



Mountain Line

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Board of Directors and Transit Advisory Committee Joint Meeting Minutes for Wednesday, May 21, 2025

NOTE: IN ACCORDANCE WITH PROVISIONS OF THE ARIZONA REVISED STATUTES THE SUMMARIZED MINUTES OF NAIPTA BOARD MEETINGS ARE NOT VERBATIM TRANSCRIPTS. ONLY THE ACTIONS TAKEN AND DISCUSSION APPEARING WITHIN QUOTATION MARKS ARE VERBATIM.

The Board of Directors and Transit Advisory Committee met in Joint Session on Wednesday, May 21, 2025 at 10:00am in the Community Room at the Flagstaff Aquaplex, 1702 N. Fourth Street, Flagstaff, AZ 86004. Members of the Board and TAC, and Mountain Line staff attended in person. The public was invited to attend.

BOARD MEMBERS PRESENT:

Josh Maher, (Vice Chair/Acting Chair), Associate Vice President for Community Relations, NAU;
Jeff McKay, Vice President for Capital Planning and Campus Operations, NAU, alternate;
Tony Williams, Dean of Student Affairs, CCC, designee;
Miranda Sweet, Vice Mayor, City of Flagstaff;
Lori Matthews, City Council, City of Flagstaff;
David Spence, City Council, City of Flagstaff, alternate

**Three of our five Board member seats must be present to constitute a quorum.*

***The City of Flagstaff holds two seats.*

BOARD MEMBERS EXCUSED:

Jeronimo Vasquez, (Chair), Board of Supervisors, Coconino County;
Judy Begay, Board of Supervisors, Coconino County, alternate

TAC MEMBERS PRESENT:

Erin Stam, Director of Parking and Shuttle Services, NAU, designee;
Rafy Rivera, Assistant Director of Shuttle Services, NAU, alternate;
Michele James, Citizen Representative, City of Flagstaff;
Carol Covington, Citizen Representative, Coconino County;
Gail Jackson, Economic Development Representative, ECoNA;
Joanne Keene, Deputy City Manager, City of Flagstaff, alternate;
Andy Bertelsen, County Manager, Coconino County

**Five of our eight TAC member seats must be present to constitute a quorum.*

TAC MEMBERS EXCUSED:

Kurt Stull, (Chair), Executive Director of Facilities and Security, CCC, designee;
Kim Musselman, (Vice Chair), Deputy County Manager, Coconino County, designee;
Greg Clifton, City Manager, City of Flagstaff;
Dave Wessel, Manager, MetroPlan, designee;
Kate Morley, Executive Director, MetroPlan, alternate;

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Eesha Syeda, President, ASNAU, (ex-officio)

MOUNTAIN LINE STAFF PRESENT:

Heather Dalmolin, CEO and General Manager;
Jacki Lenners, Deputy General Manager;
Sam Short, Workforce Director;
Randy Sherping, Operations Director;
Josh Stone, Financial Manager;
Anne Dunno, Capital Project Manager;
Jeremiah McVicker, Maintenance Superintendent;
Codi Weaver, Human Resources Manager;
Bizzy Collins, Strategic Performance Planner;
LaReina Reyes, Associate Transit Planner;
Jon Matthies, IT Manager;
Rhonda Cashman, Executive Assistant and Clerk of the Board;
Scott Holcomb, Mountain Line Attorney;
Cameron Stanley, Mountain Line Attorney

GUESTS PRESENT:

Ehren Bingaman, TransPro Consulting, left at approximately 10:40am;
Brendan Morgan, TransPro Consulting, left at approximately 10:40am;
Jill Barnett, TransPro Consulting, left at approximately 10:40am;
Micah McNatt, TransPro Consulting, left at approximately 10:40am;
Bob Holmes, Nexxus Consulting, left at approximately 11:30am;
Tracee Sutton, Nexxus Consulting, joined at approximately 10:29am and left at approximately 11:30am;
Karen Kruse, The Kruse Group, left at approximately 11:30am

1. CALL TO ORDER -Vice Chair Maher called the meeting to order at approximately 10:02am.

2. ROLL CALL AND INTRODUCTIONS

3. SAFETY MINUTE

Sam Short, Workforce Director

Mr. Short stated that May is Employee Mental Health Month.

