the plan year:				
<b>a</b> Was there a failure to transmit to the plan any participant contributions within the time period described in 29 CFR 2510.3-102? (See instructions and DOL's Voluntary Fiduciary Correction Program) .....	<b>10a</b>		X	
<b>b</b> Were there any nonexempt transactions with any party-in-interest? (Do not include transactions reported on line 10a.) .....	<b>10b</b>		X	
<b>c</b> Was the plan covered by a fidelity bond? .....	<b>10c</b>	X		50000
<b>d</b> Did the plan have a loss, whether or not reimbursed by the plan's fidelity bond, that was caused by fraud or dishonesty? .....	<b>10d</b>		X	
<b>e</b> Were any fees or commissions paid to any brokers, agents, or other persons by an insurance carrier, insurance service or other organization that provides some or all of the benefits under the plan? (See instructions.) .....	<b>10e</b>	X		255
<b>f</b> Has the plan failed to provide any benefit when due under the plan? .....	<b>10f</b>		X	
<b>g</b> Did the plan have any participant loans? (If "Yes," enter amount as of year end.) .....	<b>10g</b>		X	
<b>h</b> If this is an individual account plan, was there a blackout period? (See instructions and 29 CFR 2520.101-3.) .....	<b>10h</b>		X	
<b>i</b> If 10h was answered "Yes," check the box if you either provided the required notice or one of the exceptions to providing the notice applied under 29 CFR 2520.101-3 .....	<b>10i</b>			

**Part VI Pension Funding Compliance**

**11** Is this a defined benefit plan subject to minimum funding requirements? (If "Yes," see instructions and complete Schedule SB (Form 5500)). ☐ Yes ☐ No

**12** Is this a defined contribution plan subject to the minimum funding requirements of section 412 of the Code or section 302 of ERISA? .. ☐ Yes ☒ No  
(If "Yes," complete 12a or 12b, 12c, 12d, and 12e below, as applicable.)

**a** If a waiver of the minimum funding standard for a prior year is being amortized in this plan year, see instructions, and enter the date of the letter ruling granting the waiver. .... Month \_\_\_\_\_ Day \_\_\_\_\_ Year \_\_\_\_\_

**If you completed line 12a, complete lines 3, 9, and 10 of Schedule MB (Form 5500), and skip to line 13.**

<b>b</b> Enter the minimum required contribution for this plan year .....	<b>12b</b>	
<b>c</b> Enter the amount contributed by the employer to the plan for this plan year .....	<b>12c</b>	
<b>d</b> Subtract the amount in line 12c from the amount in line 12b. Enter the result (enter a minus sign to the left of a negative amount) .....	<b>12d</b>	

**e** Will the minimum funding amount reported on line 12d be met by the funding deadline? ☐ Yes ☐ No ☐ N/A

**Part VII Plan Terminations and Transfers of Assets**

**13a** Has a resolution to terminate the plan been adopted in any plan year? ☐ Yes ☒ No  
If "Yes," enter the amount of any plan assets that reverted to the employer this year **13a**  

**b** Were all the plan assets distributed to participants or beneficiaries, transferred to another plan, or brought under the control of the PBGC? ☐ Yes ☒ No

**c** If during this plan year, any assets or liabilities were transferred from this plan to another plan(s), identify the plan(s) to which assets or liabilities were transferred. (See instructions.)

13c(1) Name of plan(s):	13c(2) EIN(s)	13c(3) PN(s)

**Caution: A penalty for the late or incomplete filing of this return/report will be assessed unless reasonable cause is established.**

Under penalties of perjury and other penalties set forth in the instructions, I declare that I have examined this return/report, including, if applicable, a Schedule SB or Schedule MB completed and signed by an enrolled actuary, as well as the electronic version of this return/report, and to the best of my knowledge and belief, it is true, correct, and complete.

<b>SIGN HERE</b>			Wendy Crosby
	Signature of plan administrator	Date	Enter name of individual signing as plan administrator
<b>SIGN HERE</b>			
	Signature of employer/plan sponsor	Date	Enter name of individual signing as employer or plan sponsor

**Annual Registration Statement Identifying Separated  
Participants With Deferred Vested Benefits**

Under Section 6057 of the Internal Revenue Code

**PART I Annual Statement Identification Information**For the plan year beginning 10/01/2011, and ending 09/30/2012A ☐ Check here if plan is a government, church, or other plan that elects to voluntarily file Form 8955-SSA. (See instructions.)B ☐ Check here if this is an amended registration statement.C Check the appropriate box if filing under: ☐ Form 5558 ☐ Automatic extension  
☐ Special extension (enter description) \_\_\_\_\_**PART II Basic Plan Information - enter all requested information**1a Name of plan Mountain Rides Transportation Authority Profit Sharing Plan 1b Plan Number (PN) 001**Plan Sponsor Information**2a Plan sponsor's name Mountain Rides Transportation Authority 2b Employer Identification Number (EIN) 82-03822502c Trade name (if different from plan sponsor name) \_\_\_\_\_ 2d Plan sponsor's phone number 208-788-7433

2e In care of name \_\_\_\_\_

2f Mailing address (room, apt., suite no. and street, or P.O. Box) P. O. Box 3091 2g City Ketchum 2h State ID 2i ZIP code 83340-3091

2j Foreign province (or state) \_\_\_\_\_ 2k Foreign country \_\_\_\_\_ 2l Foreign postal code \_\_\_\_\_

**Plan Administrator Information**3a Plan administrator's name (if other than plan sponsor) SAME 3b Employer Identification Number (EIN) \_\_\_\_\_

3c In care of name \_\_\_\_\_ 3d Plan administrator's phone number \_\_\_\_\_

3e Mailing address (room, apt., suite no. and street, or P.O. Box) \_\_\_\_\_ 3f City \_\_\_\_\_ 3g State \_\_\_\_\_ 3h ZIP code \_\_\_\_\_

3i Foreign province (or state) \_\_\_\_\_ 3j Foreign country \_\_\_\_\_ 3k Foreign postal code \_\_\_\_\_

4 If the name or EIN of the **plan administrator** has changed since the last return filed for this plan, enter the name and EIN from the last filed return:  
Plan administrator's name \_\_\_\_\_ EIN \_\_\_\_\_5 If the name or EIN of the **plan sponsor** has changed since the last return filed for this plan, enter the name, EIN, and plan number from that return:  
Plan sponsor's name \_\_\_\_\_ EIN \_\_\_\_\_ Plan Number (PN) \_\_\_\_\_6 a. Participants who separated with a deferred vested benefit required to be reported on this Form 8955-SSA . . . . . **6a** 2b. Participants who separated with a deferred vested benefit voluntarily reported on this Form 8955-SSA  
in the same year as the separation occurred . . . . . **6b** 07 Total number of participants reported on lines 6a and 6b . . . . . **7** 28 Did the plan administrator provide an individual statement to each participant required to receive a statement? . . . . . ☒ Yes ☐ No

Under penalties of perjury, I declare that I have examined this statement, and to the best of my knowledge and belief, it is true, correct, and complete.

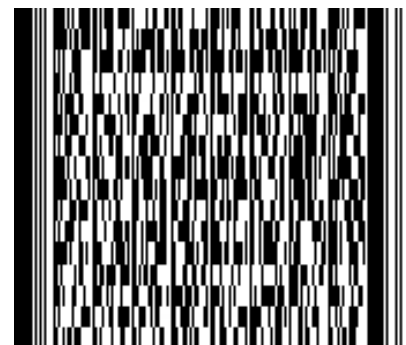
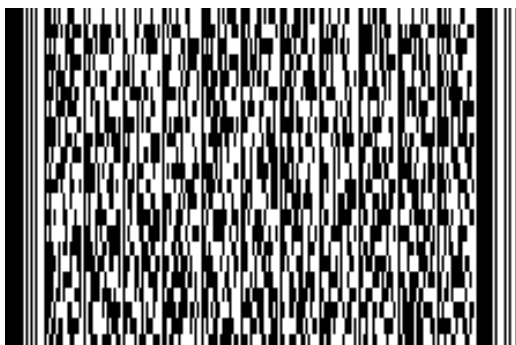
**Sign  
Here**

Signature of plan sponsor

Date signed

Signature of plan administrator

Date signed



Name of plan <u>Mountain Rides Transportation Authority Profit Sharing Plan</u>	Plan Number <u>001</u>	EIN <u>82-0382250</u>
--	---------------------------	--------------------------

**PART III Participant Information - enter all requested information**

9 Enter one of the following Entry Codes in column (a) for each separated participant with deferred vested benefits who:

**Code A** — has not previously been reported.

**Code B** — has previously been reported under the above plan number, but whose previously reported information requires revisions.

**Code C** — has previously been reported under another plan, but who will be receiving benefits from the plan listed above instead.

**Code D** — has previously been reported under the above plan number, but whose benefits have been paid out or who is no longer entitled to those deferred vested benefits.

