



Mountain Line

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Board of Directors Minutes for Wednesday, February 18, 2026

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 met in Regular Session on Wednesday, February 18, 2026, at 10:00am in the Mountain Line Ponderosa Room, 216 W. Phoenix Ave., Flagstaff, AZ 86001. This was a WEB BASED meeting. Members of the Board and Mountain Line staff attended in person, by internet conferencing, or by telephone. The public was invited to attend.

BOARD MEMBERS PRESENT:

Josh Maher, (Chair), Associate VP for Community Relations, NAU, designee, (Zoom);
Miranda Sweet, (Vice Chair), Vice Mayor, City of Flagstaff;
Tony Williams, Vice President of Student Services, CCC, designee, (Zoom);
Jeronimo Vasquez, Board of Supervisors, Coconino County, (Zoom), joined at approximately 10:03am;
Lori Matthews, City Councilor, City of Flagstaff, (Zoom)

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

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

BOARD MEMBERS EXCUSED:

None.

MOUNTAIN LINE STAFF IN ATTENDANCE:

Heather Dalmolin, CEO and General Manager, (Zoom);
Jacki Lenners, Deputy General Manager, (Zoom);
Sam Short, Workforce Director, (Zoom);
Megan Coons, Finance Director;
Codi Weaver, Human Resources Manager, (Zoom);
Anne Dunno, Capital Development Manager, (Zoom);
Heather Higgins, Purchasing and Contracts Officer, (Zoom);
Bizzy Collins, Strategic Performance Planner, (Zoom);
LaReina Reyes, Associate Transit Planner, (Zoom);
Jon Matthies, IT Manager;
Rhonda Cashman, Executive Assistant and Clerk of the Board;
Scott Holcomb, Mountain Line Attorney, (Zoom)

GUESTS PRESENT:

Judy Begay, Board of Supervisors, Coconino County, alternate, (Zoom), joined at approximately 10:04am and left at approximately 11:18am;
Kate Morley, Executive Director, MetroPlan, (Zoom), left at approximately 10:15am;
Tami Suchowiejko, Business Manager, MetroPlan, (Zoom), left at approximately 10:15am;
Eddie Thomas, Insurica, (Zoom), left at approximately 10:33am;
Karen Kruse, The Kruse Group, (Zoom), left at approximately 10:42am;

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Bob Holmes, Nexxus Consulting, (Zoom), joined at approximately 10:42am;
Eryn Yeager, Member - Free Mountain Line Project Group;
Biance Daniels, Member - Free Mountain Line Project Group

1. CALL TO ORDER -Chair Maher called the meeting to order at approximately 10:01am.

2. ROLL CALL

3. SAFETY MINUTE
-Sam Short, Workforce Director

Mr. Short reported on winter storm safety.

4. CALL TO THE PUBLIC

There were two members of the public in attendance at the meeting that communicated they only wanted to observe.

5. APPROVAL OF MINUTES 1/21/2026

Vice Chair Sweet made a motion to approve the minutes for January 21, 2026. Director Matthews seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

DISCUSSION / ACTION ITEMS:

6. IN-KIND TIME FOR METROPLAN

-Heather Dalmolin, CEO and General Manager

Staff recommend the Board of Directors agree to allow MetroPlan to record time that staff, Transit Advisory Committee members, and the Board spend engaged in planning and executing the Mountain Line Board and Transit Advisory Committee meetings as in-kind donations to MetroPlan.

Ms. Dalmolin introduced Ms. Morley with MetroPlan to present this item. Ms. Morley explained the need to capture more in-kind match due to more grants being received which benefit transportation in the region. She noted that Ms. Suchowiejko would send each of them a form to review and sign off on, then send them back; there is an opportunity to modify if needed. Director Williams shared that he is the Mountain Line representative on the MetroPlan Board,

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and he finds the in-kind process to be smooth and easy; he supports the request. Ms. Dalmolin communicated that Mountain Line does not use in-kind match; there is no conflict with in-kind reporting for Board members. Director Vasquez made a motion to approve MetroPlan use of in-kind time as presented. Director Williams seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

7. MOUNTAIN LINE'S STRATEGIC PLAN

-Heather Dalmolin, CEO and General Manager

Staff recommend the Board of Directors adopt the Mountain Line Strategic Plan.

