

**LETTER OF INTENT TO APPLY FOR PROJECT GRANT**  
**Under Title III of the Older Americans Act**  
**Fiscal Year July 1, 2025 through June 30, 2026**  
**Summary Sheet**

**Applicant Agency:** HRDC, District IX

**Mailing/Street Address:** 32 South Tracy  
**City, State, Zip:** Bozeman, MT 59715  
**Phone:** 406-587-4486

**Compliance Director:** Hannah Altman  
**Transportation Director:** Sunshine Ross  
**E-Mail:** [haltman@thehrdc.org](mailto:haltman@thehrdc.org); [sross@thehrdc.org](mailto:sross@thehrdc.org)

**Type of Organization:** City County Private Non-Profit Other (specify):

**Geographic area to be served:** Gallatin and Park Counties

<b>List services to be provided:</b>	<b>Estimated # of unduplicated persons to be served during project period for each services type:</b>	<b>Estimated # of unduplicated units of service during project period for each listed service type:</b>
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Homemaker Program	Gallatin County	Units of service
Homemaker – Personal Care	20	1200 hours
Respite Services	5	300 hours
Homemaker Program	Park County	
Homemaker – Personal Care	20	1000 hours
Respite Services	10	500 hours
Galavan	Gallatin County	
Para Transit Services	300	17,500 rides
RSVP	Gallatin and Park Counties	
Volunteer Opportunities	150	22,000 hours
SHIP/I&A	Gallatin and Park Counties	
	300	375 units of service
Senior Reach	Gallatin and Park Counties	
	55	220 units of service

Applicant agrees that the project described in this Letter of Intent will be operational July 1, 2025 through June 30, 2026 and certifies that to the best of my knowledge and belief, the information in this application is true and correct and the attached conditions will be complied with if the grant is awarded.

Heather Grenier

Type or print person authorized to sign

President/CEO

Title

Signature

Date

Linda Young

Type or print person authorized to sign

Board Chair

Title

Signature

Date

LETTER OF INTENT TO APPLY FOR CONTRACT  
Under Title III of the Older Americans Act Fiscal  
Year July 1, 2025 through June 30, 2026

**Project Description Sheet**

(Please fill out a **Project Description Sheet** for each service provided.  
Attach additional pages if necessary to complete the following  
questions.)

1. **Service or Project name:** Galavan Transportation

2. **Provide a description of how your program will spend the Title III funding.**

HRDC/Galavan will spend the Title III funding to make sure Galavan remains a viable, low cost transportation option for seniors, individuals living with disabilities, and the disadvantaged individuals in our service area. The funding will be used for capital and/or operations to ensure that there are enough buses, drivers, and office staff available to meet the demand of our customers. This funding is also used as a source of local match for a federal grant administered by the Federal Transit Administration (FTA) to provide public transportation and complimentary para-transit services (aka Galavan).

Galavan's mission is to ensure that the lack of affordable transportation is not a barrier to individual independence. Galavan provides service to residents of Bozeman and the surrounding communities. Pre-arranged pickups and drop offs are available for certified customers who are unable to access the regular Streamline stops. Galavan is open to anyone 60 years of age or older or individuals living with a disability which qualifies them for service.

Although, Galavan is still receiving slightly fewer ride requests, the critical service has continued providing rides during the last five years since onset of the COVID-19 pandemic. Many of these rides are for essential workers or those needing to access essential services such as dialysis, cancer treatment, wound care, and behavioral health services. The American Hospital Association (AHA) recommends preserving and protecting access to health care and lists transportation as one of the essential health care services to ensure that care is equitable and works to eliminate disparities. Access provides independence, opportunities, and resources needed to maintain or improve one's health. Galavan is proud to provide access for our customers and support their physical and mental health while also connecting them with social and recreational opportunities. Providing transportation services leads to healthier, more equitable, and vibrant communities; it also helps combat isolating different generations from one another.

3. **Statement of how your project will coordinate services with other community programs. (Include a description of referral systems.)**

Galavan continually coordinates transportation with community programs and human services agencies that serve seniors in Gallatin County. Coordination is essential to operating an efficient program since demand often exceeds the ability to provide adequate service. If Galavan is unable to provide a service, staff refer riders to other programs including Streamline, Love, Inc., Greater Valley Taxi, Montana Yellow Cab, REACH, Inc., Qualicare, Advocare, Karst Stage, and First Student and in turn those entities refer customers to us. Several of the local healthcare providers also refer customers to Galavan. HRDC/Streamline/Galavan takes the initiative each year to update the state mandated coordination plan that is kept on record with Montana Department of Transportation (MDT) in Helena. Please see the attached Coordination Plan for Fiscal Year 2024-2025 along with the Cooperative Agreements from various agencies.

This year we coordinated with REACH Inc., ABILITY Montana, Bozeman Vocational Rehabilitation, and the Gallatin County Rest Home. REACH, Inc. is only agency that had requests for vehicles (one accessible vehicle); the Bozeman Area Transportation Advisory Council (BATAC) ranked all of the requests for accessible vehicles. Galavan staff look forward to once again staffing a table at the Living Well event held at the Belgrade Community Library in collaboration with the Library, Belgrade Senior Center, Bozeman Health, and HRDC in an effort to provide information about the community resources available to senior citizens.

Additionally, HRDC will have a new partnership with the Gallatin Valley Urban Transportation District (GVUTD) as it transitions the operations, infrastructure, and activities of public transportation. With the upcoming fiscal year, GVUTD

will assume the responsibility of management of public transportation services within Gallatin Valley. HRDC is a well-established private non-profit with expertise in operating public transportation and the two entities have worked closely to ensure the transition is seamless and there are no interruptions of service to the community. HRDC will continue to operate senior transportation services and is the likely contractor of GVUTD to provide the paratransit service to individuals with disabilities.

**4. Statement of how your project will fulfill the mission of the Older Americans Act. (Include a description of criteria for selection of clients, outreach and targeting activities and how the project fulfills the objectives of the Older Americans Act.)**

Galavan's strives to provide safe, economical, and efficient transportation services to Gallatin County residents who are 60 years of age or older, individuals living with disabilities, and/or referred due to limited income.

Galavan is the only affordable door-to-door para-transit transportation organization in the valley, operating for over 50 years, and is dedicated to ensuring it remains that way. There are three criteria for selection of customers: 1) 60+ years of age, 2) qualifying disability with a medical professional certification, 3) low income families referred by other agencies outside of the Streamline service area.