Use with entry code "A", "B", "C", or "D"						Use with entry code "A" or "B"				Entry code "C" only	
(a) Entry Code	(b) Social Security Number (or FOREIGN)	(c) Name of Participant (See instructions.)				Enter code for nature and form of benefit		Amount of vested benefit		(h) Previous sponsor's EIN	(i) Previous plan number
		First name	M.I.	Last name	✓	(d) Type of annuity	(e) Payment frequency	(f) Defined benefit plan — periodic payment	(g) Defined contribution plan — total value of account		
A	516-82-0496	Gene	C	Daniels		A	A		2264		
A	563-25-4561	Geoff		Sjoberg		A	A		463		
D	567-51-5767	Jose		Sanchez							

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 2012  
TO: Mountain Rides Board  
FROM: Steve Wolper and Mark Gilbert  
SUBJECT: Agenda Item 6.a, 6.b - Committee reports  
RECOMMENDATION: APPROVE

## BACKGROUND:

- a. Planning and Marketing Committee: report from Chair Steve Wolper
  - i. Approve December committee minutes
- b. Finance and Performance Committee: report from Chair Mark Gilbert
  - i. Approve December committee minutes

Committee Review: Planning & Marketing and Finance & Performance, previously  
Legal Review:  
Funding:  
Budget: FY2013 and beyond





## Minutes

**Planning and Marketing Committee, Wednesday, 12/5/12, 1:00pm**

**Webb Conference Room Annex, 191 8<sup>th</sup> Street, Suite D, Ketchum, ID 83340**

Meeting start: 1:05pm

In attendance: Steve Wolper, Joe Miczulski, Jim Finch, Kim MacPherson, Jason Miller, Rod Domke

- 1) Prioritize Transit Service Plan Strategies.
  - a. The group discussed the transit plan for the next five years; how to prioritize the options on the table, how do we service underserved areas. The group pared down the ideas and reorganized the ideas for coming years. The plan will be further discussed at the Strategic Planning Meeting on Dec 18<sup>th</sup>. Committee recommends to save BOD time at the BOD planning session, in general, more specific emphasis should be on planning for 2013 & 2014 and more general for years 2015-2017 with long range items used as place-holders.
- 2) Review LSC analysis of Ketchum Transportation Hub locations.
  - a. The group discussed the process of the open houses regarding the Hub and the analysis of the outcome. LSC has given its analysis on 4 sites and we need to refine to 1 site with a back up. The group reviewed the new designs. The next open house will be in late January or early February.
- 3) Discuss status of Sun Valley Story Tour.
  - a. The group discussed what a great success the Story Tour was this past summer. Jason had a wrap-up meeting with the historical society. There will be no tour this winter but they are definitely planning for the tour next summer. It will go forward in some fashion but possibly as a charter. Committee supports the Story Tour but believes that the cost of a dedicated charter be underwritten by others.
- 4) Discuss progress against 2012 Strategic Initiatives.
  - a. The group discussed the progress of the strategic initiatives from last year and where we are on them and what the priorities will be for next year.
- 5) Other items to come before the committee.

Meeting ended at 2:30pm

Public information on agenda items is available from the Mountain Rides office at 800 1<sup>st</sup> Ave. N. 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.



**Minutes**

**Finance and Performance Committee 12/5/12, 3:00pm**

**Webb Conference Room Annex, 191 8<sup>th</sup> Street, Suite D, Ketchum, ID 83340**

**In attendance: Jim Jaquet, Susan McBryant, Jason Miller, Wendy Crosby**

- 1) Reviewed preliminary November financials and payables.
- 2) Discussed FY2013 Capital Improvement Plan. Decided that it should be further discussed at the Strategic Planning meeting on Dec. 18<sup>th</sup>.
- 3) Reviewed in detail the FY2012 audit results with Joel Robbins, CPA (on phone). Joel reported that it was a clean audit. Made a few minor revisions to the draft statements. Discussed a Management Discussion and Analysis Letter, and Joel's comment in the Independent Auditor's Report letter accompanying the statements that MRTA had elected not to present an MD&A. Joel mentioned that it is required but generally not done by smaller agencies. A specific format must be followed and the letter that Jason has issued in the past does not meet the format requirements. It was decided that an MD&A letter would be prepared next year.
- 4) Progress against 2012 Strategic Initiatives was not discussed due to lack of time.
- 5) Reviewed Form 5500 and 8955, annual filings for retirement plan. Plan earnings were in excess of \$74,000 the best return on the plan in many years.
- 6) Other Items - Susan raised the issue of meeting time. Discussed the day of week/month and decided that would remain unchanged in 2013. Susan will discuss the idea of changing the time to earlier in the day, with other committee members.

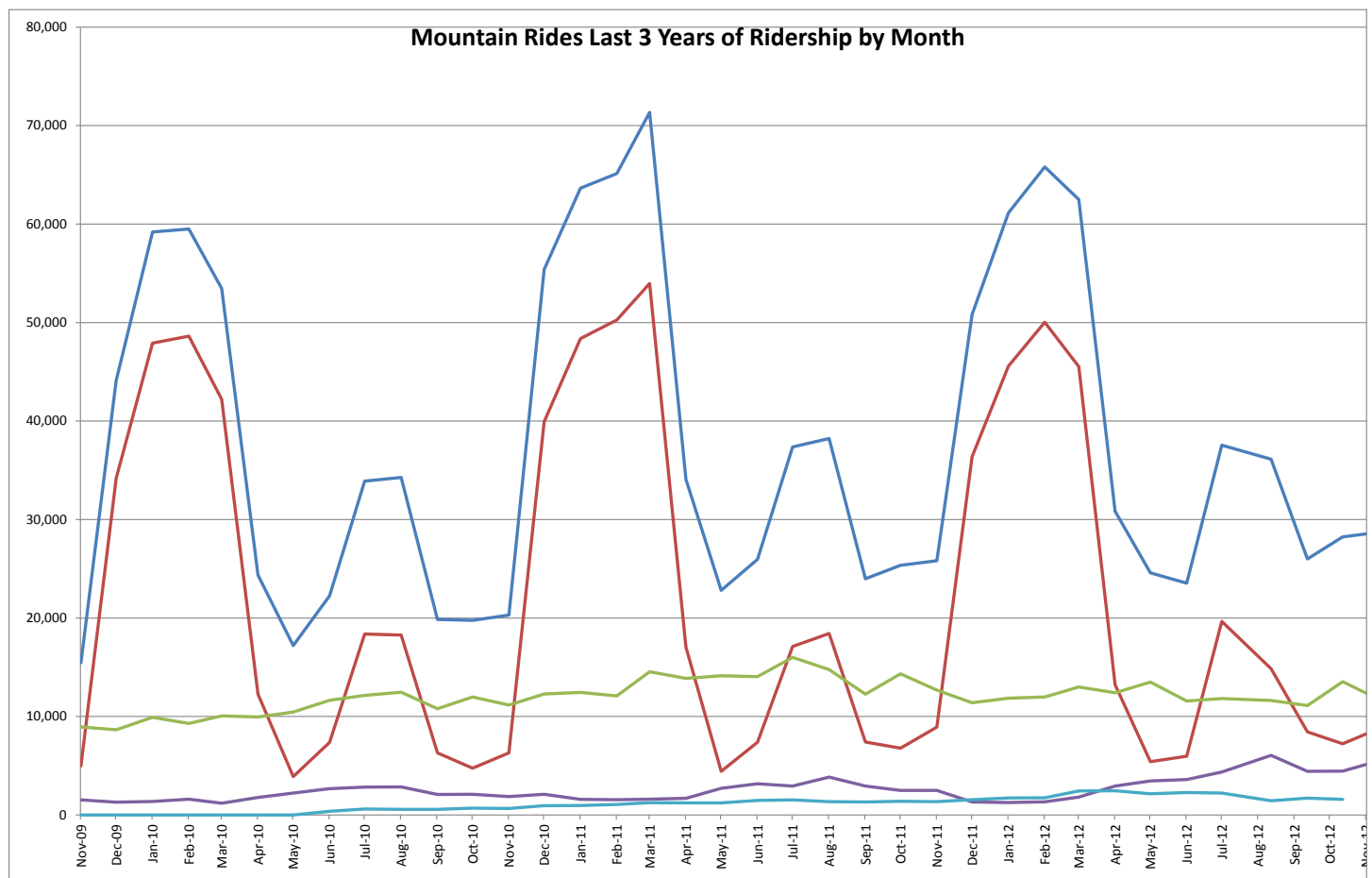
Adjourned 4:40PM

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 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 November 2012 ridership  
RECOMMENDATION: Review

BACKGROUND:

## OPERATIONS REPORT- JIM FINCH, OPERATIONS MANAGER:



**Ridership:** Overall ridership on the entire system was up 11% compared to 2011. Passenger trips totaled 28,538 in November 2012. SVCo opened for skiing on November 22<sup>nd</sup> this year. Early season skier visits have been strong and the snow is fantastic this year!

**Town Routes:** Blue 6000 riders (-12%) Green 702 riders (+13%) Red 151 riders 9 days of service Nov 22-30  
Total Town 8225 down from 8911 in 2011 (-8%)

**Valley route:** Ridership on the Valley route declined slightly (2%) compared to 2011 (12,365 passenger trips). The new winter schedule includes an additional round trip on weekdays (805a SV to Bellevue and 904a Bellevue to Ketchum/SV). The northbound trips show higher than anticipated acceptance (12 pass/trip on average; 30% new riders!)