Ms. Dalmolin explained that she did not want to rush the process; due to delay in some staff sharing information with the consultant, she thought it would be best to table this item to March to give Board members time to review the proposed Strategic Plan prior to the Board meeting. Director Williams made a motion to table this item until the March Board meeting. Vice Chair Sweet seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

Ms. Dalmolin asked the Board to move up the Insurance Policy Excess Limit Reduction agenda item number 9 before the Legislative Priorities agenda item number 8 as a guest is expected to join this conversation and he is not yet available. Board members agreed to this change.

8. INSURANCE POLICY EXCESS LIMIT REDUCTION

-Sam Short, Workforce Director

Staff recommend the Board of Directors approve a reduction in Mountain Line's Excess Liability Insurance coverage from 13 million dollars to 10 million dollars.

Mr. Short provided some background on the previous reduction of excess limit from \$21 million to \$13 million in August of 2025. He shared the current layers of coverage and cost that make up our \$13 million in coverage. He reviewed the proposed layers of coverage and cost when reduced to \$10 million; the industry standard amount of coverage is \$5 million-\$10 million. Mr.

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Short introduced our insurance broker, Mr. Thomas from Insurica, whose company works exclusively in the transit industry. He recommended reducing the excess limit coverage down to \$10 million to be in line with other transit agencies. He noted his goal is to get the best insurance coverage for Mountain Line, recommending the Community Transit Risk Purchasing Group which is for public and not for profit agencies. He explained one benefit is potential cost control – the industry insurance coverage may increase 20-40 percent per year, and the alternative risk program suggested can help control those increases to approximately three percent per year. One member of the public, Ms. Yeager, asked what this insurance covers. Mr. Thomas replied that it covers all facets of insurance required by public transit; it is auto coverage and claims that drives the cost. There was a Board member question regarding a backup plan in case the Community Transit Risk Purchasing Group coverage doesn't happen. Mr. Thomas explained that Travelers has not provided their renewal notice with terms yet; it should be received in the coming months allowing for a final decision before July first. Mr. Short reported insurance rates were increasing approximately 15-20 percent per year. He shared that a savings of \$73,000 is estimated with the proposed change in coverage; the reduction in coverage also improves Mountain Line's ability to procure affordable coverage each new fiscal year. Director Matthews made a motion to reduce the total amount of excess insurance coverage as recommended. Director Vasquez seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

9. 2026-2027 LEGISLATIVE PRIORITIES

-Heather Dalmolin, CEO and General Manager

Staff recommend the Board of Directors approve and adopt the 2026-2027 Legislative Priorities.

Ms. Dalmolin introduced Ms. Kruse from The Kruse Group to report on state priorities. Ms. Kruse shared that this is the last week for the Arizona Legislature to hear bills or they die. She commented that the state does not generally fund transit; however, a few years ago the state contributed \$6 million to close the funding gap for the Downtown Connection Center. Additionally, she shared that Mountain Line has also received Arizona State Match Advantage for Rural Transportation (SMART) funds; she shared some beneficial changes that have been made in recent years. She reported that the Rural Transportation Advocacy Council (RTAC) bill, in which MetroPlan helps determine the priority projects related to infrastructure in rural communities; Mountain Line did not have a direct request this year but continues to support the effort. She noted that the transition in leadership for the Arizona Transit Association (AzTA) will hopefully create opportunity to elevate advocacy efforts related to the Yield to Bus initiative by working with both sides to draft acceptable language, there are also steps to work through to





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set up a potential self-insurance pool and finding a long-term statewide dedicated funding source. She noted that the Arizona Department of Transportation (ADOT) is engaged in a Listening Tour across rural Arizona and transit is one of the topics; when it is done, there will be a report for review. She reported that Mountain Line and Ms. Dalmolin have done an excellent job of communicating that we are part of a community. She reported that legalized marijuana has created challenges and regulation changes are needed related to the way testing is done; it doesn't just impact transit, but other industries as well. She communicated that Arizona is one of four states that doesn't fund transit at all. There were no questions. Chair Maher thanked her for her work on behalf of Mountain Line.

Ms. Dalmolin stated she would start reviewing the Federal Priorities while waiting for Mr. Holmes to join the meeting. She shared that the top priority is to ensure the Reauthorization of Transportation Funding at the same funding level for the next five years; this will help Mountain Line offset the cost of inflation. Additionally, she noted that the second priority is to seek an increase in Small Urban Intensive Cities (STIC) set aside from three percent to five percent. She shared that the last increase from two to three percent brought Mountain Line approximately \$150,000 more per measure achieved. And the third priority is to advocate for transit regulatory updates related to testing for impairment and Commercial Driver's License testing requirements.