In October of 2021, HRDC was one of six agencies nationwide to be awarded the "Connecting Rural Communities" award by the Federal Transit Administration (FTA) for the service that Galavan and Streamline provided during the pandemic. Additionally, in 2017, Bozeman was the first community in Montana to receive the Age-Friendly Community designation from AARP. This designation demonstrates that stakeholders in the Bozeman community, including HRDC, are committed to making Bozeman a livable community for those of all ages, especially those 50 years of age and older. Since transportation is one of the eight domains of livability as defined by AARP, Galavan has coordinated with the Livable Communities campaign in Bozeman by collaborating with the transportation domain. The purpose of this domain is to brainstorm, encourage, and implement various initiatives that ensure affordable and convenient transportation is available to everyone in the community. The outreach efforts include satisfied riders sharing their positive experiences, networking with other senior service organizations and providing travel training outings, presentations, brochures, the web page ([www.thehrdc.org](http://www.thehrdc.org)), social media posts, news releases, and newspaper articles.

**5. If extra funding was available, what would you do to increase services and how would you plan to spend the money?**

Galavan, like many others, has continued to experience staffing shortages on an unprecedented level, and has had a few drivers retire. The program could greatly benefit from additional funding that would allow for staff retention and to better attract new staff to the team. HRDC's Board of Directors, Executive Team, and Department Directors have worked diligently to pay staff at a comparable market rate, allowing for more staff to live where they work. Simultaneously, HRDC continues to evaluate a robust, comprehensive benefit package and regularly engages with staff to encourage and promote a work-life balance. In response to a recent staff survey, HRDC's Management Team prepared and launched a pilot for a reduced work week to further enhance the quality of each staff member's work-life balance. After several months of the pilot and multiple employee surveys along the way, the HRDC Board officially adopted a Wellness Policy that reduces the worked hours each week without the reduction in pay. The dedicated and caring Galavan staff have not wavered and have continue every day to provide quality essential services to our most vulnerable population.

Also, if additional funding was available it could allow us to evaluate/create a pilot program to the underserved area of Four Corners and/or the neighborhoods North and South of Bozeman where senior populations reside. This could expand our service area that is currently restricted due to the time and distance it requires. For some time now, we have seen an increased demand from those areas, as well as, all areas of Gallatin County. With the rapid growth rate throughout Gallatin Valley, it is now the second most-populous county in Montana. The population is estimated to be over 114,000 residents, the demand for transportation services will continue to increase and we'll need new, robust, and innovative transportation options to help seniors and persons living with disabilities remain independent and stay in their homes longer. Expanding Galavan services will also help stave off social isolation, provide volunteer and social

The Older Americans Act requirements state that aging providers are supposed to “target resources from all appropriate sources to meet the needs of older persons with the greatest economic or social need, with particular attention to low income, low income minority, those residing in rural areas, and elders who are disabled and frail. Providers are also required to ensure access to service based on certain economic, demographic and geographic factors.”

opportunities, and stimulate a healthy, inclusive community.

6. **Please provide letters of support from other local community-based and/or institutional programs, agencies or organizations involved with older adults.**
7. **List wage range of all employees funded in full or in part by this contract:** \$ 24.00 to \$ 55.00.
8. **Is this project covered by liability insurance?** Yes **How much?** \$4,000,000 (General), \$2,000,000 (Professional Liability)
8. **How many years has this project received Title III funds:** 44
10. **Please provide a detailed estimated budget for this Title III service for the fiscal year 2025-2026 as follows (list appropriate estimated resources):**

**PLEASE FILL IN THE FORM BELOW, YOU MAY SUBMIT ADDITIONAL SUPPORTING DOCUMENTATION IF NECESSARY.**  
(Your expenses should equal your resources)

**Expenses:**

Personnel and fringe:	<u>\$630,000</u>
Supplies:	<u>\$3,500</u>
Raw food/meals:	<u></u>
Commodities:	<u>\$84,000</u>
Communications:	<u>\$3,100</u>
Utilities:	<u>\$7,000</u>
Repairs/maintenance	<u>\$40,000</u>
Travel/training:	<u>\$2,500</u>
Building space:	<u></u>
Insurance:	<u>\$33,000</u>
Equipment:	<u>\$500</u>
Contracted services:	<u></u>
Audit:	<u>\$2,100</u>
Other:	<u>\$1,500</u>
<b>TOTAL:</b>	<u>\$ \$807,200</u>

**Resources:**

Area IV Funds:	<u>\$21,400</u>
Project income:	<u>\$55,200</u>
Other Resources:	<u>\$330,000</u>
Cash in Lieu:	<u></u>
Commodities:	<u></u>
Match:	<u></u>
Other	<u>\$284,942</u>
Other	<u>\$115,658</u>
<b>TOTAL:</b>	<u>\$ \$807,200</u>

**Application deadline - The electronic application and 2 copies must be received by Rocky before 4 p.m. Friday, March 28, 2025. Applications received after this deadline date will not be considered for funding.**

**The contractor presentations will be on Zoom again this year.**

**The date of the Area IV Board Meeting is May 15, 2025 at 9:00am.**

March 10, 2025

Jim Marks  
Area IV Agency on Aging  
PO Box 1717  
Helena, MT 59620

Dear Area IV Advisory Council:

I write to offer support for Galavan. The federal grant monies will help support a necessary and critical service which allows our participants to enjoy a variety of programs and services offered not only through the Bozeman Senior Center, but within the community!

The Bozeman Senior Center is a non-profit organization established in 1969, serving over 2,500 seniors over the age of 50. Our mission is to provide a wide array of social, educational, health care and nutritional services designed for aging adults.

Many of our participants would not be able to enjoy activities and classes which allow them to get exercise, socialization, and good nutrition without utilizing Galavan. For many older individuals, Galavan is the only source of transportation available that is both helpful and affordable. I cannot stress enough the importance of the wonderful service Galavan provides for older adults.

We appreciate your consideration of this important service and urge you to fund Galavan's grant request.

Sincerely,

Shannon Bondy; Executive Director  
Bozeman Senior Center  
807 North Tracy Ave.  
Bozeman, MT, 59715  
(406) 586-2421  
[shannon@bozemanseniorcenter.org](mailto:shannon@bozemanseniorcenter.org)

## Cooperative Agreement for Coordination in the Bozeman Area

By signing this agreement Gallatin Valley MPO (agency) commits to participate in the effort to increase coordination among transportation providers in the Bozeman area.

The surface transportation bill known as the IIJA/BIL encourages coordination and the Montana Department of Transportation (MDT) require that “locally derived coordination plans” be developed, and included with requests for funding from MDT. Further, the Montana Department of Transportation notes that each local transportation service area must have a Transportation Advisory Committee (TAC).