# 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	101,587	87,272	84,707	75,845	78,140	71,992	64,411	66,291	59,164	49,369	56,271	57,189	48,750	48,242	37,096	44,109	47,918	48,378	45,575	-5.8%	January
February	91,039	104,458	93,576	83,545	81,722	72,184	74,142	75,403	61,006	47,456	51,413	48,292	46,915	39,340	41,742	47,263	48,617	50,266	50,033	-0.5%	February
March	93,573	98,833	94,200	85,906	67,884	60,005	72,635	65,583	61,534	46,705	56,296	48,472	47,405	39,263	44,609	40,766	42,220	53,964	45,525	-15.6%	March
April	16,935	29,828	19,719	23,869	21,335	20,538	19,720	20,454	19,799	13,880	14,965	16,441	17,424	7,869	14,671	9,379	12,259	17,034	13,222	-22.4%	April
May	4,117	4,467	4,442	4,803	3,465	2,983	3,089	4,958	3,527	3,352	3,926	3,551	3,736	3,434	4,318	3,854	3,906	4,437	5,588	25.9%	May
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	12,738	13,000	8,535	7,372	7,395	6,923	-6.4%	June
July	26,870	27,619	24,451	26,177	22,107	23,386	24,388	26,347	25,722	25,124	20,025	20,680	20,394	23,701	24,769	17,784	18,372	17,105	19,661	14.9%	July
August	27,526	27,280	26,506	27,637	25,226	28,378	29,922	30,172	28,701	27,919	22,060	20,047	23,095	22,982	23,017	18,408	18,266	18,423	14,853	-19.4%	August
September	9,590	9,090	9,894	8,663	7,393	8,124	8,266	11,053	5,163	4,223	6,022	8,979	10,183	8,478	6,028	6,995	6,306	7,404	8,437	14.0%	September
October	7,720	9,006	9,499	11,514	12,029	12,612	13,276	15,151	11,702	11,370	11,980	12,110	9,377	10,073	9,644	8,159	4,753	6,780	7,224	6.5%	October
November	16,553	5,525	8,299	8,472	5,631	3,829	6,964	4,913	5,488	5,052	4,636	6,235	5,101	3,333	3,441	4,992	6,305	9,006	8,225	-8.7%	November
December	87,820	65,399	56,190	48,136	44,077	39,111	41,257	37,588	36,376	38,892	39,627	36,438	29,369	27,579	30,070	34,198	39,929	36,385	0	-8.9%	December
	495,783	479,758	442,499	417,334	378,084	352,648	368,040	370,649	329,038	283,776	297,350	287,587	272,449	247,032	252,405	244,442	256,223	276,577	225,266		TOTALS
		-3%	-8%	-6%	-9%	-7%	4%	1%	-11%	-14%	5%	-3%	-5%	-9%	2%	-3%	5%	8%	0%		
	(16,025)	(37,259)	(25,165)	(39,250)	(25,436)	15,392	2,609	(41,611)	(45,262)	13,574	(9,763)	(15,138)	(25,417)	5,373	(7,963)	11,781	20,354	0			

MOUNTAIN RIDES VALLEY BUS RIDERSHIP STATS														
VALLEY RIDERSHIP BY CALENDAR YEAR														2010 Riders
	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%	January	
February	0	1,726	2,378	2,586	2699	3808	7771	8246	9296	12080	11982	-0.8%	February	
March	0	1,727	2,558	2,825	3125	4113	8098	8549	10055	14543	13003	-10.6%	March	
April	0	1,598	2,312	2,493	2483	3689	8717	7759	9949	13870	12400	-10.6%	April	
May	0	1,451	2,189	2302	2543	4622	9628	6404	10451	14140	13500	-4.5%	May	
June	0	2,101	3,158	3316	3826	5731	12027	9650	11650	14050	11576	-17.6%	June	
July	1,431	2,513	3,311	3389	4374	6902	12992	10111	12134	16013	11819	-26.2%	July	
August	1,998	2,623	3,346	3475	4879	7041	11240	9490	12455	11627	11621	-0.1%	August	
September	2,028	2,108	2,678	2565	3259	5418	9652	8862	10788	12481	11117	-10.9%	September	
October	1,630	2,249	2,526	2537	3525	6054	10347	9412	11973	13903	13531	-2.7%	October	
November	1,468	1,923	2,463	2407	3209	5375	7835	8942	11159	12673	12365	-2.4%	November	
December	1,440	2,586	2,616	2664	3203	5817	8299	8644	12280	11390	0	-7.2%	December	
	9,995	24,321	31,939	33,166	40,101	62,477	114,162	104,822	132,108	159,214	134,767		TOTALS	
		143%	31%	4%	21%	56%	83%	-8%	26%	21%	-15%			
		14,326	7,618	1,227	6,935	22,376	51,685	-9,340	27,286	27,106	-24,447			

**Hailey Route:** Passenger trips increased 63% over 2011 to 2820 trips. Again the school trips are a significant contributor to the Hailey Circulator's continued success!

HAILEY TOWN BUSES RIDERSHIP BY CALENDAR YEAR														
	2010	2011	2012											
January	0	1,247	2,442	95%	\$ .50 Hailey fare on Valley route effective 11/12/11									
February	0	1,229	2,464	100%										
March	0	1,228	2,152	75%										
April	368	1,483	2,282	54%										
May	611	1,527	2,215	45%										
June	575	1,343	1,442	7%	Woodside construction project impacts 6/20/12									
July	575	1,307	1,710	27%										
August	697	1,384	1,590	15%										
September	659	1,360	1,997	47%										
October	935	1,542	3,047	98%										
November	967	1,734	2,820	63%										
December	1,074	1,740	0											
Total	6461	17124	24161	41%										

**Route Match/Rangers/IT:** Depot sign has been installed and operating at River Run Plaza. Passengers have expressed positive comments when the sign is working.

**Vanpool services:** The year around commitment of 4 vans to Sun Valley Co. and 5 seasonal vans to Webb drives the success of the vanpool program. 10 vans operating in November 2012 compared to 5 vans in 2011. Passenger trips totaled 5128 compared to 2495 in 2011 (+106%).

## 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	4443	78%	October
November		1226	2632	1522	1860	2167	5128	137%	November
December	134	933	1254	1290	2100	1310	0	-100%	December
Total	134	10763	32005	25116	24658	27973	38826		TOTALS
			197%	-22%	-2%	13%	39%		
			21,242	-6,889	-458	3,315	10,853		

**Safety-Risk Management; Customer Service:** Semi-annual All Staff meeting was held on November 14<sup>th</sup>. All Full- time, seasonal and available part-time staff attended the meeting. Department heads and Bus Driver Training Staff presented a wide range of topics on Safety, Customer Service and Communications. The meeting was very energized and participation was keen.

Additional Customer Service training was provided at Sun Valley Co.'s "The Guest" Training Seminar on December 4<sup>th</sup>. Fifteen Bus Drivers (half of the staff!) joined the Guest Service employees at the 2 hour session.

No vehicle accidents or incidents were reported.

## LET IT SNOW!

### **MAINTENANCE REPORT – Rod Domke, Maintenance and Facilities Manager**

- Maintenance is ready for the winter peak season. All the buses have been up fitted with the redesigned ski – racks. And all the preventative maintenance is complete.
- The new bus washing machine is working well, saving us time and money, as well as cleaner buses on the street.
- We are looking forward to another safe and smooth season!
- Happy Holidays to everyone!!!!



**FY 2012-13  
UNSCHEDULED MAINTENANCE LOG**

Road

DATE	BUS #	Call	MILEAGE	REASON
10/20/12	5	Yes	432077	Electrical issues in the fuel system
10/21/12	4	Yes	412,500	Check Engine light - Low coolant level
10/22/12	5	no	432340	Check Transmission light on - Elec Connection
11/08/12	5	Yes	437238	Check Engine light-Crank sensor issue
12/12/12	14	No	135800	Brake switch issue - Dash light on

**Untimely Maintenance**

Date of			Date of	
Defect	BUS #	Mileage	Repair	Reason for Lengthy Repair
07/30/12	24	44500	08/30/12	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	10/10/2012	Towed to Rush , fuel system failure and programming
10/10/12	27	100075	10/24/2012	Rush Truck-Latest Programming for fuel dilution
10/24/12	25	55870	11/7/2012	Rush Truck-Latest Programming for fuel dilution



## FUEL EFFICIENCY REPORT

FISCAL 12/13 TO DATE

ROUTE	MILES	GALS	AVG MPG	AVG COST/MILE	FUEL COST	
HAILEY Fuel	4,828	729.565	6.618	\$0.611	\$2,952.27	IC
BLUE	13,863	2141.477	6.474	\$0.623	\$8,637.25	31ft Gillig
GOLD	-	0.000	#DIV/0!	#DIV/0!	\$-	Sprinter
SILVER	2,465	388.952	6.338	\$0.610	\$1,502.56	IC/Gillig
Bronze	-	0.000	#DIV/0!	#DIV/0!	\$-	IC/Gillig
RED	2,905	203.380	14.284	\$0.277	\$806.09	Sprint/Gillig
GREEN	5,633	401.678	14.024	\$0.287	\$1,619.46	Sprinter
DV BASE	38,997	5225.999	7.462	\$0.542	\$21,125.79	IC/Gillig
TOTAL DIESEL	68,691	9091.051	7.556	\$0.533	\$36,643.42	
Charters/Backup buses	650	128.768			\$497.06	
FLEET TOTAL	69341	9219.819	7.521	\$0.503	\$34,852.79	
DV EXPRESS	0	0.000	#DIV/0!	#DIV/0!	\$-	#15 GAS

FISCAL 12/13

Fleet Diesel	LESS TAX Cost/Month	Taxes	PUMP\$ Avg\$/Gal	Gals	Miles	MPG
October	\$17,217.100	\$1,099.060	\$4.102	4465.391	32711	7.325
November	\$17,635.690	\$1,188.630	\$3.959	4754.428	36630	7.704
December	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
January	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
February	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
March	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
April	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
May	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
June	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
July	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
August	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
September	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
Diesel 12/13	\$34,852.790	\$2,287.69	\$3.780	9219.819	69341	7.521
DV EXPRESS	\$-		#DIV/0!	0.000	0	#DIV/0!
TOTAL	\$34,852.79				69341	

## FUEL EFFICIENCY REPORT FOR VANS

FISCAL 12/13

Van Fuel	LESS TAX Cost/Month	Taxes	PUMP\$ Avg\$/Gal	Gals	Miles	MPG
October	\$8,609.900	\$103.21	\$3.681	2366.882	35845	15.144
November	\$6,448.060	\$45.63	\$3.553	1827.670	29061	15.901
December	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
January	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
February	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
March	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
April	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
May	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
June	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
July	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
August	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
September	\$-	\$-	#DIV/0!	0.000	0	#DIV/0!
Fuel 12/13	\$15,057.960	\$148.84	\$3.590	4194.552	64906	15.474

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

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 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:** Safe Routes to School and Bike programs are in hibernation. Social Bicycles have been in town updating hardware and software and everything is working well. We are going to have 2 bikes in service, one at Mountain Rides and one at the City of Hailey, testing and demoing them for the next 2 months before the official launch in early May. We are excited about the bike share program.