Mr. Holmes stated he would provide an overview of what is happening at the federal level; both the Senate and the House of Representatives are Republican and through budget reconciliation, the One Big Beautiful Bill was passed. He communicated that there is one FY2026 appropriation left, Homeland Security; changes to Immigration and Customs Enforcement (ICE) have been demanded which is causing a partial government shutdown. He noted the FY2027 appropriations will start in earnest soon. He shared that the President would announce his budget in six days, and his priorities which congress usually does not adhere to. He reported that Federal Transit Administrator, Marc Molinaro has resigned and what that may mean; recommendation to stay vigilant. He said there is an expectation that surface transportation will look about the same as the Infrastructure Investment and Jobs Act (IIJA). He stated there probably would not be a new reauthorization bill passed by September 1, 2026; it may not happen until 2027 when the House of Representatives will likely switch to Democrat majority. He said that he will be with Ms. Dalmolin and Ms. Lenners in a couple weeks visiting the Federal Transit Administration (FTA) and legislators on the Hill. Mr. Holmes stated that the STIC funding is largely bipartisan because it rewards high performing systems; the money is off the top, part of 5307, not new money. There were no questions.

Ms. Lenners reported on the two local priorities, which are really to make sure transit is considered in the City of Flagstaff's development process.

Director Williams made a motion to approve the 2026-2027 Legislative Priorities as presented. Director Matthews seconded. There was no discussion. All approved, none opposed. Motion carried.

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NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

10. JULY 2026 SERVICE CHANGES

-Jacki Lenners, Deputy General Manager

Staff recommend the Board of Directors conduct a public hearing and open a public comment period through April 10, 2026, for the proposed July 2026 service enhancements.

Ms. Lenners stated the now August service changes will trigger the Title VI Program since they are being packaged together; a public comment period is required. She reported the service changes are supported by passage of Proposition 488. She reviewed the proposed service enhancements in detail by Route.

Route 2 (Blue):

- Addition of two eastbound stops on McMillian Mesa: Pine Cliff and Forest Avenue (near the Lofts apartments) and Gemini Road and Jasper Drive (near the Arizona State Veteran Home.)

Route 3 (Green):

- Increased weekday peak frequency (approximately 6am-6pm) to 20 minutes from the current peak service of 30 minutes.

Route 5 (Orange):

- Addition of a westbound bus stop on Highway 180 and Whiting Road, near Starpoint Apartments.

Route 8 (Teal):

- Extend service on the West Route 66 corridor by making a full loop from Woody Mountain Road to McAllister Ranch Road and Alvan Clark Boulevard before returning to West Route 66. New proposed bus stops at:
 - McAllister and Charon
 - Alvan Clark Boulevard (Adora at Timber Sky)
 - Alvan Clark Boulevard (Woody Mountain Apartments)
 - West Route 66 and Woody Mountain Road (LivTimber)
 - West Route 66 and Thompson Street (eastbound)
- With the extended service on West Route 66, it is proposed that Route 8 no longer serves the Thompson Street, University Avenue, Woodlands Village Boulevard loop, impacting service to the following stops:
 - Stop 10 on Thompson Street, south of West Route 66, this stop will be removed. Riders who use this stop will be able to access the new stop on West Route 66 and Thompson Street.
 - Stop 11 on University Avenue and Forest Meadows Street, this stop is also served by Route 10 and will not be removed.

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- Stop 12 at Woodlands Village Boulevard and University Avenue, this stop will be removed.

Staff have been surveying riders that use these stops.

Route 66 (Red):

- Increased weekday peak frequency (approximately 6am-6pm) to 20 minutes from the current peak frequency of 30 minutes. Addition of a bus stop on eastbound Highway 89 and East Trails End Drive, offering more convenient transit access to the Sacred Peaks Health Center.