The TAC is the focal point for coordination efforts, and serves as the local group that reviews local transportation needs and resources, and develops a plan on how to coordinate local resources, so that needs are met.

By signing this pledge, Jeff Butts (individual) agrees to participate in the development of the coordination plan, to review the plan on an annual basis, and modify it as necessary. Based on the specifics of the plan, agencies, organizations, and other entities may have further participation, such as sharing resources, contracting for services, or other coordination activities.

The signatures on this pledge acknowledge this agency’s participation in the coordination plan requirements as outlined in State and Federal funding requirements.

Authorized Agency Representative: \_\_\_\_\_

Title: MPO Manager

Date: February 21, 2025

\_\_\_\_ We are not interested at this time. Name: \_\_\_\_\_

Please returned signed copies to HRDC, 32 South Tracy, Bozeman, MT 59715 or they may be emailed to [sross@thehrdc.org](mailto:sross@thehrdc.org).

## Cooperative Agreement for Coordination in the Bozeman Area

By signing this agreement Bridger Bowl (agency) commits to participate in the effort to increase coordination among transportation providers in the Bozeman area.

The surface transportation bill known as the IIJA/BIL encourages coordination and the Montana Department of Transportation (MDT) require that "locally derived coordination plans" be developed, and included with requests for funding from MDT. Further, the Montana Department of Transportation notes that each local transportation service area must have a Transportation Advisory Committee (TAC).

The TAC is the focal point for coordination efforts, and serves as the local group that reviews local transportation needs and resources, and develops a plan on how to coordinate local resources, so that needs are met.

By signing this pledge, Bonnie Hickey (individual) agrees to participate in the development of the coordination plan, to review the plan on an annual basis, and modify it as necessary. Based on the specifics of the plan, agencies, organizations, and other entities may have further participation, such as sharing resources, contracting for services, or other coordination activities.

The signatures on this pledge acknowledge this agency's participation in the coordination plan requirements as outlined in State and Federal funding requirements.

Authorized Agency Representative:

Bonnie Hickey  
Title: Sustainability Director

Date: 2-20-2025

\_\_\_\_\_ We are not interested at this time. Name: \_\_\_\_\_

Please returned signed copies to HRDC, 32 South Tracy, Bozeman, MT 59715 or they may be emailed to [sross@thehrdc.org](mailto:sross@thehrdc.org).

## Cooperative Agreement for Coordination in the Bozeman Area

By signing this agreement REACH, INC (agency) commits to participate in the effort to increase coordination among transportation providers in the Bozeman area.

The surface transportation bill known as the IJA/BIL encourages coordination and the Montana Department of Transportation (MDT) require that "locally derived coordination plans" be developed, and included with requests for funding from MDT. Further, the Montana Department of Transportation notes that each local transportation service area must have a Transportation Advisory Committee (TAC).

The TAC is the focal point for coordination efforts, and serves as the local group that reviews local transportation needs and resources, and develops a plan on how to coordinate local resources, so that needs are met.

By signing this pledge, JWCLARK (individual) agrees to participate in the development of the coordination plan, to review the plan on an annual basis, and modify it as necessary. Based on the specifics of the plan, agencies, organizations, and other entities may have further participation, such as sharing resources, contracting for services, or other coordination activities.

The signatures on this pledge acknowledge this agency's participation in the coordination plan requirements as outlined in State and Federal funding requirements.

Authorized Agency Representative: JACY WIDHALL-CLARK

Title: COMMUNICATIONS & DEV DIRECTOR

Date: 2/21/25

\_\_\_\_\_ We are not interested at this time. Name: \_\_\_\_\_

Please return signed copies to HRDC, 32 South Tracy, Bozeman, MT 59715 or they may be emailed to [cross@thehrdc.org](mailto:cross@thehrdc.org).



# Cooperative Agreement for

## Coordination in the Bozeman Area

By signing this agreement Gallatin Best Home (agency) commits to participate in the effort to increase coordination among transportation providers in the Bozeman area.

The surface transportation bill known as the IJJA/BIL encourages coordination and the Montana Department of Transportation (MDT) require that “locally derived coordination plans” be developed, and included with requests for funding from MDT. Further, the Montana Department of Transportation notes that each local transportation service area must have a Transportation Advisory Committee (TAC).

The TAC is the focal point for coordination efforts, and serves as the local group that reviews local transportation needs and resources, and develops a plan on how to coordinate local resources, so that needs are met.

By signing this pledge, Darcel Vaughn (individual) agrees to participate in the development of the coordination plan, to review the plan on an annual basis, and modify it as necessary. Based on the specifics of the plan, agencies, organizations, and other entities may have further participation, such as sharing resources, contracting for services, or other coordination activities.

The signatures on this pledge acknowledge this agency's participation in the coordination plan requirements as outlined in State and Federal funding requirements.

Authorized Agency Representative:

Title:

Date:

\_\_\_\_\_ We are not interested at this time. Name: \_\_\_\_\_

Please returned signed copies to HRDC, 32 South Tracy, Bozeman, MT 59715 or they may be emailed to [sross@thehrdc.org](mailto:sross@thehrdc.org).

# **MONTANA COORDINATION PLAN OUTLINE 2025-26**

## **Date Adopted by Board of Directors:**

1. This plan was adopted on February 25, 2025 by the Board of Directors Executive Committee of the Human Resource Development Council (HRDC) of District IX, Inc., 32 South Tracy, Bozeman, Montana. Adoption was based on a recommendation by the Streamline/Galavan Advisory Board and the Bozeman Area Transportation Advisory Council (TAC). The email approval from the HRDC Board of Directors Executive Committee is included in the attachment section of the grant application.

## **2. Agencies involved:**

Please describe the agencies associated with your Coordination Plan and their level of participation. Describe your entire coordinated transportation service. Include route information and days and hours of service. Explain how each vehicle is used in this coordinated system. The following information must also be included: year, vehicle type, mileage, and accessible or non-accessible.

2.1 Streamline/Galavan provides general public transportation in the Bozeman, Belgrade, Livingston, and Four Corners areas. Other recipients of FTA 5311 or 5310 grants in Southwestern Montana include the following:

- 2.1.1 Skyline—Big Sky
- 2.1.2 West Yellowstone Foundation—West Yellowstone
- 2.1.3 Windrider—Livingston

2.2 Karst Stage and First Student provide charter services

2.3 Taxi service throughout the area is offered by Greater Valley Taxi, Montana Yellow Cab, DeShields Rideshare Taxi, Spartan Taxi, Bridger Taxi, and a few other small companies that may still be operating. The major hotels also provide shuttle service to/from the airport and Uber and Lyft operate service in the area.