**Business Manager Report:** We have finalized the Call for Fuel Bids and hope to have that process completed by month end. We may need to seek your approval of the winning bidder via email consent in order to be able to award the contract beginning in January.

Yearend reports are nearing completion and the budget process is complete just in time to re-open it in January! This is necessitated by the service changes and resulting changes to expenses, and the re-allocation of Sun Valley's contributions to operations and capital.

This is a busy time on the HR front with many annual performance reviews and new hires. Jim has pretty much completed his hiring of winter drivers. We are a little concerned about budgeted payroll expenses and how tight this budget item is looking for FY2013. We have many returning drivers, which is a good thing in operational terms, but it is resulting in re-hiring at rates a little higher than budgeted. This is something we will be watching carefully over the winter.

We utilized the new ITD I-Trips online grant management system to obtain federal reimbursements in November. There are still some bugs to work out both with ITD and at our end, but overall it will facilitate the reimbursement process.

## **Executive Director Report:**

**Ketchum Transportation Hub-** The next open house will be held in February.

**South Valley Facility-** See agenda item 5.a.

**Grants-** We await release of the new applications for federal funding.

**Travel-** I have no travel planned except for a week during Christmas.

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

# Mountain Rides AGENDA REPORT

AGENDA: December 19, 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 – November regular board meeting
- b. Receive and file November 2012 Financials:  
Revenues for the month came in lower than budget principally due to the management of our 5311 federal funding. We are pushing to use 5316 and 5317 funds before they expire in March of 2014. Those revenues are higher than budget while the 5311 revenues are lower. We have no concern about our ability to fully use 5311 funds before the March 2013 expiration because we are hitting our high expense months. Pass revenue includes the purchase by Sun Valley Co. of their seasonal employee passes. They purchased a few more than last year and their support continues to be important to MRTA.  
Large expenses, payroll and fuel, came in very close to budget for the month. As I mentioned in my report, we are watching these costs closely.
- c. Receive and file November 2012 Bills Paid:  
Large items of note:
  - Quarterly insurance premium to HUB \$20,413
  - Quarterly contribution to retirement plan \$18,444.99
  - Large maintenance expenses related to winterizing vehicles include Les Schwab \$2524.47, Fallline (ski racks) \$2126.25

Committee Review:

Legal Review:

Funding:

Budget: FY2012 and beyond



**REGULAR MEETING  
MOUNTAIN RIDES TRANSPORTATION AUTHORITY  
Wednesday, November 21, 2012, 12:00 p.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 Operations Manager Jim Finch  
Mountain Rides Maintenance and Facilities Manager Rod Domke

.....

**1. CALL TO ORDER**

Vice-Chairman Susan McBryant called to order the meeting of Wednesday, November 21, 2012 at 12:00 p.m.

.....

**2. Comments from the Chair and Board Member thoughts**

*Time Magazine* had an article about more young people using bus service, especially between major cities. They can use computer devices and stay connected while riding.

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

There was no public comment at this time.

**4. Action items and discussion items**

**a. Discussion Item: 2013 Marketing and Communications Plan.**

The 2013 Marketing and Communications Plan has been reviewed by the Planning and Marketing Committee. One main goal is to be sure a bus schedule is available to every Wood River Valley guest. Mountain Rides should be prominently featured on Sun Valley's homepage. The Board should consider formulating a priorities "big picture" for the future when additional funding is available. The Marketing Plan will be addressed again in committee next month, and will also be addressed at the Strategic Planning Workshop.

**Board Member Michael David arrived at 12:12 p.m.**

**b. Discussion Item: Annual strategic planning workshop draft agenda (December 18).**

Board Members suggested additional agenda topics: contingency plan, technology and fuel options going forward, five-year transit service development vision and mission statement review.

**c. Discussion Item: Merit pay options.**

The Finance Committee reviewed Assistance Funding and Merit Pay, and would like Board direction on these issues. The Board directed the Committee to work with staff on merit pay options, including a Personal Time Off (PTO) assistance funding plan, and develop a proposal to present to the Board. Merit pay should be considered a one-time benefit that doesn't distort base pay levels. Board Member Nils Ribí thought Merit Pay discussions should be during next year's budget discussions.

**d. Action Item: Approve updated Policy 104 – Accounts Receivable.**

Mountain Rides Business Manager/Treasurer Wendy Crosby said the bank no longer counts cash, so Mountain Rides now has to do that. The previous policy required two maintenance employees and is being revised to two employees. The bus operator finds a second person to assist in counting fares. The second person is usually a maintenance person, or someone from Operations. More often, the driver calls to say the farebox is full and a new farebox is needed. Board Member Mark Gilbert suggested the policy specifically state the process, and also that there be some randomness in

who counts fares to avoid possibility of consortium and theft. The two counters should clearly sign the fare count form that is turned in.

Board Member Nils Ribi said the vending machine policy doesn't specify that the amount deposited is reported to the manager. Other policies say "are provided to the business manager." Crosby said whoever makes a deposit gives her the deposit slip, and she records it.

**Board Member Mark Gilbert moved to approve Policy 104 – Accounts Receivable, as amended in today's meeting. Motion seconded by Board Member Nils Ribi, and passed unanimously.**

**e. Action Item: Approve updated Policy 102 – Accounts Payable.**

Business Manager Crosby said this policy clearly spells out that credit cards are not to be used to purchase any food or any fuel for private vehicles. Previous policy allowing employees with credit cards to delegate their use has been eliminated. Board Members discussed credit card use, and suggested the following language: Cards are only available to the executive director and department heads, and can only be used by those people when traveling on official business for actual expenses allowed, pursuant to the travel expense reimbursement policy. Credit cards may be used by the executive director and department heads to order supplies and/or services subject to policy. If an employee needs to make a purchase, they can go to a vendor who has a Mountain Rides tax exempt account.

**Board Member Nils Ribi moved to accept the updated Policy 102 – Accounts Payable presented today with the change so noted to uses of credit cards. Motion seconded by Board Member Mark Gilbert, and passed unanimously.**

**f. Action Item: Approve updated Policy 110 – Employee Expense Reimbursement.**

Business Manager Crosby said this was to move the Operations Manager position and Maintenance Manager positions to a higher cell phone reimbursement rate that covers data and texting. The Administrative Support Coordinator and the Operations Coordinator positions were added to the policy.

**Board Member Jim Jaquet moved to approve Policy 110 – Employee Expense Reimbursement. Motion seconded by Board Member Joe Miczulski, and passed unanimously.**

**g. Action Item: Approve FY2013-FY2017 Capital Improvement Plan.**

The Finance and Performance Committee decided the CIP didn't need to be changed at this time. Meanwhile, the Board should discuss the option to re-engine and re-transmission buses instead of buying new buses. Board Member Ribi asked if a cost-benefit analysis had been done on the Ketchum Fuel Station to prove the savings would make the investment worthwhile. Board Member Joe Miczulski suggested the discussion would be better on moving to a different type of fuel. The Board can add the CIP to the Strategic Plan discussion.

**The Board deferred action on the FY2013-2017 Capital Improvement Plan.**

**h. Action Item: Approve contract to purchase one 35' Heavy Duty bus from Gillig.**

Mountain Rides Maintenance and Facilities Manager Rod Domke said the bus price had increased due to 2010 EPA emissions requirements, but the price was within the budgeted estimate. Mountain Rides has limited options since it doesn't make a minimum bid and can't legally piggyback on others, and not all manufacturers are still making smaller buses. Idaho legislators are currently trying to change the piggyback law. Mountain Rides can have other federal money transferred to this purchase if another purchase comes in under budget.

**Board Member Mark Gilbert moved to approve the contract to purchase one 35' heavy duty bus from Gillig, subject to legal review by Mountain Rides legal counsel, for the amount of \$389,876, and total purchase price under contract of not to exceed \$395,000, which would include potential options and change orders. Motion seconded by Board Member Jim Jaquet.** In discussion, Board Member Nils Ribi encouraged staff to try to get the federal grant increased in order to save money on the local match. **Motion carried unanimously.**

**i. Action Item: Approve release of bid for 2013 vehicle fuel.**

Mountain Rides has budgeted \$367,334 for fuel, calculated at \$3.60/gallon for unleaded and \$4.08/gallon diesel. If fuel prices increase above this amount, Mountain Rides will tap its contingency fund. Staff requests permission to solicit bids in an attempt to find more fuel suppliers. Board Members suggested the bid request include methodology for determining the low bidder since Mountain Rides is obligated to award a contract to the responsible low bidder; include an amount of fuel in addition to the rate; and also open the bids to fleet car systems as well as card-lock systems. Crosby said the fleet car systems are typically a credit card "billing service" and use the prevailing rate at the time fuel is purchased. Board Members suggested staff check with its partners Sinclair Oil and the School District.