4. MILESTONE ANNIVERSARY

-Heather Dalmolin, CEO and General Manager

Ms. Dalmolin reviewed the May milestone anniversary.

DISCUSSION / ACTION ITEMS:

The order of some agenda items was changed at the meeting based on timing.

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Agency

5. COMPENSATION STUDY

- Sam Short, Workforce Director
- Brendan Morgan, TransPro Consulting

The Board may provide direction, but there is no recommendation from staff at this time.

Mr. Short shared that staff have worked closely with TransPro over the past 20 months on this topic and he introduced Mr. Bingaman from TransPro to report on this agenda item. He stated TransPro staff worked to identify anything out of alignment as Mountain Line aspires to an “Employer of Choice” position. He communicated that an analysis was done of salaries/wages and roles, focusing on public agencies in the Flagstaff market. He noted the results showed only nine positions were being underpaid. Ms. Dalmolin reported those results are to be celebrated as the results mean we are paying market wages for the majority of positions. She explained that those underpaid positions are primarily leadership positions; as most members of the leadership team have been promoted from within, making it less costly than hiring from the open market. There were no questions.

6. ORGANIZATIONAL STRUCTURE REVIEW

- Heather Dalmolin, CEO and General Manager
- Ehren Bingaman, TransPro Consulting

The Board may provide direction, but there is no recommendation from staff at this time.

Ms. Dalmolin reported that Mountain Line has been focused on staff needs for immediate needs and are now looking at staff necessary to support service expansion; there is a need to look long term. She introduced Mr. Bingaman from TransPro to discuss this agenda item. He communicated that this is the right time for Mountain Line’s succession planning effort and identifying the correct organizational structure. He stated there is the potential for the organization to double in size to support doubling transit services and staff need to be skilled correctly to support that expansion. He reported that TransPro staff initially identified soft skills, created a matrix of competencies and skills needed, and they determined roles to support and sustain success. He shared that the current organizational chart is based on current needs and has lots of lines, direct reports, to the CEO and General Manager; there needs to be more delegation to allow this position to be mostly external facing to support policies and relationships necessary to Mountain Line’s success. He then shared the new functional organizational chart based on core functions of roles with clear processes. Ms. Dalmolin stated it was challenging to think about the functions that will be needed in the future and address the gaps that have been identified in the past. She provided an example of Fleet and Facilities Maintenance which are currently managed by one person, posing the questions that maybe those should be separated into dedicated roles as we grow. Mr. Bingaman stated there is emphasis placed on Planning and Development and Performance Management. One Board member asked if this is coming back to the Board for approval, will staff have estimates of the Transit Tax revenue to support the big picture to increase service and in fill from there. Ms. Dalmolin replied that the organizational structure will be built into the Financial Plan upon staff approval for financial planning purposes and future budget requests. She stated staff plan to deliver the service that we told the public we would, and organizational

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structure was considered in the ask. One TAC Member stated that sometimes organizations are found to be top heavy, and some positions may not be necessary; he asked if that was the found in this analysis. Ms. Dalmolin replied that not directly but that several opportunities are being considered to change positions and responsibilities. For example, implementation of technology can sometimes lead to elimination of positions. Staff are looking to streamline or change positions; use people and positions differently to deliver long term goals and additional service. Mountain Line has typically run lean and mean, having more work for positions than can be done in a 40 hour work week. Staff are now looking to engage where needed and not miss opportunities. Mr. Bingaman stated the organizational structure is a tool and the other part of the equation is the culture to allow Mountain Line to be efficient and enjoy success. There were no other questions or comments.

7. 2025-2026 LEGISLATIVE PRIORITIES DISCUSSION

-Heather Dalmolin, CEO and General Manager
-Bob Holmes, Nexxus Consulting
-Karen Kruse, The Kruse Group

The Board may provide direction, but there is no recommendation from staff at this time.