2.4 Besides senior homes, three human service agencies provide transportation:

- 2.4.1 REACH, Inc.
- 2.4.2 Head Start
- 2.4.3 Gallatin County Rest Home

2.5 Financial Contributors Include:

- 2.5.1 Associated Students of Montana State University (ASMSU)

- 2.5.2 Montana State University Bozeman (MSU)
  - 2.5.3 Human Resource Development Council District IX (HRDC)
  - 2.5.4 City of Bozeman
  - 2.5.5 City of Belgrade
  - 2.5.6 Area IV Agency on Aging
  - 2.5.7 Gallatin County
  - 2.5.8 Bridger Bowl
- 2.6 Other agencies with transportation needs:
- 2.6.1 Montana State University Bozeman
  - 2.6.2 Montana Independent Living Project
  - 2.6.3 Bozeman Chapter-Montana Association of the Blind
  - 2.6.4 Gallatin Mental Health Center
  - 2.6.5 Major private employers
  - 2.6.6 Bozeman Yellowstone International Airport
  - 2.6.7 Bridger Bowl (weekdays)
  - 2.6.8 Gallatin County Pre-Release
  - 2.6.9 Family Promise of Gallatin County
- 2.7. Other Coordinating Businesses/Organizations:
- 2.7.1 Gallatin Valley Metropolitan Planning Organization (MPO)

The relevant transportation providers and agencies are described in more detail below.

### **STREAMLINE/GALAVAN**

**Streamline Transportation**, an award winning service, has received recognition from multiple organizations recently. In 2021, the Federal Transit Administration (FTA) selected Streamline as one of six agencies across the nation to receive the **Connecting Rural Communities Award**, Yellowstone-Teton Clean Cities (YTCC) recognized Streamline with a **Green Fleet Award**, and Bozeman Magazine announced that the Bozeman's Choice Reader Poll voted the Streamline Bus Route Study **#1 Best Use of Taxpayer Dollars**. Previous awards also include, the **Montana Transit Program of the Year** and Streamline was honored as one of five rural transit systems throughout the nation to be awarded an **Outstanding Public Service Award** by the FTA.

Streamline provides fixed route public transportation in Bozeman, commuter service for Belgrade and Livingston, seasonal shuttle service for Bridger Bowl, and complementary demand response paratransit service through Galavan. Streamline began as a partnership between the Human Resource Development Council District IX (HRDC) and the Associated Students of Montana State University (ASMSU). The partnership now includes the cities of Bozeman and Belgrade and the President's Office at Montana State University.

Streamline began operations in August 2006 by combining the fixed route but seasonal service of Bobcat Transit with the demand responsive service of Galavan. By leveraging the funding of

these two organizations, Streamline was able to obtain federal money through the Federal Transit Administration (FTA) Section 5311 program. In July 2025 Streamline is expected to begin receiving funding through FTA's 5307 Small Urban program.

Services provided by Streamline include:

Daytime (4 Fixed Routes)

LateNight (Deviated Fixed Route)

Bridger Bowl (Deviated Fixed Route) (Seasonal)

Weekend Service (Deviated Fixed Route)

Livingston Commuter (Fixed Route) (Seasonal)

Belgrade Commuter (Fixed Route)

### **STREAMLINE SCHEDULES**

#### **Streamline Routes are all Zero-Fare**

Streamline implemented new bidirectional routes in August 2021 as a result of the Redesign Streamline 2020 project and the Transit Development Plan (TDP), released in January 2021. The new routes/times include commuter weekday service, running 5 times per day, into the heart of Belgrade with the PinkLine (via Frontage Road) from 7:00 am to 7:00 pm. The new route has increased the number of bus stops from 1 to 8 within Belgrade and provides access to/from the Belgrade High School, a popular community park and new Belgrade Library, high density housing, health care providers, and the Downtown area.

The in-town routes run weekday from 6:30 am to 9:30 pm on the BlueLine and the GoldLine (service to MSU) and from 7:00 am to 7:30 pm on the PurpleLine and the BrownLine (service to downtown, the Mall, the hospital, and between the two high schools). The BlueLine, GoldLine, and PurpleLine have weekday half hour frequency service during the MSU school year. Streamline provides connections to the regional provider Skyline and the Intra-state bus transportation with a shared bus stop at Wal-Mart. The routes offer fixed route service to the Warming Center, the Day Center, and Housing First Village (tiny home community) without additional runs. Last year a shuttle route was added to provide service to the Market Place, HRDC's new facility that houses all customer facing staff and services. The shuttle also provides access to the North East side of town, including the Story Mill Community Park and various outdoor recreation opportunities.

The routes are planned to run one LateNight bus on Thursday, Friday, and Saturday nights between 8:00 pm and 2:30 am. With the extended hours on the new routes there was no need to run a second LateNight bus. We encourage those who work late, like to shop in the evenings, or to take in a movie to make use of this service. The Bozeman Police and DARE have both endorsed the use of the buses at night.

The redesigned routes include weekend service from 8:00 am to 7:00 pm with four slightly modified (deviated) in-town routes. The extended weekend service has routes that are uniform on both weekend days to encourage more ridership by providing additional bidirectional coverage.

A weekend Bridger Bowl shuttle service runs during the ski season, approximately the second weekend of December through the first weekend of April. Bridger Bowl service runs two buses on the weekends from 8:00 am to 5:00 pm.

The seasonal Livingston weekday commuter service runs an early morning and evening bus from Bozeman (Wal-Mart) to Livingston (Ace Hardware). Due to lower ridership in the spring and summer months, the TDP recommendations shifted this route to a seasonal service operating from mid-October to mid-April. These six months have the highest ridership, likely due to the conditions of the Bozeman Pass.

The bus schedules and route maps for the public have recently been redesigned and are now translated into Spanish. Attached are the bus schedules and route maps available in Spanish and large print upon request, this information is also located on our website: [StreamlineBus.com](http://StreamlineBus.com).

In October 2023, thirty-four new bus stops were added to the routes, the majority on the Brownline route. The Brownline serves new developing areas of town and the route was extended to provide more access on the west side of Bozeman. Additionally, the Brownline route timing was adjusted to better accommodate high school students. With the completion of North 15<sup>th</sup> Avenue the Blueline route was altered to directly serve the Community Health Partners facility and Family Promise's offices and daycare center, along with nearly 300 affordable housing units. Streamline continues to provide access to essential services and for essential workers and was able to overcome driver shortages that allowed for increased frequency, however the LateNight service has not been reinstated. MSU has worked with the student government to provide some incentives encouraging the use of on demand transportation options available during the late evening hours. Streamline continues to work on driver retention and attracting new drivers through market rate adjustments to wages, increased benefits, and housing opportunities when applicable.