**Board Member Mark Gilbert moved to approve the call for bids with changes to the call for bid documents in order to provide for a bid methodology to determine the low bidder, and allow flexibility in the bid process to facilitate more bids. Motion seconded by Board Member Nils Ribi, and passed unanimously.**

**5. Committee reports**

- a. Planning and Marketing Committee report from Chair Steve Wolper**  
**Approve November committee minutes**

Board Member Steve Wolper said the minutes accurately reflect the committee meeting.

- b. Finance and Performance Committee report from Chair Mark Gilbert**  
**Approve November committee minutes**

Board Member Mark Gilbert said the minutes adequately reflected the committee meeting.

**Board Member Jim Jaquet moved to approve the Planning and Marketing Committee minutes and the Finance and Performance Committee minutes, seconded by Board Member Nils Ribi. Motion carried unanimously, with Board Member Mark Gilbert abstaining from the Planning and Marketing Committee meeting minutes, and Board Member Nils Ribi abstaining from Finance and Performance Committee meeting minutes.**

**6. Staff reports**

- a. Transit report from Operations and Maintenance with October 2012 ridership**

Board Member McBryant suggested there be reminders posted on the buses when it is time to purchase new passes. Executive Director Jason Miller said the drivers do allow a grace period. The YMCA stickers are also monthly. Drivers do a great job in dealing with riders who don't have their passes.

Valley Route ridership has returned to pre-Woodside construction, even though Valley buses through Woodside now charge 50¢ ride. The School District is now paying for some student service, and a bus has been added to handle the student load.

Parents acknowledge and appreciate the service provided to students in the morning and after school. This should be included in future marketing efforts. Mountain Rides has added an additional morning bus that will get high school kids to school at 9:00.

Operations Assistant Rod Kelly is working on RouteMatch software and getting depot signs up. The signs give scheduled time and estimated time of arrival. Kelly has also developed a method for riders at stops to text for a schedule or use QR codes to get schedule information.

Maintenance and Facilities Manager Domke said the Ketchum facility has been remodeling to make it a little more pleasant for customers and employees. The employees' break room has been remodeled, and now has a computer for employee use. Board members suggested the Employee Manual Computer Use Policy be posted.

Bus ski racks have been redesigned. Longer ski racks on the Sprinter buses allow for more skis. Snowboards must be brought into the buses.

- b. Bike-Ped report**

No report at this time.

- c. Business Manager report**

No report at this time.

- d. Executive Director report**

Semi-annual staff meetings have become a great way to get all employees involved in reviewing all areas of the organization. Drivers are briefed on customer service and ADA.

Vice-Chairman McBryant and Board Member Miczulski will attend the Bellevue Planning and Zoning meeting when the Mountain Rides South County facility is discussed.

**7. Consent Calendar items**

- a. Approve minutes – October 17, 2012 regular board meeting, October 4th special board meeting, September 12th special board meeting**  
**b. Receive and file October 2012 Financials**  
**c. Receive and file October 2012 Bills Paid**

**Board Member Nils Ribi moved to approve the Consent Calendar for November 21, 2012, with one change to the October 17 minutes. Motion seconded by Board Member Mark Gilbert, and passed unanimously.**

**8. Executive Session pursuant to Idaho Statute 67-2345.1(f) (to discuss pending litigation)**

**Board Member Nils Ribi moved to go into Executive Session for purposes of pending litigation, pursuant to Idaho Code 67-2345 1(f) at 1:43 pm, seconded by Board Member Steve Wolper. Roll call: Board Members Nils**

**Ribi yes, Steve Wolper yes, Jim Jaquet yes, Susan McBryant yes, Mark Gilbert yes, Joe Miczulski yes, and Michael David yes. Motion passed unanimously.**

**9. ADJOURNMENT**

**With no other business to come before the Board, Jim Jaquet moved to adjourn the meeting at 1:46 p.m., seconded by Michael David. Motion passed unanimously.**

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Vice-Chairman Susan McBryant

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 Transportation

## Revenues and Expenditures Budget Performance

### November 2012

	Nov 12	Budget	% of Bud...	Oct - No...	YTD Bud...	% of Bud...	Annual Budget
<b>Ordinary Income/Expense</b>							
<b>Income</b>							
41000 · Federal Funding							
41200 · Federal - 5311	32,755.62	85,000.00	38.5%	67,425.62	120,000.00	56.2%	760,000.00
41300 · Federal - 5316	17,336.03	15,000.00	115.6%	36,682.03	19,000.00	193.1%	150,000.00
41400 · Federal - 5317	4,106.29	3,750.00	109.5%	8,731.29	7,500.00	116.4%	45,000.00
41500 · Federal - Stimulus	-4,500.95			-4,500.95			
<b>Total 41000 · Federal Funding</b>	<b>49,696.99</b>	<b>103,750.00</b>	<b>47.9%</b>	<b>108,337.99</b>	<b>146,500.00</b>	<b>74.0%</b>	<b>955,000.00</b>
42000 · State Funding							
42100 · State - Safe Routes	0.00	0.00	0.0%	0.00	0.00	0.0%	15,000.00
42400 · State - Training	0.00	0.00	0.0%	0.00	0.00	0.0%	6,500.00
<b>Total 42000 · State Funding</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>	<b>21,500.00</b>
43000 · Local Funding							
43100 · Local - Ketchum	37,130.67	37,130.58	100.0%	74,261.34	74,261.16	100.0%	445,567.00
43200 · Local - Hailey	4,621.42	4,621.42	100.0%	9,242.83	9,242.84	100.0%	55,457.00
43300 · Local - Bellevue	0.00	0.00	0.0%	0.00	0.00	0.0%	0.00
43400 · Local - Blaine County	8,782.08	8,782.08	100.0%	17,564.16	17,564.16	100.0%	105,385.00
43500 · Local - Sun Valley	17,464.49	17,464.58	100.0%	34,928.98	34,929.16	100.0%	209,575.00
43600 · Local - Sun Valley Company	34,160.00	34,160.00	100.0%	34,160.00	34,160.00	100.0%	149,450.00
<b>Total 43000 · Local Funding</b>	<b>102,158.66</b>	<b>102,158.66</b>	<b>100.0%</b>	<b>170,157.31</b>	<b>170,157.32</b>	<b>100.0%</b>	<b>965,434.00</b>
44000 · Fares							
44100 · Fares - Valley Cash	4,592.75	6,500.00	70.7%	10,086.10	15,000.00	67.2%	75,000.00
44200 · Fares - Valley Passes	25,336.25	14,500.00	174.7%	55,069.00	44,500.00	123.8%	125,000.00
44300 · Fares - Vanpool	8,621.00	7,500.00	114.9%	19,932.50	19,000.00	104.9%	140,000.00
<b>Total 44000 · Fares</b>	<b>38,550.00</b>	<b>28,500.00</b>	<b>135.3%</b>	<b>85,087.60</b>	<b>78,500.00</b>	<b>108.4%</b>	<b>340,000.00</b>
45000 · Revenue							
45100 · Rev - Advertising	5,273.33	6,000.00	87.9%	12,136.66	8,500.00	142.8%	36,000.00
45200 · Rev - Business Sponsors	0.00	0.00	0.0%	0.00	0.00	0.0%	1,500.00
45450 · Rev - Misc.	176.25			176.25			
45500 · Rev - Charter/Special Event	447.50	800.00	55.9%	847.50	1,100.00	77.0%	15,000.00
<b>Total 45000 · Revenue</b>	<b>5,897.08</b>	<b>6,800.00</b>	<b>86.7%</b>	<b>13,160.41</b>	<b>9,600.00</b>	<b>137.1%</b>	<b>52,500.00</b>
48000 · Transfers							
48400 · Transfer - Housing Fund	1,500.00	1,500.00	100.0%	3,000.00	3,000.00	100.0%	18,000.00
<b>Total 48000 · Transfers</b>	<b>1,500.00</b>	<b>1,500.00</b>	<b>100.0%</b>	<b>3,000.00</b>	<b>3,000.00</b>	<b>100.0%</b>	<b>18,000.00</b>
49000 · Interest Income	3.22	42.00	7.7%	48.87	84.00	58.2%	500.00
49500 · Diesel Tax Refunds	0.00			3,937.00	3,500.00	112.5%	17,000.00
<b>Total Income</b>	<b>197,805.95</b>	<b>242,750.66</b>	<b>81.5%</b>	<b>383,729.18</b>	<b>411,341.32</b>	<b>93.3%</b>	<b>2,369,934.00</b>
<b>Gross Profit</b>	<b>197,805.95</b>	<b>242,750.66</b>	<b>81.5%</b>	<b>383,729.18</b>	<b>411,341.32</b>	<b>93.3%</b>	<b>2,369,934.00</b>
<b>Expense</b>							
51000 · Payroll Expenses							
51100 · Salaries and Wages	81,554.65	78,000.00	104.6%	158,483.03	153,000.00	103.6%	1,140,000.00
51300 · FICA Expense	4,842.62	4,800.00	100.9%	9,431.44	8,900.00	106.0%	72,000.00
51350 · Medicare Tax Expense	1,132.53	1,150.00	98.5%	2,205.71	2,100.00	105.0%	17,000.00
51400 · Retirement Plan Expenses	6,910.00	5,800.00	119.1%	13,238.72	12,100.00	109.4%	80,000.00
51500 · Workers Comp Expense	9,432.00	9,500.00	99.3%	9,432.00	9,500.00	99.3%	30,000.00
51600 · SUI Expense	1,110.67	2,100.00	52.9%	2,414.66	3,900.00	61.9%	32,000.00
51700 · Medical Ins. Expense	7,651.95	8,750.00	87.5%	15,303.76	17,500.00	87.5%	105,000.00
51800 · Dental Ins. Expense	753.61	1,000.00	75.4%	1,520.58	2,000.00	76.0%	12,000.00
51000 · Payroll Expenses - Other	101.70	125.00	81.4%	186.00	250.00	74.4%	1,700.00
<b>Total 51000 · Payroll Expenses</b>	<b>113,489.73</b>	<b>111,225.00</b>	<b>102.0%</b>	<b>212,215.90</b>	<b>209,250.00</b>	<b>101.4%</b>	<b>1,489,700.00</b>
52000 · Insurance Expense							
52100 · Ins. - Vehicles	0.00			20,413.00	23,750.00	85.9%	95,000.00
52150 · Ins- Deductibles/claims	0.00	0.00	0.0%	0.00	0.00	0.0%	6,000.00
52200 · Ins. - Liability- Perf Bond PSP	0.00	0.00	0.0%	0.00	0.00	0.0%	500.00
<b>Total 52000 · Insurance Expense</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>	<b>20,413.00</b>	<b>23,750.00</b>	<b>85.9%</b>	<b>101,500.00</b>
53000 · Professional Fees							
53100 · Accounting & Audit	0.00	0.00	0.0%	0.00	0.00	0.0%	9,800.00
53200 · IT Systems	345.00	1,500.00	23.0%	1,725.06	3,000.00	57.5%	19,000.00
53400 · Legal Fees	1,056.00	1,500.00	70.4%	1,056.00	2,750.00	38.4%	8,000.00
53500 · Other Professional Fees	502.50	800.00	62.8%	862.50	1,100.00	78.4%	5,000.00
<b>Total 53000 · Professional Fees</b>	<b>1,903.50</b>	<b>3,800.00</b>	<b>50.1%</b>	<b>3,643.56</b>	<b>6,850.00</b>	<b>53.2%</b>	<b>41,800.00</b>

