

MONTANA COORDINATION PLAN OUTLINE 2024-25

Date Adopted by Board of Directors:

1. This plan was adopted on January 25, 2024 by Board of Directors 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 January meeting minutes from the HRDC Board of Directors are 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
 - 2.5.9 Bozeman Health
- 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:

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 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 Section 5311 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, high density housing, health care providers, and the Downtown area.

The new 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 new routes offer fixed route service to the Warming Center, the Day Center, and Housing First Village (tiny home community) without additional runs.

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

A weekend Bridger Bowl service runs during the ski season, approximately the second weekend of December through the first weekend of April. Bridger Bowl service runs three buses on Saturday and Sunday from 8:00 am to 5:00 pm with half hour service.

The Livingston weekday commuter service runs an early morning and evening bus from Bozeman (Wal-Mart) to Livingston. 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 new 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.

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 15th 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 some seasonal services remain reduced. 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. This past October 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 pushed to family members for 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 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 100 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. Work 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 Hardaway Vet Clinic or Buffalo Restoration. 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.

Some clients use Galavan and Streamline independently or with staff support.

HRDC and REACH are working to expand consolidation between the two organizations. At this time, the two entities feel that full consolidation would be very difficult given differing missions and makeup of clientele. Were there adequate funding, we envision Reach staff riding with more clients on a Galavan or Streamline vehicle.

Bridger Bowl

Bridger Bowl is a local community ski area approximately 20 minutes from downtown Bozeman. Bridger Bowl is committed to operating their ski areas in the most socially responsible manner possible. Energy and product purchases, waste stream management and care for the land are conducted in an accountable manner consistent with prudent and environmentally sustainable practices. Most local residents only need to drive 16 to 20 miles each way to and from Bridger. Consequently, the collective carbon footprint is significantly less compared to those traveling 3 to 5 times that distance to ski or recreate. Despite the close proximity to Bozeman, strongly encourages local residents to carpool or use public transit whenever possible. Public transit significantly reduces the impact on Bridger Canyon Road during peak ski access times in the morning and at the end of the afternoon. Bridger Bowl has a designated carpool lot for vehicles with 3 or more passengers in their top Lot A. They have also coordinated a carpool parking lot at the Gallatin County Fairgrounds off of Oak Street across from the Cannery District in Bozeman.

A free park and ride bus service between Bozeman and Bridger Bowl was created in fall 2008. The contracted service with Streamline are two fixed route buses offering hourly round trips between Bozeman and Bridger Bowl on weekends. Bridger's vision is to increase the number of buses, link with connections from town routes and routes from Belgrade and Livingston and add midweek service with buses having racks for skis and snowboard equipment.

Karst Stage

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.

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-nine. 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 5-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

Angel Line provided an average of 693 rides per month to 125 individual customers during FY 15. Vehicle travel average was 2,067 miles per month. The cost per ride and cost per mile are in line with other Montana providers.

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.

West Yellowstone Foundation

The West Yellowstone Foundation operates between West Yellowstone and Bozeman twice each week. Named Galavan West, this service provides rides to primarily seniors traveling to Bozeman for medical and retail purposes.

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 1,000,000 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 will use 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.

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 will include multiple avenues of public engagement including a microsite designed specifically to gather feedback on transit plans. Earlier this 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 in the Bozeman Daily Chronicle 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 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 7th 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 the fall of 2019 Transportation, Management, & Design (TMD) was hired as a transit planning consultant to redesign 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 will also help Streamline begin to prepare for the changes that come if/when Bozeman becomes a small urban after the 2020 Census is 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 2024-2025 are as follows:

1. Continue to retain and recruit drivers 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. Following the creation of an Urban Transportation District (UTD) continue to the guide the Board in becoming an eligible recipient of FTA’s 5307 Small Urban appropriations
4. Evaluate the potential funding for future service expansion including implementing the long-term service recommendations from TMD
5. Update the TPD and evaluate the long-term plan including a new route designed to serve areas with planned higher density and the future new hospital, Billings Clinic Bozeman

6. Update the TDP and evaluate the long-term plan by expanding two of the 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 between Belgrade and Bozeman and add service, in one direction, to the airport
8. Update the TDP and evaluate the long-term plan to serve Four Corners, South Bozeman, and River Rock (Belgrade) with micro-transit service while monitoring the expansion to west Bozeman
9. Update the TDP and evaluate the long-term plan with service to the HRDC's future Food Resource Center and Day Center/Warming Center, with service also to Story Mill Community Park, affordable housing, and the popular hiking destinations (seasonal/weekend)
10. Participate in the Gallatin Valley MPO transportation planning development and 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 FY24 and beyond especially after the implementation of the new routes, frequency runs, and 34 additional new bus stops. Its 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) has recently been established in Gallatin County following the 2020 Census designation of Bozeman as a metropolitan area. The Gallatin Valley MPO will create comprehensive transportation plans, 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 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 will also be a priority. We have broadened our outreach reach to regularly include TV, radio, and local grocery stores. We continue to advertise in the Bozeman Daily Chronicle and other local magazines and newspapers on a regular basis as well as having a 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.

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 start diving into 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.

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 January 18, 2024 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.

Vehicles: Listed by priority

1. REACH, INC. – Minivan (non ADA)
2. REACH, INC. – Minivan (ADA)
3. HRDC/Streamline – 26 Passenger Heavy Duty Transit Bus
4. HRDC/Streamline – 26 Passenger Heavy Duty Transit Bus
5. HRDC/Streamline – 26 Passenger Heavy Duty Transit Bus
6. HRDC/Galavan – 9 Passenger Mid-Top AWD Van ADA
7. HRDC/Streamline – 26 Passenger Heavy Duty Transit Bus
8. HRDC/Galavan – 9 Passenger Mid-Top AWD Van ADA
9. Passenger Amenities – Reflective Post Panels for bus stops

The TAC is made up of representatives of local planning agencies, city and county governments, public transportation providers, human services agencies providing services to the elderly, individuals with disabilities, low income customers 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
Dan Martin	Karst Stage
Darren Brugmann	Western Transportation Institute
Doug Kellie	Bozeman Public Schools
Scott Birkenbuel	Ability Montana
Lindy Ballard	Vocation Rehabilitation and Blind Services
Kevin Sylvester	Eagle Mount
Darcel Vaughn	Gallatin County Rest Home
Bonnie Hickey	Bridger Bowl