**GALAVAN**

Galavan's mission is to ensure that the lack of affordable transportation is not a barrier to individual independence. In operation since 1973, Galavan first began as the Retired Senior Volunteer Program's (RSVP) "Mini-Bus." The Mini-Bus was used to transport volunteers from the valley into Bozeman work sites. In the late 1970s, the service became the Senior Transportation Service, operated by Thrift Stations. In 1984 when Thrift Stations could no longer keep up with the demand for service HRDC became the program's sponsor.

When HRDC took over the Gallatin Area Van program, it shortened the name to the present Galavan. Later HRDC developed an in-house agreement so that Galavan would provide transportation for students attending the Head Start program. When Galavan joined forces with Streamline in 2006, Galavan became Streamline's paratransit service provider as required by the ADA.

Galavan provides service to residents of Bozeman and the surrounding communities, including the Manhattan and Three Forks communities 20+ miles to the west. This service has been available for several years and began as a volunteer driver program with a pool of seven people. That pool quickly diminished to four then to two people; those two volunteered for two years before joining HRDC as employees driving for Galavan. Late last year the last of the original volunteer drivers retired and despite efforts from many sources there was no one to take her place. However, once the Three Forks Mayor, Randy Johnston heard of the loss of service available to his family, friends, and community members he knew he couldn't let that happen. Now Randy drives a Galavan bus three days a week (when he's not obligated to his Mayor duties) to help seniors and/or individuals with disabilities get to necessary medical appointments, such as dialysis, grocery shopping, and many other needs that now don't go unmet or shifted to burdening family members to fulfill.

Pre-arranged pickups and drop offs are available for certified customers who are unable to access the regular Streamline stops. Galavan is open to anyone 60 years of age or older or persons with a disability which qualifies them for service. Eligible riders can call (406) 587-2434 up to 3:00 pm the day before the trip to schedule a ride.

Although, Galavan still receives slightly fewer ride requests since the COVID-19 pandemic began, the critical service has continued providing rides. Many of these rides were to essential workers or those needing to access essential services such as dialysis, cancer treatment, wound care, and mental health services. The American Hospital Association (AHA) recommends preserving and protecting access and lists transportation as one of the essential health care services to ensure that care is equitable and works to eliminate disparities.

Many seniors and people with disabilities are able to and are encouraged to use the regular Streamline fixed route system whenever possible. The Galavan office provides assistance in understanding how to use Streamline and offers travel training upon request. Galavan and Streamline are dispatched out of the Smyth Building at 1812 N. Rouse Avenue in Bozeman.

### **Reach, Inc.**

Reach Inc. supports adults with developmental disabilities to achieve their individual goals and aspirations. It is a private, non-profit organization operating in Bozeman, Montana, and began providing services on April 4, 1974. Starting from a small rented work center, Reach has grown to serve over 80 people in the Gallatin Valley. Reach provides vocational, residential, recreational, and transportation support for the clients it serves including people with cerebral palsy, autism, Down syndrome, traumatic brain injuries, and other conditions that impact neurology.

Reach offers three types of transportation services. Vehicles bring clients from their residence to the Work Center in north Bozeman. Other vans carry clients from their homes to jobs in the community, such as REI or Safeway. Finally, residents of Reach homes utilize vehicles to get around town for activities of daily living. Most clients use one of these methods of travel.

### **Bridger Bowl**

Bridger Bowl is a non-profit community ski area approximately 20 minutes from downtown Bozeman. Supporting sustainability efforts such as public transit aligns closely with the core values of Bridger Bowl, promoting outdoor recreation, community connection, and a deep appreciation of the natural world. Sustainability is integrated into their mission and vision, inspiring guests, employees, and surrounding communities to embrace eco-friendly practices with forward thinking strategy that ensures equitable access to outdoor experiences.

In 2008 Bridger Bowl began leasing a lot in the Gallatin County Fairgrounds designated for Park & Ride, where people can meet to carpool or catch shuttle transit to the ski area. Growth in the Gallatin Valley and increasing traffic congestion on Bridger Canyon Road makes the use of shuttles imperative to provide access and reduce congestion and emissions. Bridger Bowl contracts service for six buses on weekends running at 15-minute intervals, and one bus midweek to provide public access. Streamline provides two of the contracted shuttle buses on the weekends. Bridger's vision is to increase the number of daily shuttles, improve linkage with urban transit routes from Belgrade and Livingston, with buses having racks for ski and snowboard equipment. Adapting to decreasing winter snowpack also encourages consideration of summer recreation opportunities in the Bridger Canyon corridor and future transit access.

### **Karst Stage, Inc.**

One of the largest providers of transportation services in southwestern Montana, Karst Stage is a charter provider, with some scheduled service to Big Sky, West Yellowstone, Chico and Mammoth during the primary tourist season. The scheduled service is based primarily on flight arrival and departure times from Bozeman, Yellowstone International Airport located in

Belgrade Montana. Karst is the contractor providing service for Skyline, the Big Sky public transportation service.

Karst Stage provides charter transit service across the United States. The firm operates over-the-road coaches, transit buses, school buses, and mini-buses for several different types of contract services throughout southwestern Montana.

Karst Stage also has an airport shuttle office that operates vans, mini-buses and motor coaches for individual passengers going from the Bozeman airport to selected cities including Big Sky, West Yellowstone, and Mammoth. Additionally, Karst is working with Salt Lake City Express for intercity connections between Bozeman and West Yellowstone. The connection gives access for passengers to travel between Salt Lake City, Utah and Bozeman with I-90 corridor connection points.

In 2010 Karst became the contract provider for drivers and maintenance for the Streamline Transit service and has continued to be the selected provider through a competitive procurement process. In early 2025 Karst Stage Inc. is expected to be purchased by Jefferson Lines and became a subsidiary of that company, the name will change to Karst Stage LLC.

### **Gallatin Rest Home**

Gallatin Rest Home is a county government owned and operated facility in Bozeman, MT. The rest home was officially established in 1958 and has had a couple of additions over the years. The Gallatin Rest Home offers 24-hour skilled nursing care, rehabilitative services and long-term care. Medicare, Medicaid, and private insurance as well as private pay are accepted. The average census is currently 51 residents/patients with a maximum potential of sixty-five. The majority of our residents/patients are senior citizens and are either temporarily or permanently wheelchair bound. We provide transportation services for them to follow-up doctor appointments, tests, surgeries, etc. around the Bozeman area. Gallatin Rest Home is a 4-star rated facility on Medicare.gov.

