

**Big Sky Transportation District Board Meeting
In Conjunction with the Big Sky Area TAC
January 18, 2017 (10 am – 11:30 am)
Big Sky Water & Sewer District Office
561 Little Coyote Road – Meadow Village
Minutes**

Board Members in Attendance: Bayard Dominick, Courtney Jones and Ennion Williams

Others in Attendance: Kerry Bruner, Ryan Hamilton, Dave House, Britt Ide, David Kack, Matthias Layton, Margo Magnant, David Mars, Pierre Martineau, Richard Schultz, Dennis Sines, and Ciara Wolfe.

The meeting was called to order by Ennion Williams at 9:58 am.

Ciara Wolfe from the Big Sky Community Organization (BSCO) starting public comment by noting that they were going to be submitting a request for Transportation Alternative (TA) funds to help with a pedestrian tunnel under MT-64 by the Meadow Village Center. Ciara provided diagrams of where the tunnel would go, and plans to have it link to a path that would connect to the community park off of Little Coyote Road. Ciara asked for a letter of support from the Transportation District. Ciara also gave an update on the installation of the stop light at MT-64 and Ousel Falls Road.

Dave House thought that the service was working well, and Matthias noted that he had sent information to David Kack regarding a few issues with service to Moonlight, and that there had been some issues with heat on the buses. Britt noted that Skyline is an important service, and helps dealing with some of the housing issues/shortages in Big Sky.

After public comment, it was moved by Courtney, seconded by Bayard to approve the minutes of the September 2, 2016 BSTD Board Meeting. The motion was unanimously approved.

During the discussion of service issues, it was noted some of the issues with the late night service, and what to do if there was an emergency. There was a discussion of operating in cold temperatures, and what the process would be if service had to be suspended. There was talk of how to communicate to riders and others if service was late, suspended, etc. It was also noted that there was some overflow issues on buses, but it wasn't as bad as last year. The overflow tends to be on the bus that leaves Walmart at 6:30 am, as this is a popular bus for many employees. It was noted that Ennion and staff from the District would be meeting with Karst to discuss service issues, and how technology may be able to help with informing the public of service issues/interruptions. Britt noted that the Chamber may be able help getting the word out, and that the School District does a text blast if there are issues at the school.

David Kack gave an update on the FY 18 Coordination Plan and Application for Funding. He noted that the funds being offered by MDT were very similar to the current year (FY 17), with

Intercity funds down by about \$1,500, but local funds being up almost \$15,000. David said he would be working on the budget, and would get the information out to everyone for review prior to the February meeting, when the Board and TAC would need to approve both the budget and Coordination Plan. It was noted that the budget would be based on updated figures from Karst Stage, as their contract with the District would have to be renewed/extended as the current contract ends June 30, 2017.

The topic of technology was discussed, and how technology could help with the management of the Skyline system, as well as getting information out to riders and others. David Kack noted that he had received two proposals regarding technology for the buses, and that the prices were vastly different. It was noted that whatever technology is ultimately selected, it should allow people to see where the buses are on their routes, and that this would likely reduce the number of calls received in the office. Further, the technology should be able to send alerts to riders and others in case of emergencies, service disruptions, etc. It was also noted that it would be nice if the technology helped track ridership and could provide information on the capacity (seats available) on the buses. It was discussed whether or not the technology should be capable of having riders reserve a seat on the bus. Ennion felt strongly that the Link Express should not be a reservation based system. David Kack noted that he was in discussion with MDT about whether the Link service is a “long local route” or is more similar to a Greyhound/Jefferson Lines service where people can reserve a seat. In general, there was agreement that for now, the Link should remain an open service (no reservations). It was discussed that capacity on some of the runs will likely be an issue as Big Sky continues to grow.

The topic of capacity was carried over to the discussion of local funding, and how to find revenue to grow Skyline’s service. David Kack noted that he and Lisa Lillelund had met with a person from the Montana DEQ, and that there would be over \$11 million coming to the State from the VW settlement. It was noted that this funding could help with the purchase of vehicles and marketing (and perhaps technology), but likely would not be a source of on-going operational funding. There was discussion of the on-going communications between the District and the Gallatin and Madison County Commissioners. David Kack noted that there was a new Commissioner at Madison County, and that Dave Schulz, who was not re-elected, had been a strong supporter of Skyline. It was noted that the \$50,000 received from Gallatin County was “one-time only” funding, and it was clear from the Gallatin County Commissioners that there was not necessarily support for on-going funding. There was discussion of how to build support of Skyline from both the Gallatin and Madison County Commissioners.

As noted in the budget discussion, it was discussed that Karst was in the third year of its initial contract with the District, and an extension would need to be completed by the end of June. Ennion noted that he would work on this with David (Kack), and Dan Martin, and would report back to the Board.

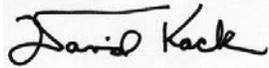
Under New Business, there was discussion again about expanding service, and whether additional service was needed on the Link Express and/or Local routes. It was discussed that for FY 18, the focus would likely be on adding another local route, and having the Supervisor

available to assist if there were any service issues, or to provide a break to drivers. It was noted that with the growth in Big Sky, Link Express services would likely need to be expanded as well.

Given the schedule of President's weekend, it was noted that the February meeting should be held on February 23rd. David Kack noted that the Application for Funding and Coordination Plan had to be submitted by March 1, and that the application was now completed on-line.

Seeing that there was no further business, the meeting was adjourned at 11:17 am.

Respectfully Submitted,

A handwritten signature in black ink that reads "David Kack". The signature is written in a cursive style with a horizontal line above the first name.

David Kack, Coordinator