# Mountain Rides Transportation

## Revenues and Expenditures Budget Performance

### November 2012

	Nov 12	Budget	% of Bud...	Oct - No...	YTD Bud...	% of Bud...	Annual Budget
<b>54000 · Equipment/ Tool Expense</b>							
54100 · Shop Equipment expense	0.00	0.00	0.0%	194.95	0.00	100.0%	0.00
54200 · Shop Tools	122.29	0.00	100.0%	440.83	0.00	100.0%	0.00
54300 · Office Equipment	700.36	0.00	100.0%	671.79	0.00	100.0%	0.00
<b>Total 54000 · Equipment/ Tool Expense</b>	<b>822.65</b>	<b>0.00</b>	<b>100.0%</b>	<b>1,307.57</b>	<b>0.00</b>	<b>100.0%</b>	<b>0.00</b>
<b>55000 · Rent and Utilities</b>							
55100 · Rent	2,200.00	2,000.00	110.0%	4,400.00	4,000.00	110.0%	10,000.00
55200 · Utilities	1,283.77	3,000.00	42.8%	1,926.29	3,600.00	53.5%	17,000.00
<b>Total 55000 · Rent and Utilities</b>	<b>3,483.77</b>	<b>5,000.00</b>	<b>69.7%</b>	<b>6,326.29</b>	<b>7,600.00</b>	<b>83.2%</b>	<b>27,000.00</b>
<b>56000 · Supplies</b>							
56100 · Office Supplies	0.00	250.00	0.0%	19.99	300.00	6.7%	2,500.00
56200 · Janitorial & Safety Supplies	339.73	350.00	97.1%	463.13	800.00	57.9%	2,000.00
56300 · Department Supplies	1,870.14	300.00	623.4%	2,939.98	1,300.00	226.2%	10,000.00
56400 · Uniforms	2,738.62	3,000.00	91.3%	2,880.97	3,125.00	92.2%	6,500.00
56500 · Postage and Delivery	45.00	75.00	60.0%	162.79	175.00	93.0%	900.00
<b>Total 56000 · Supplies</b>	<b>4,993.49</b>	<b>3,975.00</b>	<b>125.6%</b>	<b>6,466.86</b>	<b>5,700.00</b>	<b>113.5%</b>	<b>21,900.00</b>
<b>57000 · Repairs and Maintenance</b>							
57100 · Equipment Repairs/Maintenance	648.57	500.00	129.7%	890.12	700.00	127.2%	2,500.00
57200 · Building Repairs/Maintenance	2,152.34	2,000.00	107.6%	3,214.37	3,000.00	107.1%	14,000.00
57250 · Bus Stop Repairs/Maint	36.99	50.00	74.0%	36.99	100.00	37.0%	3,000.00
57300 · Grounds Repairs/Maintenance	658.78	650.00	101.4%	658.78	650.00	101.4%	5,100.00
<b>Total 57000 · Repairs and Maintenance</b>	<b>3,496.68</b>	<b>3,200.00</b>	<b>109.3%</b>	<b>4,800.26</b>	<b>4,450.00</b>	<b>107.9%</b>	<b>24,600.00</b>
<b>58000 · Communications Expense</b>							
58100 · Office Phone Expense	399.96	400.00	100.0%	800.05	800.00	100.0%	6,500.00
58200 · Cell & Two-Way Mobile	627.95	1,000.00	62.8%	1,140.63	2,000.00	57.0%	16,000.00
58300 · Internet/Website	108.13	250.00	43.3%	216.26	500.00	43.3%	3,500.00
<b>Total 58000 · Communications Expense</b>	<b>1,136.04</b>	<b>1,650.00</b>	<b>68.9%</b>	<b>2,156.94</b>	<b>3,300.00</b>	<b>65.4%</b>	<b>26,000.00</b>
<b>59000 · Travel and Training</b>							
59100 · Vehicle/Airfare	-255.22	1,000.00	-25.5%	97.13	1,500.00	6.5%	5,000.00
59200 · Lodging	-356.76	200.00	-178.4%	-356.76	300.00	-118.9%	2,500.00
59300 · Meals/Entertainment	79.52	250.00	31.8%	171.55	500.00	34.3%	2,500.00
59400 · Training/Education	-374.36	650.00	-57.6%	-115.36	1,050.00	-11.0%	3,000.00
<b>Total 59000 · Travel and Training</b>	<b>-906.82</b>	<b>2,100.00</b>	<b>-43.2%</b>	<b>-203.44</b>	<b>3,350.00</b>	<b>-6.1%</b>	<b>13,000.00</b>
<b>60000 · Business Expenses</b>							
60100 · Business Registration Fees	0.00	25.00	0.0%	46.00	50.00	92.0%	500.00
60400 · Dues & Subscriptions	0.00	100.00	0.0%	0.00	200.00	0.0%	7,500.00
60500 · Bank Fees	2.91	50.00	5.8%	3.94	100.00	3.9%	600.00
60700 · Bad Debt	47.50			47.50			
<b>Total 60000 · Business Expenses</b>	<b>50.41</b>	<b>175.00</b>	<b>28.8%</b>	<b>97.44</b>	<b>350.00</b>	<b>27.8%</b>	<b>8,600.00</b>
<b>61000 · Advertising</b>							
61100 · Print Advertising	293.80	500.00	58.8%	1,230.56	1,500.00	82.0%	6,000.00
61200 · Radio Advertising	0.00	200.00	0.0%	0.00	400.00	0.0%	2,500.00
61300 · Online Advertising	35.00	40.00	87.5%	70.00	80.00	87.5%	500.00
61400 · Vehicle Graphics	0.00	1,000.00	0.0%	0.00	1,000.00	0.0%	4,000.00
61500 · Bus. Adv. Contract	1,070.21	1,000.00	107.0%	1,249.84	1,250.00	100.0%	8,500.00
<b>Total 61000 · Advertising</b>	<b>1,399.01</b>	<b>2,740.00</b>	<b>51.1%</b>	<b>2,550.40</b>	<b>4,230.00</b>	<b>60.3%</b>	<b>21,500.00</b>
<b>62000 · Marketing and Promotion</b>							
62100 · Info. Displays-Stop Signage	1,840.55	2,055.00	89.6%	1,893.35	2,110.00	89.7%	4,000.00
62200 · Graphic Design	1,755.00	1,500.00	117.0%	1,755.00	2,250.00	78.0%	5,000.00
62300 · Promotional Items	0.00	0.00	0.0%	0.00	0.00	0.0%	2,500.00
62400 · Events and Misc.	24.00	50.00	48.0%	48.00	150.00	32.0%	3,000.00
62450 · External Marketing Support	0.00	625.00	0.0%	0.00	1,250.00	0.0%	7,500.00
62500 · Internal / Other	0.00	500.00	0.0%	74.04	500.00	14.8%	3,500.00
<b>Total 62000 · Marketing and Promotion</b>	<b>3,619.55</b>	<b>4,730.00</b>	<b>76.5%</b>	<b>3,770.39</b>	<b>6,260.00</b>	<b>60.2%</b>	<b>25,500.00</b>
<b>63000 · Printing and Reproduction</b>							
63100 · Copies, Passes & Flyers	217.94	300.00	72.6%	323.09	600.00	53.8%	3,500.00
63200 · Schedules, Maps & Brochures	5,642.01	6,000.00	94.0%	5,642.01	6,000.00	94.0%	12,000.00
<b>Total 63000 · Printing and Reproduction</b>	<b>5,859.95</b>	<b>6,300.00</b>	<b>93.0%</b>	<b>5,965.10</b>	<b>6,600.00</b>	<b>90.4%</b>	<b>15,500.00</b>
<b>64000 · Fuel Expense</b>	<b>25,318.01</b>	<b>25,000.00</b>	<b>101.3%</b>	<b>52,088.23</b>	<b>51,000.00</b>	<b>102.1%</b>	<b>367,334.00</b>