Ms. Dalmolin introduced Mr. Holmes and Ms. Sutton from Nexxus Consulting, our Federal Legislative Liaisons, and Ms. Kruse from The Kruse Group, our State Legislative Liaison. Mr. Holmes shared that Tracee is new to Nexxus Consulting, but some members probably know her from her 20 years on Capitol Hill and most recently working with Representative Stanton. He noted she would be a great asset to all. He explained the backdrop in Washington, D.C. and that it is a transient place; currently with Republican control. He said the good news is that rural transit is doing really well, and we can lean into that. He explained the Republican priorities. He talked about dollars for transportation and the administration favoring traditional infrastructure. He stated there were no earmarks in FY2025, so there are lots of requests for earmarks in FY2026. He noted this administration would support rural areas. He recommended using new buzz words like “economic development”, etc. in our grant applications and we should still be successful. He answered Board and TAC member questions regarding budget reconciliation and grants.

Ms. Kruse stated Arizona has divided government with a Democratic Governor and a Republican majority in the House and Senate. She noted government officials need to pass the budget by June 30th and negotiations are currently happening. She shared that Republicans want to keep taxes low, but there is an increased demand for services. She noted transportation is a bit more bi-partisan and it is often discussed in relation to impacts on health, etc. She mentioned Ms. Dalmolin’s engagement at the federal level related to changes in drug testing and changes to Commercial Driver’s License (CDL) under the hood waiver and the local parcel of land potentially being developed for workforce housing to benefit the whole community. She talked about funding challenges and opportunities and determining the greatest need. She noted Arizona is one of four states that don’t fund transit, so there is an appetite for this to increase. She stated there is a rural transportation advocacy group working on a bill to advocate for the State Match Advantage for Rural Transportation (SMART) fund, since it was not funded last year; \$33 million is needed to fully fund projects. She stated Mountain Line is well-positioned to engage. There were no questions.

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Ms. Dalmolin explained reauthorization priorities are underway. She stated the Infrastructure Investment and Jobs Act (IIJA) brought a 30 percent plus up. She shared that some priorities are under the Arizona Transit Association (AzTA) umbrella, but staff have developed some of our own priorities, as well as coordination with MetroPlan. She communicated that Senators Kelly and Gallego and Representative Stanton offered an opportunity for Mountain Line to submit their reauthorization priorities. She said she tries to ensure Mountain Line is at the table, not only for funding, but for policies discussions and for changing or reducing regulations. She noted that staff already share our economic impact report regularly. There was a TAC member question about the reauthorization priority for a change to license requirement for our transit operators. Ms. Dalmolin explained that school bus drivers have an “under the hood” waiver which prompted the questions, why isn’t transit included. She stated many transit agencies are on board in support of a waiver for transit, recognizing that many agencies still opt to teach this portion of pre-trip inspections for safety reasons. This waiver would reflect current conditions in most transit agencies where operators don’t conduct under the hood since agencies have their own mechanics; the CDL license was originally designed for over the road truck drivers, where there is a need to know how to work on their own vehicles. There were no other questions.

Finance

8. FT2026 BUDGET AND FINANCIAL PLAN

-Josh Stone, Financial Manager

The Board may provide direction, but there is no recommendation from staff at this time.

Mr. Stone presented the final piece of the budget and stated he hoped all members had a chance to review the line by line budget that was sent to them. He reported on the available revenue sources and noted that partner funding requests were submitted in February. There was a Board member question about the federal budgeted amount of \$31 million being typical. Mr. Stone replied that it has been typical in recent years due to our capital projects. Another Board member asked about free fare impact. Ms. Dalmolin stated the cost is estimated at \$800,000 to go fare free and she referenced the April discussion offering to meeting with any members who missed the April meeting to discuss that update. She also wanted to provide additional information regarding Travel and Training increase for the FY2026 Budget since there have been discussions and questions since that information was presented in March. She noted that the increase is due in part to a planned one-time travel requirement related to our bus order. With new buses we are required to travel to the manufacturer to certify the buses and build process; this visit is required by FTA. Other planned training and travel has increased as costs associated have increased, including hotels, registrations, and food. For the training, some of the planned training is periodically required for Mountain Line to continue demonstrating ongoing knowledge and expertise is available in order for us to continue receiving funds. She noted 28 employees requested travel and/or training in the FY2026 budget process. There was a Board member question about splitting out Travel and Training. Ms. Dalmolin responded that they have historically been blended as having them together allows some flexibility for additional unplanned training using travel savings and vice versa. A TAC member mentioned it would be good to know what portion of the Travel and Training budget is related to professional development or required

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training. Ms. Dalmolin stated that a change could be completed if the Board wanted to provide direction to staff to change how these items are budgeted for the line-by-line Activity Line Item (ALI). There was no further direction provided or questions at the time.