### **First Student/Bozeman Public Schools**

First Student is currently the contractor providing the school bus service to the Bozeman school district. They serve Bozeman and the surrounding area. In addition to providing the school bus transportation, they provide charter services to school district groups, wedding shuttles, and other contracted trips in the area.

Although First Student does not actively participate in our TAC, the school district does.

### **Head Start**

HRDC's Head Start Program has been operating in Gallatin, Park, and Meagher Counties since 1991. Head Start is a free program that serves 168 children with a focus of providing for the



healthy development of children and the strengthening of families. The program serves children with a wide range of developmental levels including children with special needs. This brings a greater degree of social competence to the children of participating families by maximizing their unique strengths and abilities which is the overall goal of the program. The program promotes parents as the primary educator of their children and supports them as an integral part of the Head Start Program. Until FY 2009, Head Start contracted with Galavan to provide transportation to its Gallatin Valley classrooms. Federal budget cuts have forced the Head Start Program to discontinue transportation service other than field trips.

## **Regional Providers**

### **Angel Line**

Angel Line's mission is to ensure that lack of affordable transportation is not a barrier to individual independence. In operation since 1993, Angel Line began operation when the City of Livingston asked Park County to join with them and the Montana Department of Transportation to obtain affordable transportation for seniors in Park County.

Angel Line provides service to residents of Livingston and the surrounding communities. Angel Line is open to anyone 60 years of age or older and to anyone with a doctor's letter of disability. Eligible riders can call 222-4668 the day before their trip to schedule a ride. Angel Line is dispatched out of the Senior Citizens Center of Park County, 2006 South Main in Livingston.

Angel Line has the following hours of operation:

Livingston-five days per week (M-F) 8:15 am to 4:15 pm.

To outlying communities in Park County as needed

### **Windrider Transit**

Windrider Transit seeks to provide an efficient and courteous free fixed route service delivery system to citizens and disabled persons in Park County, Montana. Windrider provides general public and paratransit services within the City of Livingston.

Windrider operates Monday-Friday 6:15am – 6:15pm.

### **Skyline**

Skyline is the public transportation service that operates both within Big Sky and between Big Sky and Bozeman. The Big Sky Transportation District, which had previously operated the "Snow Express" service, started operating as Skyline in December 2006.

Skyline is a year-round service that provides a vital connection between Big Sky and Bozeman. This service is referred to as the “Link” and/or “Link Express.” Since operations began, Skyline has provided more than 1.4 million rides within Big Sky and nearly 810,000 between Big Sky and Bozeman.

To meet the high demand for service, Skyline is currently providing thirteen (13) roundtrips per day between Big Sky and the greater Bozeman area (including Gallatin Gateway and Four Corners), and is working with West Yellowstone to coordinate transportation from West Yellowstone to Big Sky. The main stops for Skyline in Bozeman are Walmart and Montana State University. Many people from Big Sky ride Skyline to get to Bozeman, and use Streamline to travel around Bozeman.

Funding for Skyline comes from the local option sales tax in Big Sky (Big Sky Resort Area District) and FTA 5311 funds, which are administered by the Montana Department of Transportation. Skyline also receives funding from the Big Sky Resort, Big Sky Owners Association, Gallatin County, Madison County, Moonlight Basin, Spanish Peaks Resort and Yellowstone Club. The Big Sky area has its own TAC and includes West Yellowstone in their TAC. Route and schedule information is available at [www.skylinebus.com](http://www.skylinebus.com).

### **West Yellowstone Foundation**

The West Yellowstone Foundation operates on demand transit service from West Yellowstone Big Sky, Belgrade and Bozeman twice each week. This service is on a first come, first serve basis with priority given to medical appointments.

### **Madison County Transit (Hollowtop Senior Center)**

Madison County Transit provides service in Madison County including the communities of Ennis, Harrison, and Pony. Madison County Transit currently provides service to Bozeman three times per month with service to Butte once a month.

### **Passenger Airlines**

Bozeman Yellowstone International Airport one of the busiest passenger airport in the Pacific Northwest serving 2,600,000 passengers annually. The airlines, Frontier, Delta/Delta Connections, Horizon Air, United Express, JetBlue, Sun Country, American, Allegiant, and Southwest, provide direct service to many metropolitan areas such as Denver, Minneapolis/St. Paul, Salt Lake City, Seattle/Tacoma, and Chicago. Depending on market conditions, the airlines also provide seasonal non-stop service to several other destinations.

### **Hotel Shuttles**

Many of the hotels in the Bozeman area provide van service to and from the Bozeman Yellowstone International Airport.

- Attach cooperative agreements/contracts.

### **3. Agencies not involved:**

Please see the notes below about the local taxi company.

Please document in your own files which agencies have chosen not to participate in the locally developed Coordination Plan.

### **4. Needs Assessment:**

Streamline is the public bus system that serves the greater Bozeman area, a city with a population estimated to be over to 53,000 and Gallatin County is over 120,000 residents (2020 Census). The bus system began operating in 2006 and is widely popular among both Montana State University students and Bozeman residents and visitors alike. Many different methods are used to determine the needs of our customers. HRDC conducts a community needs assessment every three years; transportation is indicated as a challenge or as lacking sufficient options in every community served by HRDC. Therefore, transportation becomes one of the major areas of focus for the development of the three-year strategic plan. Data is also collected through surveys, website contacts, and our social media channels. In the fall of 2019 Transportation, Management, & Design (TMD) was hired as a transit planning consultant to redesign the fixed routes, the project was titled Redesign Streamline 2020. The final recommendations were adopted by the Advisory Board in November 2020 and the new routes were implemented in August 2021.

After significant growth and development and the ever growing need for more transportation options, HRDC/Streamline recognized the need to update the 2021 Transit Development Plan (TDP) to help access future transit needs in Gallatin Valley. The funding to update the TDP is made possible through FTA's Areas of Persistent Poverty (AoPP) program. HRDC/Streamline is using the planning funds to incorporate climate change, racial equity, and environmental justice into the TDP update and generate a financing plan that will provide long-term sustainable funding for new transit services. In the fall of 2024 Streamline announced the new public engagement website, [SteeringStreamlineBus.com](https://SteeringStreamlineBus.com), as a way to keep the public informed of the progress made on the update to the TDP. The website hosted the community survey, a story map, project timeline, and public input opportunities. Thus far TMD has compiled the Existing Conditions and Market Analysis Report and has developed proposed long-term routes and service largely based on feedback from the community survey. This Spring TMD is scheduled to return to Bozeman for follow up stakeholder and public engagement meetings to learn what the community thinks about the new proposed routes and service.