She noted that public outreach efforts will begin once the public comment period is open if approved by the Board; efforts will include press releases, bus stop signage, mailer, and social media. She explained that staff will share comments and ask for the public comment period to be closed at the April Board meeting. There were a couple of questions from Board members related to the proposed Veteran Home bus stop and number of comments. Ms. Lenners stated the Veteran Home bus stop can be used by anyone, but it was requested by their staff and Northern Arizona Healthcare (NAH) is going to build a rehabilitation center near there, and the number of comments is unknown, but typically not many are received, maybe more due to some stop closures for Route 8 or increased frequency of buses going through neighborhoods. One Board member commented that Veterans don't have to live there to receive services there. There were some additional questions about potential negative comments and how they would be handled. Ms. Lenners stated staff usually try to educate riders about alternatives and if there is an outcry, staff can have a conversation with the Board and consider other options. Director Williams made a motion to conduct a public hearing and open a public comment period for the proposed service changes as presented. Director Vasquez seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

11. ABILITY TO ASSESS IMPACT FEES FOR NECESSARY TRANSIT INFRASTRUCTURE COSTS

-Bizzy Collins, Strategic Performance Planner

Staff recommend the Board of Directors do not pursue impact fees for transit infrastructure costs at this time.

Ms. Collins shared photos of different types of Mountain Line bus stops: sign, logo, or shelter; logo and shelter stops require an easement due to the larger footprint. She noted these improvements are easier to integrate when road construction is being done. She mentioned that bus stops give the first impression of our system. She stated that Board and TAC members identified 39 bus stops to be improved at the October 2023 Advance.





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She shared that Mountain Line participated in the City's Land Availability and Sustainability Study and Code Analysis Project (LASS+CAP) which offered many ways to integrate transit; many of which are going to be integrated into the Safe Streets Masterplan MetroPlan is working on with the City. She said one outstanding item is the Transit Assessment which required further legal research to determine how much and under what circumstances transportation impact fees could be directed into transit improvements. She noted that the full legal memo from Dickinson Wright was in the agenda packet. She said she pulled out the highlights to share:

- Necessary transit infrastructure can be included in the fees assessed for streets infrastructure under § 9-463.05
- There are requirements which must be met to do so, but the requirements are the same requirements applicable to fees for other necessary infrastructure

Mountain Line staff, MetroPlan staff, and City staff met with City of Tempe staff to discuss how the City of Tempe assesses impact fees for Valley Metro bus stop improvements and the City of Tempe owns the easements and amenities, where in Flagstaff Mountain Line owns the easements and amenities, which could be resolved with intergovernmental agreements, etc. She stated they still go through a lot of negotiation, and it is not as much of a prescribed process as Mountain Line staff thought, but it was a good conversation. She said the City of Flagstaff has offered to include transit capital improvements in their impact fee analysis to understand what the transit component might look like. She said staff are weighing the options; there were also two events that were considered in the process: receipt of a \$3.2 million grant and passage of the 2024 transit tax increase. She noted all 39 identified bus stops will be improved with these funds. She reviewed staff recommendations not to pursue transportation impact fees at this time, add transit capital improvements into City engineering standards and zoning code, and find clear points in projects early on to discuss transit and make sure objectives are being addressed. She said staff will continue to work with developers on a voluntary basis and the Safe Streets Masterplan will help the process. Mr. Holcomb noted that this report is consistent with transit improvements being part of the City's infrastructure improvement plan in case transit impact fees are sought down the road so transit can be given consideration. She stated she is seeking Board action to close the loop on the subject at this time. There was a question about developers' willingness to work with Mountain Line. Ms. Collins reported that the developer of Starpoint Apartments on Highway 180, for example, provided the easement and ADOT at the last minute requested some engineering changes that prevented the developer from making accommodation for the bus stop. She said Ms. Dunno continued the conversation with ADOT and several years later a bus stop is going to be added. She stated that is not always the case; some developers say no thank you. There was a question asked whether this only pertains to bus stops or could it be for other capital improvements. Ms. Collins said capital improvements are cut and dry; usually approaching the lowest hanging fruit. Vice Chair Sweet made a motion to approve the recommendation as presented. Director Matthews seconded. There was no discussion. All approved, none opposed. Motion carried.