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Accrual Basis

# Mountain Rides Transportation Revenues and Expenditures Budget Performance

November 2012

	Nov 12	Budget	% of Bud...	Oct - No...	YTD Bud...	% of Bud...	Annual Budget
<b>65000 · Vehicle Maintenance</b>							
<b>65100 · Parts Expense</b>	8,224.09	7,500.00	109.7%	12,606.74	12,500.00	100.9%	95,000.00
<b>65200 · Fluids Expense</b>	1,222.79	2,000.00	61.1%	3,235.09	4,000.00	80.9%	16,000.00
<b>65300 · Tires Expense</b>	8,090.77	17,500.00	46.2%	10,502.91	19,000.00	55.3%	28,000.00
<b>65400 · Purchased Services</b>	1,014.44	1,000.00	101.4%	1,455.96	1,500.00	97.1%	5,000.00
<b>65500 · Vehicle Computer/Diagnostic</b>	330.00	50.00	660.0%	330.00	100.00	330.0%	2,000.00
<b>Total 65000 · Vehicle Maintenance</b>	<u>18,882.09</u>	<u>28,050.00</u>	<u>67.3%</u>	<u>28,130.70</u>	<u>37,100.00</u>	<u>75.8%</u>	<u>146,000.00</u>
<b>Total Expense</b>	<u>183,548.06</u>	<u>197,945.00</u>	<u>92.7%</u>	<u>349,729.20</u>	<u>369,790.00</u>	<u>94.6%</u>	<u>2,329,934.00</u>
<b>Net Ordinary Income</b>	<u>14,257.89</u>	<u>44,805.66</u>	<u>31.8%</u>	<u>33,999.98</u>	<u>41,551.32</u>	<u>81.8%</u>	<u>40,000.00</u>
<b>Other Income/Expense</b>							
<b>Other Expense</b>							
<b>69500 · Contingency Expense-Operations</b>	<u>3,333.33</u>	<u>3,333.33</u>	<u>100.0%</u>	<u>6,666.66</u>	<u>6,666.66</u>	<u>100.0%</u>	<u>40,000.00</u>
<b>Total Other Expense</b>	<u>3,333.33</u>	<u>3,333.33</u>	<u>100.0%</u>	<u>6,666.66</u>	<u>6,666.66</u>	<u>100.0%</u>	<u>40,000.00</u>
<b>Net Other Income</b>	<u>-3,333.33</u>	<u>-3,333.33</u>	<u>100.0%</u>	<u>-6,666.66</u>	<u>-6,666.66</u>	<u>100.0%</u>	<u>-40,000.00</u>
<b>Net Income</b>	<u><u>10,924.56</u></u>	<u><u>41,472.33</u></u>	<u><u>26.3%</u></u>	<u><u>27,333.32</u></u>	<u><u>34,884.66</u></u>	<u><u>78.4%</u></u>	<u><u>0.00</u></u>

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Accrual Basis

# MRTA - Operations Main

## Checks Issued

### As of November 30, 2012

Type	Date	Num	Name	Memo	Amount	Balance
<b>11100 - Mountain West Checking</b>						18,671.60
Deposit	11/1/2012			Deposit	2,400.91	21,072.51
Bill Pmt -Check	11/2/2012	2864	Steve's Quick Service		-62.80	21,009.71
Bill Pmt -Check	11/2/2012	2865	Virginia Rhinehart	Monthly Rent	-2,200.00	18,809.71
Deposit	11/2/2012			Deposit	341.05	19,150.76
Deposit	11/5/2012			Deposit	88,585.75	107,736.51
Check	11/5/2012	ACH	Facilities Fund	monthly transfer	-7,014.41	100,722.10
Check	11/5/2012	ACH	Capital Equipment Fund	monthly transfer	-5,079.42	95,642.68
Check	11/5/2012	DD	Contingency Fund	monthly transfer	-3,333.33	92,309.35
Deposit	11/6/2012			Deposit	50,000.00	142,309.35
Check	11/6/2012	DD	Facilities Fund	monthly transfer	-4,500.95	137,808.40
Bill Pmt -Check	11/6/2012	2869	Business As Usual		-112.75	137,695.65
Bill Pmt -Check	11/6/2012	2870	Canteen Vending formerly Magic ...		-48.00	137,647.65
Bill Pmt -Check	11/6/2012	2871	TransitTalent.com LLC		-95.00	137,552.65
Bill Pmt -Check	11/6/2012	2872	AlSCO		-142.35	137,410.30
Bill Pmt -Check	11/6/2012	2873	NAPA Auto Parts		-1,854.18	135,556.12
Bill Pmt -Check	11/6/2012	2874	Copy & Print		-82.50	135,473.62
Bill Pmt -Check	11/6/2012	2875	United Oil		-13,718.15	121,755.47
Bill Pmt -Check	11/6/2012	2876	Freightliner of Idaho		-1,546.07	120,209.40
Bill Pmt -Check	11/6/2012	2877	Idaho Transmission Warehouse		-155.59	120,053.81
Bill Pmt -Check	11/6/2012	2878	Northwest Equipment Sales, Inc.		-60.72	119,993.09
Bill Pmt -Check	11/6/2012	2879	Valley Brake & Truck Parts, L.L.C.		-669.10	119,323.99
Bill Pmt -Check	11/6/2012	2880	Rush Truck Centers	#12797	-96.87	119,227.12
Bill Pmt -Check	11/6/2012	2881	Schaeffer MFG. CO.	1140316	-1,693.95	117,533.17
Bill Pmt -Check	11/6/2012	2882	UPS Store - 2444 (Ketchum)		-72.79	117,460.38
Bill Pmt -Check	11/6/2012	2883	Atkinsons' Grocery		-99.74	117,360.64
Bill Pmt -Check	11/6/2012	2884	Clear Creek Disposal	1327	-77.52	117,283.12
Bill Pmt -Check	11/6/2012	2885	Johnny G's Sub Shack		-89.88	117,193.24
Bill Pmt -Check	11/6/2012	2886	Ketchum Computers, Inc.		-287.50	116,905.74
Deposit	11/6/2012			Deposit	523.30	117,429.04
Deposit	11/7/2012		Transfer	Deposit	-50,000.00	67,429.04
Liability Check	11/7/2012		QuickBooks Payroll Service	Created by Payroll Se...	-30,709.11	36,719.93
Deposit	11/7/2012			Deposit	230.00	36,949.93
Paycheck	11/8/2012	DD	Aguilar, Hortencia	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Carlson, Rod E	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Conlago, Maira P.	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Domke, Rodney F	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Finch, James F	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Gray, Stuart	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Green, William E	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Grubbs, Torrey E	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Johnson, Mark F	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Kelly, Rodney D	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Larsson, Larry D	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Leon, Teofilo O	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	MacPherson, Kim	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Mehra, Tarun K	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Miller, Jason M	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Munoz, Kisler A	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Oliviera, Everton R	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Parker, Michael J	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Romero-Campos, Raul	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Selisch, Kurt	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Shroyer, Randall R	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Sproule, William	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Sullivan, Jerry	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Tellez, Carlos	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Thea, Karen J	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Torres, April L	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Vasquez, Pamela	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Victorino, Jose L	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	36,949.93
Paycheck	11/8/2012	DD	Williams, Gordon K	Direct Deposit	0.00	36,949.93
Liability Check	11/8/2012	2866	Idaho Child Support Receipting	326231	-244.60	36,705.33
Liability Check	11/8/2012	2868	National Benefit Services, LLC	Mountain Rides FSA	-429.24	36,276.09
Bill Pmt -Check	11/8/2012	2887	Chateau Drug & True Value Hard...		-86.56	36,189.53
Bill Pmt -Check	11/8/2012	2888	Nicole Brown		-1,070.21	35,119.32
Bill Pmt -Check	11/8/2012	2889	Express Publishing Inc.		-841.76	34,277.56
Check	11/8/2012	2890	Void		0.00	34,277.56
Check	11/8/2012	2891	Void		0.00	34,277.56
Deposit	11/8/2012			Deposit	37.90	34,315.46
Liability Check	11/9/2012	E-pay	United States Treasury	82-0382250 QB Track...	-8,608.12	25,707.34
Bill Pmt -Check	11/9/2012	2892	Les Schwab	117-00888	-2,524.47	23,182.87
Bill Pmt -Check	11/9/2012	ACH	Intermtn Gas Co #10630400-001-6	#10630400-001-6	-186.97	22,995.90
Bill Pmt -Check	11/9/2012	ACH	Intermtn Gas Co #10630400-353-1	#10630400-353-1	-25.14	22,970.76
Deposit	11/9/2012			Deposit	44,345.83	67,316.59
Deposit	11/9/2012			Deposit	176.25	67,492.84