LUNCH 11:48 AM - 12:23 PM

Ms. Lenners presented the Financial Plan through 2040. She noted there is some uncertainty at the federal level. She shared that she attended the American Public Transportation Association (APTA) Legislative Conference earlier in the week. She said Secretary Duffy gave an opening address at the conference and he generally supports transit. She noted that the administration is taking aim at some of the larger transit systems. She said Secretary Duffy is in lockstep with two other congressmen that spoke with wanting reauthorization done by the end of the year, so staff are very hopeful for a renewal that addressed funding needs due to inflation. She reviewed three different graphs of funding scenarios to demonstrate the fund balance if: 1) reauthorization is a return to pre IIJA funding; less federal funding will likely mean no new service to new areas but is otherwise fairly stable; 2) reauthorization is a return to pre IIJA funding; with service to new areas and full build out of Proposition 488; and 3) successful reauthorization of funding at IIJA levels, same federal funding levels indicates we can fully implement the 5-year plan as funded Proposition 488 including service to new areas. Ms. Dalmolin stated how important Small Transit Intensive Cities (STIC) funding is to Mountain Line, roughly 40% additional funding based on performance benchmarks. There were no questions.

Capital

9. ZERO EMISSION BUS TRANSITION PLAN UPDATE

-Bizzy Collins, Strategic Performance Planner

The Board may provide direction, but there is no recommendation from staff at this time.

Ms. Collins asked for feedback on this item. She noted she will bring back this plan in June for approval on the consent agenda. She reviewed a chart showing the total cost of ownership comparison between bus types, hybrid electric and battery electric, and infrastructure requirements for the three options. She noted there is a fourth option; hydrogen fuel cell electric was evaluated in 2020 and was found to cost more and save less emissions, so it still does not make sense for Mountain Line, and it was not considered in this study. During this process, she stated she learned that Arizona Public Service (APS) is not charging Mountain Line premiums on peak demand use as we are enrolled in the general plan. This means there is no cost impact for on-route charging as was originally assumed and demonstrated in the first ZEB Transition Plan. She stated some important outcomes from this study include that when Mountain Line has 100 percent battery electric, zero emission buses in 15 years, the fuel savings will be \$4.7 million, which is a dramatic change over hybrid electric. She said the study also concluded that on-route and depot charging is still going to be the most efficient for Mountain Line, but the updated plan reveals less on-route charging is required. She noted the Mall Connection Center (MCC) has been added as a charging location, in addition to the Downtown Connection Center (DCC). She reviewed Emissions Reduced which is still the same as 2020, and did show Fuel Cell Electric in the chart. She noted there are still two clear options for future buses: Hybrid Electric or Battery Electric. She shared Projected Charge Management information which is a way to have control

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over charging. She explained the value of Mountain Line having more technological control versus human control to achieve savings; further evaluation is needed. She shared the next steps and provided the reminder that this is a living document, when changes occur Mountain Line can re-evaluate. She stated she will be seeking Board approval of this plan. There was a TAC member with a couple questions about how often evaluations are done and if Risk Management is involved. Ms. Collins responded that there is Zero Emission Bus (ZEB) working group and evaluation is done on a monthly basis and yes, Risk Management is involved. Another TAC member questioned the use of terminology; many of the words used may not work per the earlier presentation. Ms. Collins replied that Mountain Line can pivot based on current circumstances, project by project, bus by bus. Ms. Dalmolin shared that staff recently went directly to the Board regarding a change to our bus type purchase due to a flurry of terminology direction in varying Executive Orders; the funds had to be obligated to prevent loss. She said this plan is to guide and plan financially for the capacity for future bus replacement purchases. One Board member asked for clarification on the APS plans and Ms. Collins was able to answer that the current plan, APS general large agency plan, is working. Another Board member asked why the on-route and depot charging is more cost effective than only charging at the depot. Advisor Stam responded that you would need more buses if only charging at the depot which elevate fleet costs. Ms. Dalmolin reported this plan was grant funded and the technology is changing so quickly; the plan addresses future battery-electric capacity. There were no other questions or comments.