### **5. Public Involvement:**

Describe how users of your service as well as low income, minority, and the general population of your service area were able to participate in the development of this application and Coordination Plan.

The Redesign Streamline 2020 project provided a great opportunity to gather public input to determine how to best serve the community. Even though the public outreach efforts were planned and conducted during the COVID-19 pandemic we received nearly 900 responses, which helped plan the new short-term and long-term fixed routes, on-demand and/or van pool services. The update to the 2021 Transit Development Plan has already included multiple avenues of public engagement including a microsite designed specifically to gather feedback on transit plans, the community survey for the TDP update received nearly 650 responses. Last year a new and improved Streamline website was launched. Content was added to improve the functionality from the user/rider perspective. The Gallatin Valley UTD page is intended to display public information regarding the UTD, the board structure, its members, and meetings. This will also allow for public comment to be submitted in writing and by email. Board members pictures and biographies are planned to be used in newsletters and marketing for continued public outreach, engagement, and education. Galavan also conducted a full survey of riders in the fall of 2020 and found overwhelming support of the system. Public notices for all TAC meetings are posted on website prior to meetings. Both the Streamline and the City of Bozeman publish all Advisory/UTD and/or Committee meetings on their respective websites. Presentations about Streamline/Galavan are regularly given to the City of Bozeman Commission, the Gallatin County Commission, and the Planning Coordinating Committee (includes city/county planners, planning board, and commission members from Bozeman, Belgrade, Gallatin County). The coordination plan has been discussed at TAC meetings and Streamline Advisory Board meetings. Members of these groups provide a cross representation of all stakeholders including elected officials, representatives of MSU students, and representatives for seniors and people with disabilities or are living on a low income. HRDC also works with partner organizations and groups representing minorities such as the Bienvenitos, migrant families residing in Bozeman and Belgrade that are non-English speaking or non-English proficient. Streamline created “How to Ride” infographics in Spanish and is providing travel training opportunities to introduce new riders to the bus system.

Comments from Streamline/Galavan service are also solicited over the phone and through the webpage.

Each year Streamline involves the public through activities and presentations. In the past Streamline has been active in the Community Climate Change Task Force and the North 7<sup>th</sup> Beautification Project. Streamline also participates in the Belgrade Fall Festival Parade, the MSU Homecoming Parade, and the Sweet Pea Festival Parade. Streamline/Galavan has presented at many local civic organizations and clubs and participates in various public outreach events.

## **6. Private Sector:**

Describe any private transportation providers, including taxi companies in your application and service plan.

Private providers include Greater Valley Taxi, Montana Yellow Cab, First Student, Karst Stage, Highgate Senior Living, Bozeman Lodge, Aspen Point, The Springs at Bozeman, Bridger Care & Rehabilitation, Mountain View Care Center, and other small assisted living facilities in the valley. All of these groups have been invited to participate in the local TAC. See attached list for invitees.

We continue to try to get the taxi companies involved, but they have yet to become a TAC member or sign the cooperative agreement. We have tried email, regular mail and phone calls but have never seen nor heard a response from them. Greater Valley Taxi did attend a meeting when the new owners took over about 8+ years ago.

Uber and Lyft also operate demand response services in the area.

## **7. Plan for Growth and/or increase Ridership:**

Describe any changes in your current plan that would increase ridership including additional vehicles, additional routes, coordination with other agencies, marketing, innovative programs, etc.

In 2024 HRDC hired Transportation, Management, & Design (TMD) as a transit planning consultant to update the 2021 Transit Development plan that had completely redesigned the fixed routes. This included stakeholder meetings, public survey/map and public comment sessions. TMD provided short-term route recommendations based on the funding level currently in place and long-term recommendations when additional, sustainable funding can be obtained (such as through a UTD). TMD prepared a final report that helped Streamline prepare for the changes that came with Bozeman becoming a small urban after the 2020 Census was certified. In August of 2018 we launched a “Why I Ride Streamline” marketing campaign, asking everyone we talk to at local events for input. This has grown into a broader marketing campaign along with some projects that came out of the Transportation for America Technical Assistance Workshop held in September 2018.

Goals set by the Gallatin Valley UTD/Galavan/Streamline Advisory Board for FY 2025-2026 are as follows:

1. Continue to retain and recruit drivers, dispatchers, and other staff to fully implement the short-term service recommendations in the Transit Development Plan (TDP) from Transportation, Management, & Design (TMD) that began in August 2021
2. Continue updating the bus stop signage for better visibility, wayfinding, and clearer communication to the public of the bus stops and routes

3. Continue working with FTA to ensure that Gallatin Valley Urban Transportation District (GVUTD) becomes an eligible recipient of FTA's 5307 Small Urban appropriations and other Federal financial assistance
4. Continue to evaluate the potential sustainable funding for future service expansion including implementing the long-term service recommendations in the Transit Development Plan (or updated plans)
5. Update the TPD and evaluate the transportation needs within the UTD boundary, identifying Streamline service area that will best serve residents and visitors
6. Update the TDP and evaluate the long-term plan by expanding routes in the short-term plan for bi-directional service and better connectivity
7. Update the TDP and evaluate the long-term plan to increase frequency within Bozeman and Commuter routes into Bozeman, and evaluate service options to serve the airport
8. Update the TDP and access the long-term regional commuter needs of South Bozeman, Belgrade, Four Corners, and nearby communities
9. Update the TDP and evaluate the long-term plan with service to Northeast Bozeman, including outdoor recreational opportunities such as Story Mill Community Park and popular hiking destinations
10. Continue to participate in the Gallatin Valley MPO transportation planning to ensure transit projects are incorporated and prioritized for planning funds where appropriate
11. Continue to coordinate with other transportation providers, such as Skyline, and employers that develop workforce housing to evaluate transit options
12. Develop pilot project opportunities and evaluate funding sources for implementation
13. Continue to upgrade passenger amenities through the placement of shelters and benches, as well as upgrading equipment and updating the technical support plan

Streamline plans for increased ridership in FY26 and beyond especially after the implementation of the 2021 routes, frequency runs, and 34 additional new bus stops. It better serves the community with bi-directional routes, it also makes the system easier to understand, attracting more riders. As more people use the service and sustainable funding is established, the long-term plans will be implemented. The long-term plans will significantly increase coverage areas, the service hours, and expand weekend service. There are over 100,000 residents living in the micropolitan area (not including Livingston) and Bozeman did surpass the 50,000-population threshold with the 2020 census, which led to a change in the designation of Bozeman to a small urbanized area.