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NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

12. BENEFITS OF BUS REBUILDS

-Heather Dalmolin, CEO and General Manager

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

Ms. Dalmolin explained that she wants to document staff process and steps taken regarding bus rebuilds. She reviewed the benefits of bus rebuilds and stated that overhaul at midlife was not done in the past, but there are now constraints with fewer bus builders and the length of time to receive new bus orders. She said this is part of being nimble and creating capacity for service needs and provides options. She noted that FTA designates the useful life of a bus to be 12 years and Mountain Line has four vehicles that are 15-16 years old. She shared that to rebuild a bus, approximately 40 percent of the cost of a new bus, takes six months. She noted rebuilt buses are adaptable to support community events that FTA considers charter service. There was a question about the cost of a bus rebuild. Ms. Dalmolin replied that it is approximately \$550,000 for another 8-10 years of useful life. She stated staff are asking for a 10 percent change order for tariffs. She shared that the first two met the criteria for rebuilding under the Delegation of Authority, but now two more are needed. A Board member requested each purchase request be brought to the Board. Ms. Dalmolin said she understood and a discussion is planned on this topic for May. There were no other questions.

13. PURCHASE THE REBUILD OF 2 GILLIG 35-FOOT BUSES

-Heather Dalmolin, CEO and General Manager

Staff recommend the Board of Directors authorize the CEO and General Manager to purchase rebuilding of two (2) 35' Gillig Buses from Complete Coach Works for a not to exceed price of \$610,000 per bus.

Ms. Dalmolin reviewed that she is asking for approval to have two buses rebuilt through a federally approved contracting opportunity with Washington State Transit Association at a cost of 60 percent less than buying new, and delivery takes 75 percent less time to receive order than new buses. She reported the current fleet is okay for existing service, but in July 2026 service expansion is planned as presented earlier, and in July 2027 staff anticipate making Saturday service the same as Monday through Friday service and fleet resiliency will be necessary. In addition, she shared that rehabbed buses can be used for training, special services, and marketing programs without taking fleet out of the lineup for service delivery. She reviewed the financial capacity for completing the bus rebuilds with local funds, and that they are included in the five-year capital improvement plan, the drafted FY2027 budget, and the five-year financial plan. She decided to present this item now due to the timing. There were no questions. Director Williams made a motion to approve the Rebuild of two (2) Gillig 35-foot





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buses as presented. Vice Chair Sweet seconded. There was no discussion. All approved, none opposed. Motion carried.

NAME	YES VOTE	NO VOTE
Josh Maher	X	
Miranda Sweet	X	
Tony Williams	X	
Jeronimo Vasquez	X	
Lori Matthews	X	

PROGRESS REPORTS:

There were no questions regarding the progress reports.

14. FY2024 TRIENNIAL REVIEW CLOSEOUT
-Bizzy Collins, Strategic Performance Planner
15. FY2027 BOARD MEETING DATES
-Rhonda Cashman, Executive Assistant and Clerk of the Board
16. KASPAR MAINTENANCE PROJECT UPDATE
-Anne Dunno, Capital Development Manager
17. DELEGATIONS OF AUTHORITY
-Heather Dalmolin, CEO and General Manager
18. SUMMARY OF CURRENT EVENTS
-Heather Dalmolin, CEO and General Manager

Ms. Dalmolin shared the following highlights:

- There was a 39 percent increase in Mountain Express ridership between December 2024 and December 2025.
- She and Ms. Lenners will be in D.C. in early March.
- Staff have been told we will meet the deadline for the FY2025 Financial Audit.
- Mountain Line lost 10 Operators last month. The next training class will begin next week. There is some natural attrition, but staff are checking on the cause/reason for the losses. Some Operators are moving from part-time to full-time.
- The Planning Director finalist will be on site tomorrow.
- She sent a message about the May Board meeting date and asked members to reply.

ITEMS FROM COMMITTEE AND STAFF:

SCHEDULE NEXT MEETING DATE AND IDENTIFY AGENDA ITEMS

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March/April Working Agenda

The next Board meeting will be held on March 18, 2026 and it will be a hybrid in-person and Zoom meeting at the Mountain Line Ponderosa Room, 216 W. Phoenix Ave., Flagstaff, AZ 86001 at 10am. The public is invited to attend. March agenda items may include but not be limited to Mountain Line's Strategic Plan, FY2025 Financial Audit, Workforce Budget Overview, Operating Budget Overview, Biannual Performance Report, Electric Bus Performance Report, CEO Evaluation Criteria and KPIs, and Delegation of Authority Updates. The March agenda will be available for review on Mountain Line's website and at Mountain Line's public posting places (listed on the Mountain Line 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 -Chair Maher adjourned the meeting at approximately 11:56am.

Joshua Maher

Josh Maher, Chair of the Mountain Line Board of Directors

ATTEST:

Rhonda Cashman

Rhonda Cashman, Executive Assistant and Clerk of the Board

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