10. DOWNTOWN CONNECTION CENTER (DCC) CIVIC SPACE

-Anne Dunno, Capital Development Manager

The Board may provide direction, but there is no recommendation from staff at this time.

Ms. Dunno stated she was seeking general feedback. She provided background on this project and noted there would be a City Council presentation on June 17th. She said this project is a partnership with the City and staff have been to meetings with Arts and Beautification as well as Parks and Recreation over the last month and the conversation is more about amenities versus multimodal connectivity. She shared the 'bubble diagram', a graphic representation of amenities and uses. She reported that the City team will present to City Council with Mountain Line support and once Council has approved the concepts, Mountain Line will feel more confident about moving forward to approximately 60 percent design development, in developing with the City in a more detailed agreement for the Civic Space. She explained the new DCC building will open to the public on June 9th. The Bus Hub timing is on hold until the Rio de Flag is done. She shared that the Civic Space is just a little smaller than Heritage Square. She said the space will need to be remapped after the Rio de Flag work is done and may take some time. She reported that public outreach was done in 2020 and in 2023 more feedback was received; the space should be natural, provide for movement and energy, as well as culture. Additionally, she shared that the space should be modern, uplifting, and celebratory. She shared another bubble diagram that demonstrated what is possible within the known constraints. She noted that once completed, the City Parks and Recreation Department would be responsible for maintaining the area. She stated trees will be in planters so they are movable, there will be a Flagstaff Urban Trail System (FUTS) connection to an under the railroad tunnel, the DCC tree sculpture will be relocated to the Civic Space in the future, and there will be a splash pad for open play with no fee as a cooling spot. She said the objective is to determine if these concepts are viable. If so, then staff can proceed

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with further design. She said restrooms and a mechanical system would be needed for the splash pad. She pointed out that there should be some good views, the floodway will be a more natural area, and there will be an organized area for food trucks vendors, which are intended to enhance the downtown restaurants. She reported the cost for the splash pad and restrooms will be approximately \$2 million of the \$4 million for this phase of the project; it should be built in 2028/2029, depending on the Rio de Flag construction. One TAC member stated this might hurt the local restaurants. Ms. Dunno replied that City staff presented it to the Downtown Business Alliance (DBA) Board and the only concern was about the restrooms. One Board member stated that the presentation should be made to the DBA membership as the members may have different concerns than the Board. Mr. Holcomb complimented the City staff for thinking outside the box to advance this project. Ms. Dunno stated there will also be a pop-up stage. There were no other questions or comments.

11. BUS STOP IMPROVEMENTS

-Jacki Lenner, Deputy General Manager

The Board may provide direction, but there is no recommendation from staff at this time.

Ms. Lenner reported now that the DCC is winding down, the Kaspar Maintenance project will be progressing. She noted that two years ago at the Board and TAC Advance, a priority list of bus stops was developed. She reminded members that Mountain Line has three types of bus stops: sign, logo, and shelter. She reviewed some challenging bus stops and the Bus Stop Acquisition Policy steps. She stated staff have just submitted an earmark request for bus stops, including two temporary bus stops on Huntington and the bus stop improvements list. There were no questions.

12. KASPAR PROJECT AND MAINTENANCE OPTIONS

-Jeremiah McVicker, Maintenance Superintendent

The Board may provide direction, but there is no recommendation from staff at this time.