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Accrual Basis

# MRTA - Operations Main

## Checks Issued

### As of November 30, 2012

Type	Date	Num	Name	Memo	Amount	Balance
Deposit	11/9/2012			Deposit	525.00	68,017.84
Deposit	11/9/2012			Deposit	384.70	68,402.54
Deposit	11/9/2012			Deposit	173.00	68,575.54
Check	11/13/2012	AHC	Work Force Housing Fund		-173.00	68,402.54
Bill Pmt -Check	11/13/2012	2893	Computer Talk Services Inc.		-300.00	68,102.54
Bill Pmt -Check	11/13/2012	2894	Fisher Janitorial & Paper Supply		-101.24	68,001.30
Bill Pmt -Check	11/13/2012	2895	Liberty Distribution LLC		-320.10	67,681.20
Bill Pmt -Check	11/13/2012	2896	National Benefit Services, LLC		-100.00	67,581.20
Bill Pmt -Check	11/13/2012	2897	Sunny Grant		-232.50	67,348.70
Bill Pmt -Check	11/13/2012	2898	Tarco Industries, Inc.		-194.95	67,153.75
Bill Pmt -Check	11/13/2012	2899	Zee Medical Inc.		-57.04	67,096.71
Bill Pmt -Check	11/13/2012	2900	Superior Door Co.		-196.93	66,899.78
Bill Pmt -Check	11/13/2012	2901	Wells Fargo		-1,302.04	65,597.74
Bill Pmt -Check	11/13/2012	2902	HUB International Insurance	policy 791-000-476	-20,413.00	45,184.74
Deposit	11/13/2012			Deposit	470.55	45,655.29
Deposit	11/14/2012			Deposit	45,825.00	91,480.29
Bill Pmt -Check	11/15/2012	2903	Canteen Vending formerly Magic ...		-36.00	91,444.29
Bill Pmt -Check	11/15/2012	2904	Fire Services of Idaho		-545.00	90,899.29
Bill Pmt -Check	11/15/2012	2905	Idaho Transportation Dept.		-46.00	90,853.29
Bill Pmt -Check	11/15/2012	2908	Lawson Products, Inc.		-579.95	90,273.34
Bill Pmt -Check	11/15/2012	2906	Minert & Associates, Inc.		-360.00	89,913.34
Bill Pmt -Check	11/15/2012	2907	White Cloud Communications Inc.		-311.85	89,601.49
Deposit	11/16/2012			Deposit	1,359.65	90,961.14
Bill Pmt -Check	11/19/2012	ACH	Verizon Wireless		-212.75	90,748.39
Bill Pmt -Check	11/19/2012	ACH	Verizon Wireless 208-720-7044		-11.93	90,736.46
Bill Pmt -Check	11/19/2012	2911	Kim MacPherson'	expense reimbursement	-60.00	90,676.46
Deposit	11/19/2012			Deposit	651.00	91,327.46
Liability Check	11/20/2012	TAP	Idaho State Tax Commission	000186434	-2,997.00	88,330.46
Liability Check	11/20/2012		QuickBooks Payroll Service	Created by Payroll Se...	-32,464.87	55,865.59
Bill Pmt -Check	11/20/2012	2912	Davis Embroidery		-2,126.25	53,739.34
Bill Pmt -Check	11/20/2012	2913	FallLine	KAR353	-1,002.60	52,736.74
Bill Pmt -Check	11/20/2012	2914	National Benefit Services, LLC		-131.04	52,605.70
Bill Pmt -Check	11/20/2012	2915	Zee Medical Inc.		-66.17	52,539.53
Bill Pmt -Check	11/20/2012	ACH	City of Hailey	40205001	-71.98	52,467.55
Deposit	11/20/2012			Deposit	557.50	53,025.05
Bill Pmt -Check	11/20/2012	ACH	Idaho Power Acc#6584167465		-252.07	52,772.98
Bill Pmt -Check	11/20/2012	ACH	Idaho Power Acct.#6080567068	6080567068	-57.36	52,715.62
Deposit	11/20/2012			Deposit	18,560.00	71,275.62
Bill Pmt -Check	11/20/2012	2916	Nimbus Creative Group		-1,755.00	69,520.62
Bill Pmt -Check	11/20/2012	ACH	American Funds	plan ID BRK100102	-18,444.99	51,075.63
Paycheck	11/21/2012	DD	Aguilar, Hortencia	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Carlson, Rod E	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Conlago, Maira P.	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Escario, Fernando	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Fairbrook, Douglas H	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Finch, James F	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Glasscock, David T	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Gray, Stuart	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Green, William E	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Grubbs, Torrey E	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Harder, Mike	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Kelly, David W	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Kelly, Rodney D	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Kirkpatrick, Wendy J	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Larsson, Larry D	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Leon, Teofilo O	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	MacPherson, Kim	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	McCarty, Isabelle	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Mehra, Tarun K	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Miller, Jason M	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Munoz, Kisler A	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Oliviera, Everton R	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Parker, Michael J	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Romero-Campos, Raul	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Selisch, Kurt	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Shroyer, Randall R	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Sproule, William	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Stavros, William A.	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Sullivan, Jerry	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Tellez, Carlos	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Torres, April L	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Vasquez, Pamela	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Victorino, Jose L	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Williams-Mehra, Colleen	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Williams, Gordon K	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Domke, Rodney F	Direct Deposit	0.00	51,075.63
Paycheck	11/21/2012	DD	Johnson, Mark F	Direct Deposit	0.00	51,075.63
Liability Check	11/21/2012	2909	Idaho Child Support Receipting	326231	-244.60	50,831.03

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12/14/12

Accrual Basis

**MRTA - Operations Main**  
**Checks Issued**  
**As of November 30, 2012**

Type	Date	Num	Name	Memo	Amount	Balance
Liability Check	11/21/2012	2910	National Benefit Services, LLC	Mountain Rides FSA	-429.24	50,401.79
Liability Check	11/23/2012	E-pay	United States Treasury	82-0382250 QB Track...	-8,696.02	41,705.77
Deposit	11/23/2012			Deposit	454.10	42,159.87
Bill Pmt -Check	11/26/2012	2918	Gem State Welders Supply Inc.		-6.82	42,153.05
Bill Pmt -Check	11/26/2012	2919	Idaho Hydrojetting		-650.00	41,503.05
Bill Pmt -Check	11/26/2012	2920	State Insurance Fund	Policy # 495600	-9,432.00	32,071.05
Liability Check	11/26/2012	2921	Aflac	VOID: DQR88 paid on...	0.00	32,071.05
Deposit	11/26/2012			Deposit	87.09	32,158.14
Bill Pmt -Check	11/26/2012	2922	Thornton Heating & Sheet Metal I...		-160.00	31,998.14
Bill Pmt -Check	11/26/2012	2923	United Oil		-12,189.21	19,808.93
Deposit	11/26/2012			Deposit	548.00	20,356.93
Bill Pmt -Check	11/26/2012	2926	Silver Creek Ford formerly Sawtoot...		-115.13	20,241.80
Deposit	11/27/2012			Deposit	688.25	20,930.05
Deposit	11/28/2012			Deposit	384.00	21,314.05
Deposit	11/29/2012			Deposit	5,618.25	26,932.30
Bill Pmt -Check	11/29/2012	2927	Certified Folder Display Service, Inc		-52.80	26,879.50
Bill Pmt -Check	11/29/2012	2928	Davis Embroidery		-502.49	26,377.01
Bill Pmt -Check	11/29/2012	2929	Integrated Technologies		-42.75	26,334.26
Bill Pmt -Check	11/29/2012	2930	Jim Finch	expense reimbursement	-70.00	26,264.26
Bill Pmt -Check	11/29/2012	2931	Kent's Precision Electric Inc.		-166.00	26,098.26
Bill Pmt -Check	11/29/2012	2932	Ketchum Computers, Inc.		-345.00	25,753.26
Bill Pmt -Check	11/29/2012	2933	White Cloud Carpet Cleaning	Invoice#: 9636	-185.00	25,568.26
Bill Pmt -Check	11/29/2012	ACH	Cox Communications	001-2401-205184001	-28.13	25,540.13
Liability Check	11/30/2012	2924	Met Life SBC	KM05725871	-933.95	24,606.18
Liability Check	11/30/2012	2925	Blue Cross of Idaho	10034150-R001	-9,223.29	15,382.89
Liability Check	11/30/2012	ACH	Aflac	DQR88	-339.96	15,042.93
Bill Pmt -Check	11/30/2012	2934	CTAI	webinar	-54.03	14,988.90
Deposit	11/30/2012			Deposit	1,500.00	16,488.90
Bill Pmt -Check	11/30/2012	2935	Virginia Rhinehart	Monthly Rent	-2,200.00	14,288.90
Bill Pmt -Check	11/30/2012	ACH	CenturyLink 208-726-7140 623B	208-726-1690 623B	-225.10	14,063.80
Deposit	11/30/2012			Deposit	484.40	14,548.20
Deposit	11/30/2012			Interest	3.22	14,551.42
Total 11100 · Mountain West Checking					-4,120.18	14,551.42
<b>TOTAL</b>					<b>-4,120.18</b>	<b>14,551.42</b>