A Metropolitan Planning Organization (MPO) was established in the Gallatin County following the 2020 Census designation of Bozeman as a metropolitan area. The Gallatin Valley MPO will create a variety of transportation plans and studies, including multimodal, in cooperation with Gallatin County, City of Belgrade, City of Bozeman, Montana Department of Transportation, and the Gallatin Valley Urban Transportation District (UTD). The collaborative efforts will also

include the airport, university, local school districts, and public health organizations. With significant development in the coming years the Gallatin Valley MPO will play a critical role in creating safe, accessible, and efficient multimodal infrastructure.

As noted by the attached letters and Cooperative Agreements, the current TAC members are working to bring more agencies into the local TAC. Streamline and Galavan along with the TAC members are working to establish a mobility plan which will train riders on the use of the systems. The hope is to be able to coordinate with all health care agencies and retirement homes as well as the hospital to provide safe and comfortable transportation for their patients and residents. The TAC would like to be able to make available to all entities a Travel Training Program to assist riders and agencies in learning how to use the two local systems.

Streamline works with a Transportation Strategic Services consultant for regular outreach and communications, including press releases, monthly advertising, coordination of special events, and announcements of awards received. Obtaining sponsorships through the Friends of Galavan with wraps on the outsides of the buses was a priority, however continued support was never seen. Therefore, the priority has shifted to improving the branding for the senior and paratransit services, similar to the highly recognizable Streamline branding. We continue to advertise through digital advertisements, the Bozeman Daily Chronicle and other local magazines and newspapers on a regular basis as well as having a Website, Engagement Website, Facebook page, Instagram, and Twitter accounts.

#### **Galavan/Streamline Advisory Board & Gallatin Valley Urban Transportation District Board**

The current Board has a dual purpose, one as an advisory role to HRDC. In these situations, the Board is responsible for advising Galavan and Streamline on policy and strategic goals. The HRDC Board has the final decision-making authority. As the Gallatin Valley UTD Board it is also responsible for the future governance of the fixed route and paratransit services, policies, and strategic goals.

On May 2, 2023, voters overwhelmingly passed the creation of The Gallatin Valley Urban Transportation District (UTD) by 79% in favor. The Gallatin Valley UTD Board held its first official meeting in October 2023 following the membership appointments from the City of Bozeman, City of Belgrade, and Gallatin County. Since then, the Board has been hard at work and began holding additional meetings to allow the committees to develop and review the required documents that will be submitted to the Federal Transit Administration (FTA). To successfully gain FTA eligibility, the Gallatin Valley UTD Board will need to demonstrate it has the legal capacity, financial capacity, and technical capacity to operate a transit system. The Gallatin Valley UTD Board members are split out between the Executive Committee, Operations & Planning Committee, and the Finance Committee. HRDC and the Gallatin Valley UTD are working side by side to ensure a smooth transition. The eligibility process is expected to be completed by July 2025 and the Gallatin Valley UTD Board will take over full governing responsibilities.

In October 2024 Gallatin Valley UTD held it's first strategic planning session, a vision, mission, and values statements were created and initial goals and strategies were developed. Th Gallatin Valley UTD Board met again in September 2024 for a follow up strategic planning session, out of the half day retreat came the recently adopted Gallatin Valley UTD Strategic Plan 2025.

### **Transportation Advisory Committee (TAC)**

Active members of the Bozeman Area TAC include representatives of transportation providers and community leaders interested in transportation. The group meets quarterly with an additional meeting to endorse the MDT Coordination Plan. The Bozeman TAC has also worked with transportation providers in Madison County, Livingston, and West Yellowstone to provide better coordination between communities. The TAC includes all organizations in the Bozeman area that receive public funding for transportation.

The current transportation plan was approved at the February 20, 2025 meeting of the TAC. Minutes of that meeting are included with the grant application. The following capital projects were reviewed at that same meeting and were approved.

#### **Paratransit Vehicles/Capital Requests: Listed by priority**

1. REACH, INC. – All Wheel Drive Minivan (non ADA)
2. HRDC/Galavan – 9 Passenger Mid-Top AWD Extended Van ADA
3. REACH, INC. – All Wheel Drive Extended Minivan (non ADA)
4. HRDC/Galavan – 9 Passenger Mid-Top AWD Extended Van ADA

#### **Fixed Route Vehicles/Capital Requests: Listed by priority**

1. HRDC/Streamline – 26 Passenger Heavy Duty Bus
2. HRDC/Streamline – 26 Passenger Heavy Duty Bus
3. HRDC/Streamline – 26 Passenger Heavy Duty Bus
4. HRDC/Streamline - 26 Passenger Heavy Duty Bus

The TAC is made up of representatives of local planning agencies, city and county governments, public transportation providers, human services agencies providing services to seniors, individuals with disabilities, customers living on low incomes and minority groups as well as existing or potential riders from the general public and targeted population passengers. It is one of three committees focused on public transportation in the Bozeman area.

Bozeman Area TAC officers serve at will for a two year term and may move to a different office at the end of term.



## 8. Transportation Advisory Committee (TAC) Meetings:\*

How often does your TAC meet?

TAC meetings are held quarterly. Meetings are currently held the week of the first month of the quarter at the HRDC Conference Room at 32 South Tracy in Bozeman.

- Attach meeting minutes from
- Meeting where capital projects were reviewed.
  - Meeting where the Coordination Plan was approved.

## 9. Transportation Advisory Committee Members: This should include consumers and/or representatives from all agencies either receiving service, financially supporting the program, and/or agencies participating in this Coordination Plan. Please indicate officers.

Name	Representing
Sunshine Ross (Chair)	HRDC/Streamline/Galavan
Jacy Widhalm (Secretary)	REACH, Inc.
Dan Martin/Dennis Sines	Karst Stage
Darren Brugmann	Skyline
Doug Kellie	Bozeman Public Schools
Kristin Newman/Edward Szczypinski	Ability Montana
Lindy Ballard/Anne Everett	Vocation Rehabilitation and Blind Services
Kevin Sylvester	Eagle Mount
Darcel Vaughn	Gallatin County Rest Home
Bonnie Hickey	Bridger Bowl
Jeff Butts	Gallatin Valley MPO
Kimberly McLean/Carrie Fanning	Bozeman Health