Mr. McVicker reviewed Phase 1 of the new Kaspar Maintenance Facility, which is slated to have 6 repair bays with future bus storage planned for Phase 2; the new facility will be more conducive for working on 60 foot buses than when they are half out of the building, which is safer for our mechanics and electric vehicles. He stated Kinney Construction recommended a phased approach. He shared a diagram that showed a red area from the east side of the existing facility to the north side that will need to have underground utility and stormwater drainage work done; during this time, there will be no access to Shop 1 to do maintenance with the ability to resume normal fleet operations once this phase of the project is complete. As a result, staff have been talking with Northern Arizona University (NAU) and Flagstaff Unified School District (FUSD) to find space for major bus repairs as needed; other routine maintenance can still be done on-site using the other accessible shops. One TAC member asked what the considerations are for the space for electric vehicles for safety. Mr. McVicker responded that a six foot space is recommended and could be coned, but battery removal off the roof of a hybrid bus, since they are so heavy, would need to be handled by the contractor. He said removal of heavy batteries would be able to be done in hours in the future in the new facility. There were no further questions.

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Director Matthews asked if these items would be brought back for Board action. Ms. Dalmolin replied that some items are only discussion items, but some will be brought back for Board action as part of other items and as stand-alone items considered. She stated specifically that capacity for the compensation plan and organizational structure has been built into the budget as presented in February.

Director McKay stated he would like to add review of the current IGA in future. Advisor Stam stated it is being worked on now, for the bus maintenance partnership. Mr. Holcomb recommended sooner is better as it is more than a contractual agreement, it is reflective of the process.

Due to being short on time, Ms. Dalmolin stated she was open to prioritizing remaining items based on Board or TAC members requests and that the rest of the items would be brought back in June.

13. FIRST MILE LAST MILE (FMLM) PARTNERSHIP PROJECT

-Anne Dunno, Capital Development Manager

The Board may provide direction, but there is no recommendation from staff at this time.

This item was skipped.

Performance

14. GOALS FOR KEY PERFORMANCE INDICATORS

-Bizzy Collins, Strategic Performance Planner

The Board may provide direction, but there is no recommendation from staff at this time.

This item followed Proposition 488.

Ms. Collins asked for feedback on this item and stated she plans to bring it back for approval on the June Consent Agenda. She reviewed the FY2026 Proposed Goals. She stated the financial data was obtained from Mr. Stone, and she calculated the anticipated service/trip data based on service miles and hours. She noted she tried to be realistic, but aspirational. She shared that the goals are developed based on the Strategic Plan goals.

- She reported fixed route on-time performance is based on scheduled timepoints and Paratransit on-time performance is based on 0-30 minute arrival time. She reminded members that many factors for on-time performance are outside of our control. She noted it is critical that there are no early departures.
- Staff are also trying to reduce emissions; current status is at average emissions.
- Employee engagement is at 77 percent. One Board member states 77 percent is just average and asked if it could be increased. Ms. Dalmolin stated this can be discussed further and modified, if needed; she will pull out the information to share in June as to why 77 is a really good score. Ms. Collins stated the average employee engagement score according to Gallup is 31 percent, so 77 is actually pretty good. One TAC member said he thought 30-60 percent was good for transit.
- Ms. Collins reported employee retention is known to help decrease accidents. One TAC member noted that in 2020 there were less vehicles on the roads; she stated accidents per miles may be more accurate. One Board member stated it seemed the accident

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numbers are skewed; the question is number of chargeable accidents or number of accidents per service miles. Ms. Dalmolin states these metrics were developed in conjunction with the Strategic Plan which will be updated in October and maybe we can wait until then to update the Key Performance Indicators (KPIs).

- Ms. Collins reported the Never Rider Survey will be done in FY2026, but recommended keeping the community engagement score the same.
- She communicated the non-federal dollars spent on Operations reflects high resiliency.

There were no other questions or comments.

15. PROPOSITION 488

-Jacki Lenners, Deputy General Manager

The Board may provide direction, but there is no recommendation from staff at this time.

This item proceeded the Goals for Key Performance Indicators.

Ms. Lenners reported that collection of new revenues, the updated transit sales tax, begins July 1, 2025. She shared the 2024 election graphic for Proposition 488. She reviewed some planned service changes for 2026. She noted the extension of Route 8 provides service to new areas and staff are waiting on Arizona Department of Transportation (ADOT) approval, as well as more frequent service on Route 5 increasing to 30 minute frequency. Staff are working on expanding the Planning Team and hiring more Operators. She reported the next improvements, in fall of 2026, would be more frequent service on Route 3 and Route 66 increasing to 20 minute frequency; this means adding a bus during peak service hours, until 6pm. She added that Saturday service would be increased to match Monday-Friday service. She reviewed some planned service changes for 2027; 30 minute frequency during off peak hours on Route 3, later night service until midnight, and ongoing bus amenity upgrades, operational assessment, ZEB Plan, maintenance facility, ongoing staffing needs, and service to new areas. There were no questions.

16. UPDATE THE 12-18 MONTH WORKPLAN

-Heather Dalmolin, CEO and General Manager

The Board may provide direction, but there is no recommendation from staff at this time.

This item was skipped.

PROGRESS REPORTS:

Progress reports were not addressed.

17. EQUAL EMPLOYMENT OPPORTUNITY (EEO) WORKFORCE UTILITIZATION ANALYSIS, FIRST HALF OF FEDERAL FISCAL YEAR 2025

-Codi Weaver, Human Resources Manager

18. DELEGATION OF AUTHORITY UPDATE

-Heather Dalmolin, CEO and General Manager

19. SUMMARY OF CURRENT EVENTS

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-Heather Dalmolin, CEO and General Manager

Ms. Dalmolin did not share current events at this meeting due to running short on time.

SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS

June/August Working Agenda

Ms. Dalmolin reminded everyone that the June 18th Board meeting would be held at the new DCC building.

The next TAC meeting will be on June 5, 2025 and will be a Zoom meeting based in Flagstaff in the VERA Conference Room, 3773 N. Kaspar Dr., Flagstaff, AZ 86004 at 10am. The public is invited to attend. June Agenda items will include, but not be limited to the Budget Adoption, Americans with Disabilities Act (ADA) Changes – Public Hearing to Open Public Comment Period, Organizational Structure Plan, Legislative Priorities, Financial Audit/Corrective Action Plan, User Fee List for Facility Use, Commercial Driver's License (CDL) Course Use Report, CEO and General Manager Evaluation Process, Zero Emission Bus Transition Plan Update, Score Card and Discussion on Proposed Goals, Grant Resolution, Procurement Resolution, Line of Credit, Personnel Policy Manual Updates, Triennial Review Closeout Report, Annual Cybersecurity Report, Workforce Housing Project Update, Meeting Calendar Review, and Delegation of Authority Updates. The June agenda will be available for review on NAIPTA's website and at NAIPTA's public posting places (listed on the NAIPTA website) at least 24 hours prior to the meeting and should be consulted for a list of items that will come before the TAC.

The next Board meeting will be on June 18, 2025 and will be a Hybrid In-Person and Zoom meeting based in Flagstaff in the Conference Room, 216 W Phoenix Ave., Flagstaff, AZ 86001 at 10am. The public is invited to attend. June agenda items will include but not be limited to the Budget Adoption, Americans with Disabilities Act (ADA) Changes – Public Hearing to Open Public Comment Period, Organizational Structure Plan, Legislative Priorities, Financial Audit/Corrective Action Plan, User Fee List for Facility Use, Commercial Driver's License (CDL) Course Use Report, CEO and General Manager Evaluation Process, Zero Emission Bus Transition Plan Update, Score Card and Discussion on Proposed Goals, Grant Resolution, Procurement Resolution, Line of Credit, Personnel Policy Manual Updates, Triennial Review Closeout Report, Annual Cybersecurity Report, Workforce Housing Project Update, Meeting Calendar Review, and Delegation of Authority Updates. The June agenda will be available for review on NAIPTA's website and at NAIPTA's public posting places (listed on the NAIPTA website) at least 24 hours prior to the meeting and should be consulted for a list of items that will come before the Board.

20. ADJOURNMENT -Vice Chair Maher reconvened adjourned the meeting at approximately 2:02pm.

Jeronimo Vasquez, Chair, Mountain Line Board of Directors

ATTEST:

Rhonda Cashman, Executive Assistant and Clerk of the Board

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